

Appendix F

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## Sustainability Appraisal of Revised Policies

The tables below provide an explanation of the notation used in the options assessment matrix.

Major Positive Impact	The policy strongly supports the achievement of the SA Objective.	<b>++</b>
Positive Impact	The policy partially supports the achievement of the SA Objective.	<b>+</b>
Neutral/ No Impact	There is no clear relationship between the policy and / or the achievement of the SA Objective or the relationship is negligible.	<b>0</b>
Positive and negative outcomes	The option has a combination of both positive and negative contributions to the achievement of the SA Objective, e.g. a short term negative impact but a longer term positive impact.	<b>+/-</b>
Uncertain outcome	It is not possible to determine the nature of the impact as there may be too many external factors that would influence the appraisal or the impact may depend heavily upon implementation at the local level. More information is required to assess the impacts.	<b>?</b>
Negative Impact	The policy partially detracts from the achievement of the SA Objective.	<b>-</b>
Major Negative Impact	The policy strongly detracts from the achievement of the SA Objective.	<b>--</b>

<b>L-T</b>	Effects likely to arise in 10-25 years of Core Strategy implementation
<b>M-T</b>	Effects likely to arise in 5-10 years of Core Strategy implementation
<b>S-T</b>	Effects likely to arise in 0-5 years of Core Strategy implementation
<b>D</b>	Direct effects.
<b>I</b>	Indirect effects.
<b>R</b>	Effects are reversible
<b>IR</b>	Effects are irreversible
<b>H/M/L</b>	High, medium or low certainty of prediction
<b>C</b>	Potential to have cumulative effect with other proposals or plans on this objective

Table: Core Strategy Focused Review Revised Policies

	<b>CS7: The Amount of Housing Required</b>		<b>CS10: Ipswich Northern Fringe</b>		<b>CS13: Planning for Jobs Growth</b>		<b>CS14: Retail Development</b>		<b>CS17: Delivering Infrastructure</b>	
	The Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. Proposes 360 fewer residential units than considered originally in the adopted Core Strategy 2011 between 2011 and 2027. The revised policy proposes 2,710 dwellings between 2027 and 2031 beyond the adopted Core Strategy plan period, which would be 2,800 dwellings if the adopted policy was rolled forward to 2031.		The revised policy envisages the development of the whole Northern Fringe to meet the housing needs assessed in the 2012 SHMA. Originally only 1000 new dwellings were expected to be delivered by 2021; the revised policy is now looking at 3,500 new dwellings for the overall period until 2031.		The Council will promote sustainable economic growth in the Ipswich Policy Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of 12,500 jobs between 2011 and 2031.		Less retail floorspace: previously 35,000sqm, the revised policy is looking at 15,000sqm of additional floorspace allowing flexibility to amend the figure following a review of the Retail Capacity Study after 2026.		The revised policy will allow flexibility on the spending for infrastructure projects throughout the whole territory of Ipswich rather than just within new developments.	
<b>SA Objectives</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>
ET1 To improve air quality	- <b>S, M –LT D R M C</b>	Currently there are four AQMA all located in urban Ipswich. Since road traffic is the main source of air pollution it is anticipated that the population growth and the influx of new residents will result in an increased level of traffic in the areas of the new developments and on the main roads that lead to the town centre and/or to the main employment hubs. The overall number of projected growth of housing numbers suggests significant increase in traffic and negative effects on air quality.  <i>Although the use of sustainable modes of transport is encouraged through other policies in the Core Strategy (e.g. DM16), opportunities should be sought to allocate land in a way that the new residential units are near community facilities/employment hubs. See Policy CS2.</i>	- <b>S, M –LT D/I R M C</b>	Air quality may deteriorate as a result of the envisaged urban extension to the north of the town centre. Although measures to encourage the use of sustainable modes of transport are included in the Core Strategy, travel by private car could remain the main mode of transport to work due to there being no employment land allocated on the site. The indicative number of dwellings is 3,500; hence it is anticipated that negative effects on air quality are likely to occur in the north part of the borough.  <i>Increase in public transport provision (buses) and more frequent train services to the area may reduce car use.</i>	+/- <b>S, M –LT I R L C</b>	Whilst the primary focus of the policy is not to tackle air quality issues, it is considered that the appropriate allocation of employment land may result in improvement of air quality if it is easily accessible by sustainable modes of transport. The policy focuses on the delivery of jobs within the borough which may reduce longer commuting trips outside the borough. The former Crane's site is a strategic employment site with good public transport accessibility. Therefore it is anticipated that in the long term there will be some indirect positive effects on air quality but the level of certainty of prediction is rather low.	- <b>S, M –LT D R M C</b>	The revised policy envisages retail floorspace to be allocated in the Central Shopping Area which is largely pedestrianized and accessible by bicycle. Additionally the town centre is well served by public transport which may reduce the need to travel by private car. However, additional retail floorspace may result in increase of trips to the shopping areas by residents within the borough and from neighbouring areas. As a result, traffic is likely to increase on the main approach roads to and from Ipswich causing deterioration of air quality.  <i>Park and ride facilities in the peripheral areas of the borough may encourage people to use sustainable modes of transport to the main shopping area in the town centre.</i>	+ <b>S, M –LT D R M</b>	Whilst the primary focus of the policy is not addressing air quality issues, it is considered that adequate infrastructure within new developments may result in relief of congestion at key routes of the borough. In addition, the Community Infrastructure Levy (CIL) will help address road capacity and congestion issues off-site and thus result in improved air quality in the long term.
ET2 To conserve soil resources and quality	- - <b>S, M –LT D I R L C</b>	Although the number of the residential dwellings to be built has decreased, the envisaged housing growth suggests that good quality agricultural land may be lost as a result of substantial urban extension.  It is recognised that limitations exist and will increase throughout	- <b>S, M –LT D I R M C</b>	The site consists of 195ha of good quality agricultural land; 1/3 of the land will be allocated for open space and a country park, which will partially contribute to the achievement of the SA objective but <i>opportunities may be sought to allocate land for allotments to make use of the good quality</i>	+ <b>S, M –LT D R M C</b>	The policy focuses primarily on the allocation of land for employment use; much of it is previously developed land (former Crane's factory). The former Crane's site is an example of a contaminated land which has been redeveloped successfully for its current use and <i>more opportunities should be</i>	+ <b>S, M –LT D R M</b>	The policy focuses primarily on the allocation of land for retail use on previously developed land at Westgate.	<b>0</b> <b>S, M –LT D R M</b>	There is no clear relationship between the policy and the SA objective.

