

Sustainability Matrix IP-One Policies

IP- One Policies

Policy DM47 – Central Shopping Area

Policy DM48 – Primary, Secondary and Specialty Shopping Areas and Frontages

Policy DM49 – Retail Site Allocations

Policy DM50 – Districts and Local Centres within IP-One

Policy DM51 – Town Centre Boundary

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
ET1 To improve air quality	DM47: +/-	Medium and Long-term	Central Area Shopping Areas, Retail Areas, District Centres within IP-One, town centre	<p>The approach of Policy DM47 is to focus retail activity within a concentrated area and recognise that the Central Shopping Area should be accessible by walking, cycling, public transport and private car. This policy is likely to have both positive and negative impact on air quality by concentrating retail activity within the centre which may reduce travelling by private car within the centre but may also draw in additional car journeys by supporting a better retail offer in the centre.</p> <p>Policy DM48 defines primary, secondary and speciality shopping areas within the central shopping area and is not likely to have an impact on this SA Objective.</p> <p>Policy DM49 relates to the Land at Westgate, which is allocated for A1 retail-led mixed use development. The reasoned justification also addresses refurbishment of the Tower Ramparts, which is within the town centre. This policy is also likely to have both positive and negative impacts on air quality by concentrating retail activity within the centre which may reduce travelling by private car but may also draw in additional car journeys by supporting a better retail offer in the centre.</p> <p>DM50 supports the district centres at Duke Street and Wherstead which will serve the local residential communities. This policy will indirectly support this objective by providing services locally, whereby reducing the need to travel by private cars.</p> <p>DM51 is likely to have both positive and negative impacts on air quality since extending the townscape boundary would concentrate retail activity within this boundary but may also draw additional car journeys to the extended area.</p> <p><i>It is recommended that Policy DM51 make reference to transport facilities associated with</i></p>
	DM48: 0	Indirect		
	DM49: +/-	Reversible		
	DM50: +	Medium Certainty		
	DM51: +/-			

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				<i>the areas where the town centre boundary has been extended. Policy DM50 should make reference to walking and cycling routes to these centres.</i>
ET2 To conserve soil resources and quality	DM47: 0 DM48: 0 DM49: 0 DM50: 0 DM51: 0	Medium and Long-term Direct / Indirect Reversible Medium Certainty	Central Area Shopping IP-One Area	Policy DM47, DM48, DM49 and DM 50 seek to define where retail activities are to take place, which are within the town centre. Proposed developments would be on brownfield land and would not make any contributions to the SA Objective. DM51 extends the boundary of the town centre where the area is built up and developments are likely to be on brownfield land.
ET3 To reduce waste	DM47: - DM48: - DM49: - DM50: - DM51: 0	Medium and Long-term Indirect Reversible Low Certainty	IP-One Area	DM47 and DM 48 focus retail activity within the centre, which would contribute towards generating a level of increased presence within the centre and this could potentially lead to an increase in waste within the Central Shopping Area. DM50 defines district centres in Wherstead and Duke Street shopping areas where new developments would also result in an increase in waste. DM49 will result in an increase in waste from the Westgate retail allocation.. The provision of adequate and appropriately placed bins and where possible recycling facilities within these areas could contribute towards reducing waste and encouraging residents and businesses to recycle. It would also serve to maintain an attractive image of the Central Shopping Area and district centres by keeping them tidy and free from litter. <i>It is recommended that Policy DM47, DM48, DM49 and DM50 should include reference to the provision of adequate waste facilities and where possible recycling facilities within the Central Shopping Area, Westgate and district centres.</i>
ET4 To reduce the effects of traffic upon the environment	DM47: +/- DM48: +/- DM49: +/- DM50: +	Short, Medium and Long-term Indirect Reversible Medium Certainty	IP-One Area	Policy DM47 approach is to focus retail activity within a concentrated area and recognise that the Central Shopping Area should be accessible by walking, cycling, public transport and private car. DM48 defines primary, secondary and speciality shopping areas within the central shopping area and is not