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	The Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. Proposes 360 fewer residential units than considered originally in the adopted Core Strategy 2011 between 2011 and 2027. The revised policy proposes 2,710 dwellings between 2027 and 2031 beyond the adopted Core Strategy plan period, which would be 2,800 dwellings if the adopted policy was rolled forward to 2031.		The revised policy envisages the development of the whole Northern Fringe to meet the housing needs assessed in the 2012 SHMA. Originally only 1000 new dwellings were expected to be delivered by 2021; the revised policy is now looking at 3,500 new dwellings for the overall period until 2031.		The Council will promote sustainable economic growth in the Ipswich Policy Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of 12,500 jobs between 2011 and 2031.		Less retail floorspace: previously 35,000sqm, the revised policy is looking at 15,000sqm of additional floorspace allowing flexibility to amend the figure following a review of the Retail Capacity Study after 2026.		The revised policy will allow flexibility on the spending for infrastructure projects throughout the whole territory of Ipswich rather than just within new developments.	
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		the plan period to deliver housing on previously developed land. At present only 52.5% of housing delivery 2013-2031 will be on brownfield land which may result in negative effects on soil resources in the Borough (undeveloped areas currently lie within areas of Grade II Agricultural Land). In order to reach the housing targets, further land will need to be allocated. As a result, potential negative effects will be associated with potential loss of greenfield land. <i>Approximately 30ha of vacant buildings could be reused.</i>		<i>agricultural land.</i>		<i>sought to remediate other potential employment sites.</i>				
ET3 To reduce waste	<b>-</b> <b>S, M –LT</b> <b>D/I</b> <b>IR</b> <b>M</b>	It is anticipated that the target to deliver at least 13,550 additional residential dwellings in the borough will generate waste from construction as well as household waste from the growing numbers of new residents. Policy CS4 focuses specifically on encouraging the minimisation of waste from new developments and reuse/recycling of materials. <i>Opportunities should be sought to encourage recycling within the new housing developments.</i> <i>Facilities should be provided to encourage reuse/recycling.</i>	<b>-</b> <b>S, M –LT</b> <b>D/I</b> <b>IR</b> <b>M</b>	Development at the Northern Fringe will lead to the generation of waste. There are a number of waste facilities that currently serve the area. With the provision of a new waste incinerator, it is anticipated that the waste facilities will meet the demand posed by the growing number of homes. <i>Opportunities should be sought to increase the percentage of reused or recycled household waste. Key waste materials during the construction of new housing should also be reused/recycled.</i>	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The revised policy would potentially result in land allocated for employment use due to commitment to provide jobs. Waste is likely to be generated during operation of employment sites, if appropriate mitigation measures are not in place. <i>Opportunities should be sought to encourage recycling within the new employment hubs.</i>	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	Some positive effects will occur if the vacant premises in the town centre are brought back into active use as stated in the policy. However, more waste is likely to be generated from the delivery of more retail floorspace and the operation activities of the new retail developments. Cumulatively, together with the housing and employment led policies, waste generation may have a significant negative effect on the environmental objectives in the long term if mitigation measures are not in place.  <i>Reuse/recycling should be</i>	<b>O</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The primary focus of the policy is not to reduce waste. However, waste management infrastructure will be delivered using the pooled developer contributions.