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	DM51: +/-			<p>likely to have an impact on this objective. DM49 relates to the Westgate site, which is within the town centre. These policies would contribute partially towards reducing traffic levels within the Borough as they would be located within the town centre, where sustainable modes of transport are available but may also draw additional car journeys to the area.</p> <p>The provision of retail uses in the district centres of Wherstead and Duke Street will provide convenient access for people to go to work and use local services. This in turn may help to encourage people to make more sustainable transport choices in the long term and contribute towards reducing the effects of traffic upon the environment.</p> <p>DM51 is likely to have both positive and negative impacts on traffic since extending the townscape boundary would concentrate retail activity within this boundary but may also draw additional car journeys to the extended area.</p>
ET5 To improve access to key services for all sectors of the population	DM47: + DM48: + DM49: 0 DM50: + DM51: ++	Medium and Long-term Direct/Indirect Reversible High Certainty	Borough wide	Policies DM47, DM48, DM49 and DM50 directly support the SA Objective and highlight the important role of the town centre and district centres as places to provide key service needs for the local surrounding population. Policy DM51 extends the area, which would allow additional areas which could provide services and improve accessibility to key services and facilities within a wider area.
ET6 To limit and adapt to climate change	DM47: +/- DM48: +/- DM49: +/- DM50: +/- DM51: +/-	Long-term Direct Irreversible Low Certainty	Borough wide	Policies DM47, DM48, DM49, and DM50 promote retail uses within the town centre and District Centres in IP-One, which are accessible by public transport. This would help reduce the use of private cars and greenhouse gas emissions. However, policies DM47, DM48 and DM49 may result in increased use of private cars by people outside Ipswich to access centres and this would increase greenhouse emissions. Policy DM50 applies to district and local centres which are within Flood Zones 2 or 3. Policy DM50 relates to the district centre at Wherstead Road, which is in the vicinity of the River Orwell and is located within Flood Zone

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				<p>2 and 3. This district centre is accessible by local residents but may also result in increased use of private cars by people outside the area.</p> <p>DM51 extends the boundary of the town centre, which covers flood risk areas, particularly those near the Waterfront.</p> <p><i>It is recommended that these policies include reference to ensuring that new development does not exacerbate current flood risk issues in the area.</i></p>
<p>ET7</p> <p>To protect and enhance the quality of water features and resources and reduce the risk of flooding</p>	<p>DM47: 0</p> <p>DM48: 0</p> <p>DM49: 0</p> <p>DM50: -</p> <p>DM51: -</p>	<p>Short, Medium and Long-term</p> <p>Direct</p> <p>Reversible</p> <p>Medium Certainty</p>	<p>IP-One Area</p>	<p>DM47, DM48 and DM49 relate to areas which are not within flood zones and are not expected to have any impact on water resources or flood risk. Policy DM50 relates to the district centre and local centres, some of which are located in Flood Zones 2 and 3. Wherstead Road District Centre, which is in the vicinity of the River Orwell, is located within Flood Zone 2 and 3. In the medium and long term it is anticipated that the risk will be alleviated through the delivery of Ipswich Flood Defence. Though not referred to in the policies, the incorporation of Sustainable Urban Design Systems (SuDs) into shopping areas would have the potential to contribute to reducing flood risk.</p> <p><i>It is recommended that these policies should make some reference to the use of SuDS features against flood risk.</i></p>
<p>ET8</p> <p>To conserve and enhance biodiversity and geodiversity, including favourable conditions on SSSIs, SPAs and SACs</p>	<p>DM47: -</p> <p>DM48: -</p> <p>DM49: -</p> <p>DM50: -</p> <p>DM51: -</p>	<p>Long-term</p> <p>Direct</p> <p>Reversible</p> <p>High Certainty</p>	<p>Central Area Shopping Areas, Retail Areas, District and Local Centres within IP-One, town centre</p>	<p>There are a number of trees with preservation orders within the central shopping area. Policy DM47, DM48 and DM49 support development, which may have potential impact on the trees and therefore biodiversity resources.</p> <p><i>It is recommended that these policies should make some reference to protecting and enhancing biodiversity resources.</i></p> <p>DM50 relates to District and Local Centres, areas where there are trees with preservation orders and new developments may have potential impact on trees and therefore biodiversity resources.</p> <p>DM51 relates to extending the town centre boundary and identifies the area at the centre of Ipswich where the Council wishes to concentrate development of non-retail main town centre uses.</p>

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ET9 To conserve and enhance the historic environment, heritage assets and their settings	DM47: -	Short, Medium and Long Term Direct Reversible Medium Certainty	Central Area Shopping Areas, Retail Areas, District and Local Centres within IP-One, town centre	There is potential for the development of new shopping and retail areas through DM47, DM48, DM49, DM50 and DM51. The policies therefore have the potential to have an impact on sites of historical importance during construction periods. There are a large number of listed buildings within IP-One which may be directly affected or their settings. There are also Areas of Archaeological Importance within the central shopping area. <i>It is recommended that Policies DM47, DM48, DM49, DM50 and DM51 include a reference to the protection of sites of historical importance.</i>
	DM48: -			
	DM49: 0			
	DM50: -			
	DM51: -			
ET10 To conserve and enhance the quality and local distinctiveness of landscapes and townscapes	DM47: -	Medium and Long-term Indirect Reversible Medium Certainty	Central Area Shopping Areas, Retail Areas, District and Local Centres within IP-One	DM47and DM48 relate to the central shopping area, DM50 relates to district and local centres within IP-One. DM51 extends the boundary of the town centre. There are parts of three Conservation Areas within the town centre - Central, Wet Dock and St Helen's. Any developments would have potential to affect the town centre's townscape. DM50 refers to the district centres at Wherstead Road and Duke Street, which are not within any Conservation Areas but are within the vicinity of the River Orwell. <i>It is recommended that Policies DM47, DM48, DM49, DM50 and DM51 should include a reference to the design of new developments protection of sites of historical importance.</i>
	DM48: -			
	DM49: -			
	DM50: -			
	DM51: -			
HW1 To improve the health of those most in need	DM47: 0	N/A	N/A	There is no link between the policies and the SA Objective.
	DM48: 0			
	DM49: 0			
	DM50: 0			
	DM51: 0			
HW2 To improve the quality of life where people live and encourage	DM47: +	Medium and Long-term Indirect Reversible Medium Certainty	Borough wide	Policies DM47, DM48, DM49, DM50 and DM51 recognise the important role that shopping areas and District Centres play within communities with the provision of key services and facilities that meet the needs of residents. With the approach to development focused on development in and around centres,
	DM48: +			
	DM49: +			
	DM50: +			

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community participation	DM51: +			contributions can be made to the vitality and vibrancy and will help to improve quality of life as well as contribute towards encouraging community participation.
ER1 To reduce poverty and social exclusion	DM47: +	Medium and Long-term	IP-One	Policies DM47, DM48, DM49, DM50 and DM51 would make some contribution to the SA Objective through providing communities with key services and facilities which would support the reduction of social exclusion.
	DM48: +	Indirect		
	DM49: +	Reversible		
	DM50: +	Low Certainty		
	DM51: +			
ER2 To offer everybody the opportunity for rewarding and satisfying employment	DM47: +	Medium and Long-term	Borough wide	Policies DM47, DM48, DM49, DM50 and DM51 would make some contribution to the SA Objective through providing employment within the shopping area and allocation, the town centre and district centres.
	DM48: +	Direct/Indirect		
	DM49: +	Reversible		
	DM50: +	High Certainty		
	DM51: +			
ER3 To help meet the housing requirements for the whole community	DM47: 0	Medium and Long-term	Mint Quarter	There is no link between the policies DM47, DM48, DM50 and DM51 and the SA Objective. Policy DM49 seeks a retail-led scheme at Westgate which could include some housing,
	DM48: 0	Direct		
	DM49: +	Reversible		
	DM50: 0	Medium Certainty		
	DM51: 0			
ER4 To achieve sustainable levels of prosperity and economic growth throughout the plan area	DM47: +	Medium and Long-term	IP-One, District Areas and Employment Areas	Policies DM47, DM48, DM49 and DM51 would make some contribution to the SA Objective through providing employment within the shopping and employment areas. Developments in the town centre would prove attractive to new businesses because of accessibility and would serve to support economic growth. Policy DM50 supports the SA Objective as District Centres perform roles within their respective communities such as day to day convenience, food and service needs of the local residents. This policy would provide the opportunity to encourage new business formation and would promote local areas as
	DM48: +	Direct/Indirect		
	DM49: +	Reversible		
	DM50: +	Low Certainty		
	DM51: +			