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								<i>encouraged.</i>		
ET4 To reduce the effects of traffic upon the environment	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	Whilst the focus of the policy is to not tackle traffic issues, the significant amount of new residential dwellings has the potential to result in pressure on key junctions/roads (on the A12/A14 at Copdock, Seven Hills Interchange and the Orwell Bridge) in peak hours depending on the exact location of development and the provision of appropriate level of public transport to serve the new neighbourhoods.  <i>Mitigation measures to encourage sustainable modes of transport are included in other policies of the Core Strategy DM15, DM16, and DM17.</i>	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	Same as CS7.	<b>+/-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy will contribute to the achievement of the SA objective through the allocation of land for employment at sites that have good public transport accessibility (e.g. former Crane’s factory).	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>L</b> <b>C</b>	The policy will contribute to the achievement of the SA objective through additional retail site allocations in the Central Shopping Area and key district centres within walking distance from residential areas and well served by public transport.	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy will contribute to the achievement of the SA objective through the provision of adequate infrastructure within new developments and subsequent relief of congestion at key routes of the borough. In addition, the CIL will help address road capacity and congestion issues off- site. The revised policy allows more flexibility to allocate contributions for strategic infrastructure improvements. Therefore, it is considered to be more beneficial as it will cover the territory of the whole borough.
ET5 To improve access to key services for all sectors of the population	<b>+/-</b> <b>M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	Whilst the primary focus of the policy is not to tackle access issues, it is anticipated that significant amount of housing will be delivered within the borough, including at the Northern Fringe. Access issues may occur due to congestion on the roads that connect the NF with Ipswich town centre.  However, CS10 ensures that the access to services in the Northern Fringe will be improved including new transport routes and services. Where housing is delivered within	<b>+</b> <b>M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy will contribute to the achievement of the SA objective through ensuring that any development in the Northern Fringe includes green walking and cycling links to Westerfield station and the town centre which will benefit existing residents also.  Significant infrastructure will be put in place to meet the needs of the new neighbourhoods including public transport routes and services and community facilities – again also accessible to existing residents nearby.	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	There is no clear relationship between the policy and / or the achievement of the SA Objective or the relationship is negligible.	<b>+</b> <b>M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The SA objective will be achieved through the enhancement of facilities available in district centres and providing more choice for local residents within walking distance of their homes.	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy will contribute to the achievement of the SA objective through Section 106 Agreements and CIL ensuring developers contributions for transport infrastructure at strategic level. The revised policy would allow development and improvements of infrastructure according to the needs identified for all the residents rather than focusing only on new developments.

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		IP-One area, it is anticipated that it will contribute to the achievement of the SA objective as the key services are easily accessible by all modes of transport.		CS10 ensures that the access to services in the Northern Fringe will <i>be improved including new transport routes and services. In addition, some key services will be provided locally to meet the demands of the new residents.</i>						
ET6 To limit and adapt to climate change	<b>-</b> <b>S, M –LT</b> <b>I</b> <b>R</b> <b>M</b>	Although the number of residential dwellings has decreased, the policy envisages the use of greenfield land due to limited amount of brownfield sites. Consequently, there is potential for increased flood risk due to change in land use. Changes in land use may affect the generation of water run-off at local scale. Additionally, new homes will use more energy which will result in increase of greenhouse emissions.  <i>Therefore, it will be beneficial to use SuDS to reduce flood risk and manage run-off as required by Core Strategy Policy DM4. Greenhouse emissions could be reduced through requirement for new developments to incorporate Code for Sustainable Homes standards as required by Core Strategy Policy DM1.</i>	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy envisages the use of greenfield land due to limited amount of brownfield sites in the borough. Changes in land use may affect the generation of water run-off at local scale. Additionally, new homes will use more energy which will result in increase of greenhouse emissions.  <i>Therefore, it will be beneficial to use SuDS to reduce flood risk and manage run-off. Greenhouse emissions could be reduced through the requirement for new developments to incorporate Code for Sustainable Homes and BREAAAM standards. See Core Strategy policies DM4 and DM1.</i>	<b>+/-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>L</b>	Allocating land for employment generating uses in central urban areas well served by public transport may reduce the need to travel by private car. In addition allocating land for employment use near existing employment hubs (e.g. IP051) may encourage car-share schemes. New employment sites will however use energy and cumulatively will detract from the SA objectives unless mitigation measures are in place. For these reasons, it is considered that effects will be both positive and negative.  <i>Greenhouse emissions could be reduced through requirement for new business buildings to incorporate BREAAAM standards. See Core Strategy Policy DM1.</i>	<b>+</b> <b>LT</b> <b>D</b> <b>R</b> <b>L</b> <b>C</b>	The policy on its own will have negligible effect on climate change, but cumulatively allocating retail sites in locations with pedestrian and cycle access and promoting public transport services may result in less use of private cars as the main transport mode.	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The Environment Agency has identified a risk of flooding on land adjacent to the River Orwell, the River Gipping, Belstead Brook and the small watercourse located within the northern part of the Northern Fringe. The policy will contribute to the achievement of the SA objective through delivery of Ipswich Flood Defences infrastructure.
ET7 To protect and enhance the quality of water features	<b>+/-</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	There are areas within the borough boundary that are prone to flooding, particularly those near the Waterfront. Therefore	<b>-</b> <b>S, M –LT</b> <b>D</b> <b>R</b>	The Northern Fringe site lies partially over a Zone 2 (outer zone) groundwater Source Protection Zone and partially over	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	The main areas of employment are not located in or near Flood zone 2 and 3 and the majority of allocations are on brownfield land. In addition,	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	The policy promotes extension of the Central Shopping area to include Westgate Quarter which is not located in Flood zone 2 or 3.	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	Same as above.