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				places to live and work which would support economic growth within the plan area.
ER5 To support vital and viable town, district and local centres	DM47: + DM48: + DM49: + DM50: + DM51: +	Medium - Long-term Direct Reversible High Certainty	Central Shopping Area, Town Centre and District Centres	<p>Policies DM47, DM48, DM49 and DM51 directly support the SA Objective, particularly the vitality and viability of the town centre and central shopping area. Policy DM50 recognises that District Centres perform an important role serving the day to day convenience food and services needs of their local resident catchment populations and it protects that role.</p> <p>Policy DM47, DM48, DM49, DM50 and DM51 will safeguard the employment role of centres and provide key employment areas for businesses (including retail businesses in the central shopping area and district centres) to locate. This would increase the Borough's attractiveness and will help to support the vitality and viability of the centres.</p>
ER6 To encourage efficient patterns of movement in support of economic growth	DM47: + DM48: + DM49: + DM50: + DM51: +	Medium-Long-term Direct Reversible Medium Certainty	Town Centre and District Centres	<p>Policies DM47, DM48, and DM49 recognise the importance of protecting shopping areas within the town centre and allocating additional sites for retail investment. This ensures that shopping and retail services are accessible to residents and will ensure that sufficient land and premises will be available to accommodate business start-up and growth.</p> <p>Policy DM50 recognises that District Centres perform important role serving communities within Wherstead Road and Duke Street. The protection of the district centres would provide the premises to accommodate businesses and this would support economic growth close to residential areas.</p> <p>DM51 extends the boundary of the town centre and focuses office, cultural and leisure development into the centre, which may encourage new businesses.</p>
ER7 To encourage and accommodate both indigenous	DM47: + DM48: + DM49: + DM50: +	Short, Medium and Long-term Indirect Reversible Low Certainty	Town Centre and District Centres	<p>Policies DM47, DM48, and DM49 recognise the importance of protecting shopping areas within the town centre and allocating additional sites for retail investment. This will ensure that sufficient land and premises will be available to accommodate new businesses.</p> <p>Policy DM50 recognises that District Centres</p>

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and inward investment	DM51: +			perform important role serving communities within Wherstead Road and Duke Street. The protection of the district centres would provide the premises to accommodate businesses and this would support investments. DM51 extends the boundary of the town centre, which may encourage new businesses to the area.
CL1 To maintain and improve access to education and skills for both young people and adults	DM47: 0 DM48: 0 DM49: 0 DM50: 0 DM51: 0	N/A	N/A	There is no link between the policies and the SA Objective.
CD1 To minimise potential opportunities for crime and anti-social activity	DM47: - DM48: - DM49: - DM50: - DM51: -	Short, Medium and Long-term Indirect Reversible Medium Certainty	IP-One Area	There may be increased opportunities for crime within the shopping areas in the town centre and the district centres. <i>It is recommended that Policies DM47, DM48, DM49, DM50 and DM51 make reference to incorporating safety by design which would contribute towards reducing the potential for crime and anti-social activities.</i>

IP- One Policies continued

- Policy DM52 – Ipswich Waterfront**
- Policy DM53 – Education Quarter**
- Policy DM54 – Tourism and Culture**
- Policy DM55 – Pedestrian and cycle routes in IP-One**
- Policy DM56 – East-west Traffic**
- Policy DM57 – Town Centre Parking**

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
ET1 To improve air quality	DM52: +/-	Medium and Long-term	The Waterfront, Education Quarter and IP-One	<p>Policy DM52 relates to the Waterfront, which remains the focus for regeneration within central Ipswich to create mixed use neighbourhoods – residential, community, office, arts, culture and tourism. Much of the 80 ha area is developed but a few key sites remain to be redeveloped. This policy may result in an increased use of private cars by future residents who may travel to areas outside Ipswich and by people that may be travelling to these cultural facilities and employment areas from outside Ipswich and this may negatively impact on air quality. However, the area is accessible by public transport, cycling and on foot, particularly for residents in the town centre.</p> <p>DM53 focuses development for education and ancillary uses, such as student accommodation or offices within the Education Quarter. This policy is likely to have a positive impact within the quarter and reduce travelling by private car since the developments would be within the Suffolk New College Campus and the University Campus Suffolk.</p> <p>DM54 support the retention and enhancement of existing facilities, providing for arts, culture and tourism facilities and the creation of new facilities including visitor accommodation within the town centre boundary and the Waterfront area. The facilities will be focused in the town centre, which is well served by public transport which may reduce impact on air quality. However, there may also be those who would travel by private car to these facilities.</p> <p>DM55 supports improvements to pedestrian and cycle routes within the town centre and those linking the town centres to residential areas and beyond, which is likely to contribute positively to air quality.</p> <p>DM56 safeguards provision of a new Wet Dock</p>
	DM53: +	Direct		
	DM54: +/-	Reversible		
	DM55: ++	Medium Certainty		
	DM56: +/-			
	DM57: -			

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				<p>Crossing. Upon completion, the Star Lane Gyratory will be reduced to one lane in each direction, which would facilitate access between the Waterfront and Central Shopping Area. The Star Lane Gyratory, which is a key east-west corridor, causes congestion and poor air quality as well as a barrier to pedestrian movement between the Waterfront and the Central Shopping Area. This policy is likely to have both positive and negative impact on air quality since reducing to one lane each way may reduce cars on the gyratory but it could also result in longer queues. DM57 provides for a Central Car Parking Core within town centre. Car parks are proposed in the Mint Quarter, Shed 8 Orwell Quay and Turret Lane, which are within or close to Air Quality Management Areas. The policy states that it supports the Travel Ipswich measures and encourages the use of sustainable modes of transport.</p> <p><i>It is recommended that Policy DM57 includes information on how it supports sustainable modes of transport within IP-One.</i></p>
ET2 To conserve soil resources and quality	DM52: 0 DM53: 0 DM54: 0 DM55: 0 DM56: 0 DM57: 0	Medium and Long-term Direct / Indirect Reversible Medium Certainty	IP-One	<p>Policy DM52, DM53, and DM54 relate to the regeneration of the Waterfront, developments in the Education Quarter and the development of cultural and arts facilities in the town centre. Proposed developments would be on brownfield land and would not make any contributions to the SA Objective.</p> <p>DM55, DM56 and DM 57 relate to cycling and pedestrian routes, a pedestrian crossing and car parks respectively and these are likely to be in the built up area of the town centre.</p>
ET3 To reduce waste	DM52: - DM53: - DM54: - DM55: 0 DM56: 0	Medium and Long-term Direct Reversible Low Certainty	Waterfront and Education Quarter and IP-One town centre	<p>The proposed developments in DM52 within the Waterfront could potentially lead to an increase in waste within the Waterfront. Similarly, developments proposed within DM53 could potentially lead to an increase in waste within the Education Quarter. The development of cultural facilities and visitor accommodation as proposed in DM54 could also lead to an increase in waste in association</p>