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and resources and reduce the risk of flooding	<b>C</b>	<i>development should be directed to areas of lower flood risk through the Sequential Test process and highly vulnerable development should not be permitted unless no alternative sites are available. In addition, the construction of new developments should ensure that the quality of watercourses does not deteriorate through the use of SuDS – see Core Strategy policy DM4. Positive effects on water quality may occur where contaminated land is remediated before commencement of construction works.</i>	<b>M C</b>	Secondary A (bedrock and superficial deposits) aquifers. The use of greenfield land for residential use will result in loss of infiltration and could increase flood risk in the area. Therefore new developments should be encouraged to use SuDS to manage runoff, reduce further flood risk and protect water quality (see Policy DM4).		there no strategic site allocations for employment use near the main water features and none of the growth sectors suggest heavy industrial pollution which reduces significantly the risk of water quality deterioration during construction and operation. Therefore it is considered that the overall effect from the implementation of the policy will be neutral.		Therefore it is considered that the effect will be neutral.	<b>C</b>	
ET8 To conserve and enhance biodiversity and geodiversity, including favourable conditions on SSSIs, SPAs and SACs	<b>+/- S, M –LT D R M C</b>	Ipswich contains a number of sites of international, national, regional and local importance for nature conservation. Policy CS7 identifies the Northern Fringe as a potential area of new development but that is not considered to pose any environmental risks upon the designated sites located in the southern part of the borough. However, net biodiversity loss is anticipated with regards to loss of greenfield land. <i>Opportunities should be sought to enhance the habitats where new development will occur (see policies CS4, DM5 and DM31).</i>	<b>+/- S, M –LT D R M C</b>	On the whole, the implementation of the policy will result in loss of open countryside and good quality farm land which will have indirect negative effect on biodiversity and potentially affect protected species using the land. Positive effects are likely to occur through green infrastructure and the allocation of land for County Park. Designated sites are located at a significant distance from the Northern Fringe area and are unlikely to be affected by new development. <i>Opportunities should be sought to create/enhance the habitats where new developments will occur.</i>	<b>+/- M –LT I R M C</b>	The majority of employment land and strategic employment sites are allocated at a significant distance from designated sites for nature conservation. The sites located near the River Orwell (e.g. IP067) will require <i>further project level assessments to ensure that mitigation measures are applied for potential significant negative effects.</i> The land for employment will be allocated through the Site Allocations and Policies DPD and it is anticipated that previously developed land will be used where possible. The policy will contribute to the SA objective if possible contamination is remediated with indirect positive effects on water quality and soil resources. Therefore, the effect is considered	<b>O M –LT I R M C</b>	The Westgate area and local and district centres are located at a significant distance from designated sites for nature conservation and occupy previously developed land. Therefore the effect is considered to be neutral.	<b>+ S, M –LT D R M C</b>	Strategic green infrastructure alongside with town centre environmental enhancements will be financed through CIL. Therefore it is considered that the policy will have a positive effect on biodiversity and geodiversity in the borough.

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						to be beneficial in the long term.				
ET9 To conserve and enhance the historic environment, heritage assets and their settings	<b>-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	There are a great number of designated heritage assets (e.g. listed buildings) within the borough boundary and the majority of them are concentrated in the town centre. Negative effects may occur where new developments are located near designated heritage assets. <i>If any new development/windfall sites are located in close proximity to designated heritage assets, opportunities should be sought to enhance the condition of existing assets, particularly the ones 'at risk'. (See Policy CS4)</i>	<b>-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	There are a number of Listed Buildings within the vicinity of the Northern Fringe area: Sparrowe's Nest and Farm (several structures, Grade II) is adjacent to a proposed development block, though protected by screen planting. Other buildings such as Cranfield Court to the southeast (Grade II) are set within existing residential areas.  Red House Farm is locally listed and set within the site area. The 19th Century farm and outbuildings as well as the farm garden and woodland to the north of the site will be directly affected by the redevelopment of the area, both through the impact of adjacent development and the potential adaptation of the farm buildings and open land.  <i>New development should ensure that the heritage assets located within the Northern Fringe area and near its boundary are not adversely affected, through appropriate design, in particular in terms of scale, height, massing, and alignment of new development. In addition, the setting of listed buildings could be conserved through the use of traditional or sympathetic building materials and techniques. Any</i>	<b>-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The location of strategic employment sites does not suggest any significant negative effects on areas/sites of historical importance. Sites allocated for employment/retail use within the IP-one area (e.g. IP035, IP051, etc.) may affect designated heritage assets as there is a concentration of great number of listed building in the town centre.  <i>Where new development is located near listed buildings mitigation measures should be implemented to avoid any significant negative effects through appropriate design techniques. (See Policy CS4)</i>	<b>+/-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The majority of heritage assets (e.g. listed buildings) are located in the town centre of Ipswich and these may be negatively affected by new retail site allocations. Schemes to make vacant premises look more visually attractive may have both positive and negative effects dependent on the selected design.  <i>It would be beneficial to ensure that retail expansion will be encouraged without compromising the settings of any designated heritage assets. Settings of listed buildings could be improved through appropriate design that would complement surrounding retail buildings. (see Policy CS4)</i>	<b>+</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The policy may contribute to the achievement of the SA objective through allocation of funds to enhance settings of heritage assets in the borough.

	<b>CS7: The Amount of Housing Required</b>		<b>CS10: Ipswich Northern Fringe</b>		<b>CS13: Planning for Jobs Growth</b>		<b>CS14: Retail Development</b>		<b>CS17: Delivering Infrastructure</b>	
	The Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. Proposes 360 fewer residential units than considered originally in the adopted Core Strategy 2011 between 2011 and 2027. The revised policy proposes 2,710 dwellings between 2027 and 2031 beyond the adopted Core Strategy plan period, which would be 2,800 dwellings if the adopted policy was rolled forward to 2031.		The revised policy envisages the development of the whole Northern Fringe to meet the housing needs assessed in the 2012 SHMA. Originally only 1000 new dwellings were expected to be delivered by 2021; the revised policy is now looking at 3,500 new dwellings for the overall period until 2031.		The Council will promote sustainable economic growth in the Ipswich Policy Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of 12,500 jobs between 2011 and 2031.		Less retail floorspace: previously 35,000sqm, the revised policy is looking at 15,000sqm of additional floorspace allowing flexibility to amend the figure following a review of the Retail Capacity Study after 2026.		The revised policy will allow flexibility on the spending for infrastructure projects throughout the whole territory of Ipswich rather than just within new developments.	
<b>SA Objectives</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>
				<i>work to Red House farm should preserve the layout of key structures, including the outbuildings, and the use of historic materials in their construction. Key landscape features nearby, such as the woodland, should be protected from redevelopment. New build within and near to the farm site should sensitively interpret the materials, scale and form of existing buildings.</i>						
ET10 To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	<b>+/-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	It is anticipated that some development will be located on currently undeveloped agricultural fields which will result in significant change of the landscape character in this more rural area of the borough. Positive effects will occur in areas where new housing developments will contribute to the regeneration of the town centre with direct benefits on townscape character. <i>Whilst the primary focus of the policy is not to address landscape issues, it is important to ensure that the gaps between Ipswich and neighbouring villages are maintained to preserve local distinctiveness.</i>	<b>-</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	It is anticipated that new development will be located on currently undeveloped agricultural fields which will result in significant change of the landscape character of the more rural areas of the borough. The policy clearly states that new development will maintain an appropriate physical separation of Westerfield village from Ipswich and include open spaces and green walking and cycling links to Westerfield station thus reducing the negative effect on landscape. The local distinctiveness should also be ensured through appropriate design of new development <i>particularly in terms of scale, height, massing, and alignment.</i>	<b>+</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	The majority of new employment development sites are allocated in urban areas where positive effects on townscape may occur as part of any redevelopment/regeneration schemes.	<b>+</b> <b>S,M –LT</b> <b>D</b> <b>R</b> <b>M</b> <b>C</b>	Extension of the Central Shopping Area into the currently part disused Westgate area will have a direct townscape benefit.	<b>+</b> <b>LT</b> <b>D/I</b> <b>R</b> <b>M</b> <b>C</b>	The policy is likely to contribute to the achievement of the SA objective through allocation of funds to invest into public realm enhancement measures.