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	DM57: 0			<p>with new development.</p> <p>DM55, DM56 and DM57 are not likely to result in increase in waste.</p> <p>The provision of adequate and appropriately placed bins and where possible recycling facilities within these areas could contribute towards reducing waste and encouraging residents to recycle. It would also serve to maintain an attractive image of the town centre, Waterfront and the Education Quarter by keeping them tidy and free from litter.</p> <p><i>It is recommended that Policy DM52, DM53 and DM54 should include reference to the provision of adequate waste facilities and where possible recycling facilities within the Waterfront, Education Quarter and town centre.</i></p> <p><i>The application of Code for Sustainable Homes and BREEAM standards as part of new development should lead to a progressive reduction in waste generation and encourage greater levels of re-use and recycling as part of new development.</i></p>
ET4 To reduce the effects of traffic upon the environment	DM52: + DM53: + DM54: + DM55: ++ DM56: +/- DM57: -	Short, Medium and Long-term Indirect Reversible Medium Certainty	Borough wide	<p>Policy DM52 approach is to encourage regeneration within the Waterfront to create mixed use developments so that facilities and services would be accessible to residents. Similarly, Policy DM53 provides for education and ancillary uses within the Education Quarter, which would be accessible to those at the Suffolk New College and Suffolk University. DM54 provides for access to arts, culture and tourism facilities within the town centre. These policies would contribute partially towards reducing traffic levels within the Borough as they would be located within the town centre, where sustainable modes of transport are available.</p> <p>Policy DM55 would encourage cycling and walking and help reduce car use. DM56 would facilitate access between the Waterfront and the Central Shopping Area, which may reduce car use but it may also generate additional car based east west movements. Policy DM57 provides for car parking in the town centre and is likely to increase traffic congestion within the town centre. New car parks are proposed within or adjacent to AQMAs.</p>

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				<i>It is recommended that Policy DM57 includes information on sustainable modes of transport within IP-One.</i>
ET5 To improve access to key services for all sectors of the population	DM52: + DM53: + DM54: + DM55: + DM56: + DM57: +	Medium and Long-term Direct/Indirect Reversible High Certainty	Waterfront, Education Quarter, IP One	Policies DM52, DM53, and DM54 directly support the SA Objective and highlight the important serving role of the town centre, the Waterfront and Education Quarter as places to provide key service needs for the local surrounding population. Policy DM55 would improve access to services within the town centre and also the wider area. Policy DM56 would improve access between the Waterfront and Central Shopping Area, serving both the Waterfront residents and those in the Central Shopping Area. DM57 would improve access services in the town centre from within or even outside the Borough.
ET6 To limit and adapt to climate change	DM52: +/- DM53: +/- DM54: + DM55: + DM56: +/- DM57: -	N/A	IP-One, Town Centre	Policies DM52, DM53, DM54 and DM55 would help reduce dependence on the private car. New housing proposed in Policy DM52 would be located in the Waterfront and accessible to the town centre. Student accommodation proposed in Policy DM53 would be accessible to the University and Suffolk New College. Visitor accommodation as proposed in DM54 would be within the town centre and the Waterfront. However, the waterfront area is within Flood Zone 2 and 3 and new developments may increase flood risk. It should be noted, however, that the flood defence barrier is important for release of the development sites at the Waterfront and those within the flood zones. In addition, Policy DM55 provides for cycling and pedestrian routes while DM56 supports pedestrian access. DM56 would also facilitate movement of traffic along the Star Lane Gyratory and may alleviate congestion problems but it could also generate additional car based east west movements.. However, providing for public car parks within the town centre as proposed in DM57 would increase greenhouse emissions. DM52, DM53, DM54 and DM55 apply to areas