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HW1 To improve the health of those most in need	<b>+ M –LT D/I R M</b>	There is a relationship between the provision of decent housing and health. Health deprivation is currently higher than national average and it is anticipated that the policy may contribute to the achievement of the SA objective through the additional number of residential units and supply of affordable housing.	<b>+/- M –LT D/I R M</b>	Some negative effects are likely to occur due to loss of a large area of open countryside, including some indirect negative effect associated with deterioration of the air quality in the north part of the borough.  As identified previously for policy CS7, the provision of decent housing will indirectly contribute to the achievement of the SA objective.  In addition, policy CS10 ensures healthy lifestyles through the allocation of land for a Country Park, public space, and a new health centre and walking and cycling routes.  For these reasons it is considered that the effects will be both positive and negative.	<b>+ M –LT I R M</b>	The policy will indirectly contribute to the achievement of the SA objective through creating more employment opportunities in the borough and thus improving the mental health and overall deprivation.	<b>0 S, M –LT D R M</b>	Whilst improvement of health is important, the focus of the policies relates mainly to promotion of retail developments. As such no significant effects have been identified.	<b>+ S, M –LT D R M C</b>	Sport and leisure facilities will be delivered through the implementation of this policy. In addition, developer contributions will be used for the new country park and community facilities including GP surgeries and health centres. It is therefore considered that health issues will be addressed with the implementation of this policy.
HW2 To improve the quality of life where people live and encourage community participation	<b>+ M –LT D/I R M</b>	The quality of life will be partially improved through the provision of decent housing. The policy on its own is not considered to have any direct effect on community participation.	<b>+ M –LT D/I R M</b>	The land to the west of Tuddenham Road north of the railway line is allocated for the replacement playing fields and has the potential to encourage community participation. Additionally, a multi-use community centre will be built as part of the new District Centre thus contributing directly to the achievement of the SA objective.	<b>+ M –LT D/I R M</b>	The policy will contribute to the achievement of the SA objective through supporting the growth of educational facilities and initiatives to improve skills and qualifications levels. The level of educational attainment is low and the local partnerships such as the Suffolk Growth Group may have a positive effect on the economic development of the borough and the quality of life.	<b>+ M –LT D/I R M</b>	Although the land south of Crown street and Old Foundry Road is excluded from the revised policy, on the whole, the policy will contribute to the achievement of the SA objective through providing more choice for residents to access facilities located within a walking distance from their homes (in the CSA and Waterfront) and accessible by public transport.	<b>+ S, M –LT D R M C</b>	On the whole the quality of life will be improved though the provision of key infrastructure facilities e.g. schools, flood defences, etc. Community participation will be encouraged with the creation of a country park and sport and leisure facilities serving the whole borough.
ER1 To reduce poverty and social exclusion	<b>+ M –LT I/D</b>	The policy may contribute indirectly to the achievement of the SA objective in the long term	<b>+/- M –LT I/D</b>	The area of the Northern Fringe is currently ranked as least deprived potentially due to its rural	<b>+ + M –LT D/I</b>	The primary focus of the policy is to promote sustainable economic growth and encourage the provision	<b>+ M –LT D/I</b>	Same as above. In addition, creating jobs in retail will help reducing poverty through	<b>+ S, M –LT I</b>	Improved infrastructure will improve the overall quality of life in the borough and

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	<b>R M</b>	through the provision of decent homes for the growing population of Ipswich. The issues related to the growing number of homeless people may be tackled through the provision of affordable housing. Central, southwest, and southeast areas are ranked as most deprived. The allocation of land for housing will contribute to the redevelopment/regeneration of some areas. Therefore it is considered that effect will be positive.	<b>R M</b>	character. New development may result in increase of crime and antisocial activities with some negative effects on deprivation. However, on the whole the provision of new decent homes may reduce deprivation levels at borough level (See CS7)	<b>R M</b>	of a significant number of jobs mainly through the allocation of land for employment and employment generating uses (e.g. education, leisure, etc.). Therefore it is considered that it will contribute to the achievement of the SA objective.	<b>R M</b>	additional job opportunities.	<b>R M C</b>	attract inward investment. For these reasons it is considered that the policy will have a positive effect on the standard of life and will contribute indirectly to the achievement of the SA objective.
ER2 To offer everybody the opportunity for rewarding and satisfying employment	<b>+ S D/I R L</b>	The primary focus of the policy is not to address employment issues as this is addressed in other policies in the Core Strategy. However, it is considered that in the short term it will contribute to the achievement of the SA objective through increased employment opportunities directly related to the construction of new homes and infrastructure.	<b>+ S, M I/D R M</b>	The SA objective will be achieved through the allocation of land for retail and community uses, and employment opportunities directly related to the construction of new homes and community facilities.	<b>+ + S, M -LT D/I R M C</b>	Although the job figure is lower than that previously identified, it reflects the most recent Forecasting Model in 2012. The revised policy includes a wider range of growth sectors and the SA objective will be achieved through the allocation and protection of employment land and through the joint work with local partners to encourage sustainable growth. As a result, it is anticipated that further employment opportunities will be created.	<b>+ M -LT D/I R M</b>	Although the figure for additional floorspace has been significantly reduced to 15,000sqm, in the medium and long-term the policy will contribute to the achievement of the SA objective through additional retail site allocations and encouraging further investment and development in Ipswich Central Shopping Area.	<b>0 S, M -LT D R M</b>	The primary focus of the policy is not to address employment issues. Although some job opportunities will be created through local infrastructure projects, it is anticipated that overall effect on employment figures will be negligible.
ER3 To help meet the housing requirements for the whole community	<b>+ + S, M -LT D R M</b>	The implementation of the policy will contribute to the achievement of the SA objective through the provision of housing (allocating a minimum 5,909 dwellings net by 2031). The policy clearly states that the future delivery of housing will be in accordance with the housing needs identified in the recently updated Strategic	<b>+ S, M -LT D R M</b>	Policy CS10 will directly contribute to the achievement of the SA objective through the allocation of land for a residential development of approximately 3,500 dwellings. The number of dwellings has been reduced to reflect the capacity of the area. However, it is anticipated that the type of dwellings will address the needs	<b>0 S, M -LT D R M</b>	The housing provision is not a primary function of this policy.	<b>0 S, M -LT D R M</b>	The housing provision is not a primary function of this policy.	<b>0 S, M -LT D R M</b>	The housing provision is not a primary function of this policy.

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		Housing Market Assessment. Housing land supply may limit the opportunities to deliver the full amount of projected housing figures, hence the initiative to consider future opportunities beyond the borough boundaries. <i>Opportunities should be sought the reuse the great number of vacant buildings (around 600 are long term vacant).</i>		identified in the updated SHMA 2012 with regards to the provision of variety of housing types (two and three bedroom houses).						
ER4 To achieve sustainable levels of prosperity and economic growth throughout the plan area	<b>+ M –LT D/I R M</b>	The SA objective will be indirectly achieved through meeting the demand of housing and providing opportunities for the borough to grow and develop. Investment in residential developments will create a number of temporary jobs but also will attract further inward investment by becoming a better place to live.	<b>+ M –LT D/I R M</b>	Same as CS7.	<b>+ + S, M –LT D/I R M</b>	There is a strong commitment in the policy to encourage sustainable levels of prosperity through local partnerships and land supply for employment. In addition, it is considered that the support of higher educational facilities will have a long-term positive effect on economic growth as it may tackle issues with regards to low skills and qualification levels.	<b>+ M –LT D/I R M</b>	The figure for additional net retail floorspace has been significantly reduced to 15,000sqm to reflect the needs and ensure that retail growth is promoted in a sustainable manner. New retail site allocations will contribute to further investment in the town centre and key district centres and contribute to overall economic growth throughout the plan area.	<b>+ M –LT D/I R M</b>	See the notes for HW2, ER1 and ER2. Surely infrastructure provision will be crucial to attracting inward investment? Yes, this policy is the most beneficial when it comes to economic SA objectives.
ER5 To support vital and viable town, district and local centres	<b>+ S, M –LT D/I R M C</b>	In general terms it is anticipated that housing will be allocated in both the urban areas (e.g. the Waterfront) and in the peripheral parts of the borough (Northern Fringe). The SA objective will be achieved as it is considered that the influx of new residents will have a positive effect on existing town and district centres. New Local and District Centres will be created in the Northern Fringe to meet the needs of new residents.	<b>+ S, M –LT D/I R M C</b>	The development of the Northern Fringe is likely to affect the viability of Ipswich town centre by drawing away customers as the policy envisages the creation of new District and Local Centres in the Northern Fringe to meet the local needs. However, as it is also considered that the new development will attract new residents and residents from the surrounding areas, which will have a positive effect on both the town centre and local centres through influx of additional users/visitors.	<b>0 S, M –LT D R M</b>	Positive effects are likely to occur where employment sites are allocated near Local and District centres (e.g. IP147) and thus contributing to the achievement of the SA objective. However, it is considered that the overall effect will be negligible as the majority of new employment sites are at a distance from a Local or a District centre.	<b>+ + S, M –LT D/I R M C</b>	The policy strongly supports the SA objective and recognises the importance of increasing the vitality of key district centres.	<b>+ S, M –LT D/I R M C</b>	Positive effects are likely to occur through the provision of public transport facilities, the provision of community facilities in centres and community safety initiatives in the Town centre funded through CIL.