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				<p>within Flood Zones.</p> <p><i>It is recommended that these policies include reference to ensuring that new development does not exacerbate current flood risk issues in the area.</i></p>
<p>ET7</p> <p>To protect and enhance the quality of water features and resources and reduce the risk of flooding</p>	<p>DM52: -</p> <p>DM53: -</p> <p>DM54: -</p> <p>DM55: 0</p> <p>DM56: 0</p> <p>DM57: -</p>	<p>Long-term</p> <p>Direct</p> <p>Reversible</p> <p>High Certainty</p>	<p>Waterfront, Education Quarter, IP One, town centre</p>	<p>Policy DM52 relates to the Waterfront, which is adjacent to the River Orwell and is within Flood Zones 2 and 3.</p> <p>Policy DM53 – Education Quarter is located adjacent to the Wet Dock and this area is within Flood Zones 2 and 3.</p> <p>Policy DM54 includes proposals to develop visitor accommodation in the Waterfront, which is in a Flood Risk Zone.</p> <p>Policies DM55 and DM56 are not expected to have an impact on water resources or flood risk.</p> <p>Policy DM57 relates to car parks within the town centre. Car parks south and southwest of the town centre are within Flood Zones 2 and 3.</p> <p>Though not referred to in the Policy, the incorporation of Sustainable Urban Design Systems (SuDS) within the Waterfront and the town centre would have the potential to contribute to reducing flood risk.</p> <p><i>It is recommended that Policies DM52, DM53, DM54 and DM57 should make some reference to the use of SuDS features against flood risk.</i></p>
<p>ET8</p> <p>To conserve and enhance biodiversity and geodiversity, including favourable conditions on SSSIs, SPAs and SACs</p>	<p>DM52:-</p> <p>DM53: -</p> <p>DM54: -</p> <p>DM55: 0</p> <p>DM56: 0</p> <p>DM57: 0</p>	<p>Long-term</p> <p>Direct</p> <p>Reversible</p> <p>Medium Certainty</p>	<p>Waterfront, Education Quarter and Areas within IP-One, town centre</p>	<p>Policy DM52 relates to the Waterfront Area, which is adjacent to the River Orwell where developments have potential to have an impact on water species and habitats. The Appropriate Assessment on the adopted Core Strategy has not identified any threats from new developments. However, potential disturbance to birds during construction may be likely.</p> <p>DM53 relates to the University Quarter, where a section (open space and car parks) is adjacent to the Wet Dock and therefore potential negative impacts are likely to be negligible. However, the University Quarter has some mature trees and is adjacent to Alexandra Park, where there are also mature trees, which may be affected by new</p>

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				<p>developments.</p> <p>DM54 proposes arts, cultural and tourism facilities in the town centre and visitor accommodation in the Waterfront, where developments have potential to impact water species and habitats. There may be disturbance to birds during construction but the impact on biodiversity is expected to be negligible.</p> <p>DM55 and DM56 and DM57 relate to cycle and pedestrian routes, pedestrian access and car parks within central Ipswich and are not likely to impact biodiversity and geodiversity.</p> <p><i>It is recommended that Policies DM52 and DM53 should make some reference to protecting biodiversity resources.</i></p>
<p>ET9</p> <p>To conserve and enhance the historic environment, heritage assets and their settings</p>	<p>DM52: -</p> <p>DM53: -</p> <p>DM54: -</p> <p>DM55: 0</p> <p>DM56: -</p> <p>DM57: -</p>	<p>Short, Medium and Long Term</p> <p>Direct</p> <p>Reversible</p> <p>Medium Certainty</p>	<p>Waterfront, Education Quarter and Areas within IP-One, town centre</p>	<p>There are several listed buildings in the vicinity of the Waterfront, which includes churches between Star Lane and Key Street, the old brewery building at the port and the Old Custom House. The area also includes the historic port area and is within the Wet Dock Conservation Area. New developments relating to Policy DM52 therefore have potential to impact listed buildings and sites of historical importance.</p> <p>There are a number of listed buildings within and in the vicinity of the Education Quarter, therefore there is potential for new developments relating to Policy DM53 to have an impact on the listed buildings and their settings during construction periods. The Education Quarter lies outside Conservation Areas. It adjoins the Central and St Helens Conservation Areas, so there is potential for new developments to impact on historical areas.</p> <p>Policy DM54 applies to the town centre, where there are a number of listed buildings or their settings which may be directly affected by new developments relating to arts, culture and tourism. Most of the town centre is within the Central Conservation Area, so there is potential for new developments to impact historical sites.</p> <p>All the above could also affect areas of archaeological importance.</p> <p>Policy DM55 is not expected to impact listed</p>