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				Therefore, it is anticipated that the effects will be positive.						
ER6 To encourage efficient patterns of movement in support of economic growth	<b>+/-</b> <b>S, M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	The location and amount of new housing will have a direct effect on patterns of movement across the borough. Some positive effects are likely to occur where housing sites are allocated in the urban central areas within walking distance from the main community facilities and employment hubs. The housing allocated in the periphery of the borough (e.g. IP065) may detract from the SA objective due to the distance to key services and limited public transport options. However, it is accepted that some sites would be near district and local centres.	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	The SA objective will be achieved through the provision of new roads, cycling routes, public transport routes and services to connect the Northern Fringe development with the town centre and other areas.	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	Efficient patterns of movement will be encouraged through the allocation of land for employment use in areas that are easily accessible by public transport (e.g. former Crane's factory site which is currently served by four bus services).	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	Efficient patterns of movement will be encouraged through the allocation of retail sites in areas that are easily accessible by foot and public transport (in central Ipswich).	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	The SA objective will be achieved through the Ipswich Major Scheme 'Travel Ipswich' and accessibility improvements between the Central Shopping Area, Waterfront, and railway station.
ER7 To encourage and accommodate both indigenous and inward investment	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	Same as ER4.	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	The SA objective will be indirectly achieved through meeting the demand of housing and providing opportunities for the borough to grow and develop. Investment in residential developments will create a number of temporary jobs but may also attract further inward investment by becoming a better place to live.	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	The policy will contribute directly to the achievement of the SA objective through allocation of sufficient land for employment use including leisure, hospitality and retail. In addition, the policy clearly states that employment uses in existing employment areas will be protected which may encourage further investment in the borough.	<b>+</b> <b>M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b>	Same as ER4.	<b>+</b> <b>S, M –LT</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	Same as ER1. See ER4 comment. Yes, that has already been mentioned in ER1.
CL1 To maintain and improve access to education and skills for both young	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	The policy itself does not refer to education needs although it states that the phasing of housing sites will be informed by infrastructure delivery, which includes sites for additional primary schools in the	<b>+</b> <b>S, M –LT</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	There is a need to improve educational attainment in the borough as it is considered that low skill levels and the mismatch between supply and demand of qualified young people is one of	<b>+</b> <b>S</b> <b>D</b> <b>I</b> <b>R</b> <b>M</b> <b>C</b>	Same as HW2 and ER4.	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	There is no clear relationship between the policy and the SA objective.	<b>+</b> <b>S</b> <b>D</b> <b>I</b> <b>R</b> <b>L</b> <b>C</b>	The implementation of the policy has the potential to improve educational attainment through the strategic provision of new schools. However, it is

	<b>CS7: The Amount of Housing Required</b>		<b>CS10: Ipswich Northern Fringe</b>		<b>CS13: Planning for Jobs Growth</b>		<b>CS14: Retail Development</b>		<b>CS17: Delivering Infrastructure</b>	
	The Council has an objectively assessed housing need of 13,550 dwellings at 677 dwellings per annum between 2011 and 2031. Proposes 360 fewer residential units than considered originally in the adopted Core Strategy 2011 between 2011 and 2027. The revised policy proposes 2,710 dwellings between 2027 and 2031 beyond the adopted Core Strategy plan period, which would be 2,800 dwellings if the adopted policy was rolled forward to 2031.		The revised policy envisages the development of the whole Northern Fringe to meet the housing needs assessed in the 2012 SHMA. Originally only 1000 new dwellings were expected to be delivered by 2021; the revised policy is now looking at 3,500 new dwellings for the overall period until 2031.		The Council will promote sustainable economic growth in the Ipswich Policy Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of 12,500 jobs between 2011 and 2031.		Less retail floorspace: previously 35,000sqm, the revised policy is looking at 15,000sqm of additional floorspace allowing flexibility to amend the figure following a review of the Retail Capacity Study after 2026.		The revised policy will allow flexibility on the spending for infrastructure projects throughout the whole territory of Ipswich rather than just within new developments.	
<b>SA Objectives</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>	<b>Impact</b>	<b>Comment Mitigation / Enhancement Measures</b>
people and adults		borough. However, other policies address education needs. CS15 has a specific focus on education provision and states that new primary schools provision will be needed to meet the demands of growth. Where housing is allocated in the urban town centre (IP-One area) a new primary school (IP258) is envisaged to accommodate the amount of population growth. In addition, housing allocated in IP-One area will benefit from the close location of Suffolk New College and University Campus Suffolk. CS10 provides details of all education facilities to be built in the Northern Fringe to achieve the SA objective.		the main barriers to economic growth. The revised policy is more specific in the provision of education facilities such as schools, library, etc. The policy envisages the delivery of three primary schools, a secondary school and sixth form to meet the needs of the residents in the new neighbourhoods. Although the provision of these facilities will contribute to the achievement of the SA objective, it would be beneficial if opportunities to provide facilities for training and further education for adults are also considered.						uncertain whether the overall educational attainment will be improved significantly as other factors also influence the level of skills and qualifications and as such, the level of certainty has been indicated as low.
CD1 To minimise potential opportunities for crime and anti-social activity	<b>-</b> <b>S</b> <b>D</b> <b>R</b> <b>L</b> <b>C</b>	Crime rates are higher than national average with high records of organised crime and hate crime amongst others. The growth in population may result in an increase in thefts in the short term but as this not the only factor that contributes to increase of crime levels, certainty of prediction is rather low.  <i>Mitigation measures would include safety by design principles incorporated in new developments.</i>	<b>-</b> <b>S</b> <b>D</b> <b>R</b> <b>L</b>	Same as CS7.	<b>+</b> <b>S</b> <b>D/I</b> <b>R</b> <b>M</b> <b>C</b>	Whilst there is no direct relationship between the policy and the achievement of the SA objective, it is considered that employment growth may result in overall reduction of poverty and thus decreasing crime levels in the long term.	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	There is no clear relationship between the policy and the SA objective.	<b>0</b> <b>S, M –LT</b> <b>D</b> <b>R</b> <b>M</b>	There is no clear relationship between the policy and the SA objective.