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				<p>buildings or sites of historical importance as these relate to pedestrian and cycle routes. Policy DM56 has potential to impact on the character of Conservation Areas. The Wet Dock Crossing would traverse the Wet Dock Conservation Area as parts of the gyratory pass through the Wet Dock and Central Areas. DM57 may have potential to impact Listed Buildings and their settings as there are listed buildings in the vicinity of the Crown Street, MInt Quarter, and Turret Lane, where car parks are proposed. Shed 8 Orwell Quay and Turret Lane are located in an Area of Archaeological Importance.</p> <p><i>It is recommended that Policies DM52, DM53 and DM54 should include a reference to the protection of sites of historical importance.</i></p>
<p>ET10</p> <p>To conserve and enhance the quality and local distinctiveness of landscapes and townscapes</p>	<p>DM52: -</p> <p>DM53: -</p> <p>DM54: -</p> <p>DM55: 0</p> <p>DM56: -</p> <p>DM57: -</p>	<p>Medium and Long-term</p> <p>Indirect</p> <p>Reversible</p> <p>Medium Certainty</p>	<p>Waterfront, Education Quarter and Areas within IP-One,</p>	<p>Policies DM52, DM53, and DM54 relate to Waterfront, the Education Quarter and the town centre which are within Conservation Areas – Central and Wet Dock. Depending on the design of the new developments, there is potential to impact on townscape.</p> <p>Policies DM55 is not expected to have a significant impact on this SA Objective.</p> <p>Pedestrian and cycle routes may have a minor effect on townscape but this is expected to be negligible.</p> <p>DM56, which proposes a new road, has potential to affect townscape.</p> <p>DM57 supports the development of car parks, which have the potential to impact on the character of Conservation Areas. Shed 8 Orwell Quay is adjacent to a Conservation Area. Turret Lane is partly within a Conservation Area. Crown Street is adjacent to a Conservation Area. Depending on the design of the car parks, these have potential to impact on the character of the Conservation Areas.</p> <p><i>It is recommended that Policies DM52, DM53, DM54 and DM57 include a reference to the design of new developments taking account of the character of the Conservation Areas.</i></p>
<p>HW1</p>	<p>DM52: +</p>	<p>Medium and Long-</p>	<p>Waterfront, Education</p>	<p>Policies DM2 and DM53 seek provision of</p>

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
To improve the health of those most in need	DM53: +	term Indirect Reversible Medium Certainty	Quarter and Areas within IP-One, town centre	residential accommodation which may have indirect health benefits from good quality housing. Policy DM54 is not expected to have a significant effect on this SA Objective as it only provides for visitor accommodation. By improving pedestrian and cycle routes Policy DM55 may encourage people to cycle or walk and the exercise would have health benefits. Policy DM56 and DM57 are not expected to contribute to this SA Objective.
	DM54: 0			
	DM55: +			
	DM56: 0			
	DM57: 0			
HW2 To improve the quality of life where people live and encourage community participation	DM52: +	Medium and Long-term Indirect Reversible Medium Certainty	Waterfront, Education Quarter and Areas within IP-One, town centre	Policies DM52, DM53, and DM54 seek to provide residential, educational ancillary uses, arts, tourism and cultural facilities community uses within the Waterfront, the Education Quarter and the town centre. New developments will contribute to the vitality and vibrancy of these areas and help to improve quality of life of residents as well as contribute towards encouraging community participation. DM55, DM56 and DM57 will improve access to the town centre and the Waterfront areas but the effect would be negligible.
	DM53: +			
	DM54: +			
	DM55: 0			
	DM56: 0			
ER1 To reduce poverty and social exclusion	DM52: +	Medium and Long-term Indirect Reversible Low Certainty	Waterfront, Education Quarter and Areas within IP-One, town centre	Policies DM52, DM53, and DM54 would make some contribution to the SA Objective through providing communities with key services and facilities which would support the reduction of social exclusion. DM55, DM56 and DM57 will improve access to the town centre and the Waterfront areas but the effect would be negligible.
	DM53: +			
	DM54: +			
	DM55: 0			
	DM56: 0			
ER2 To offer everybody the opportunity for rewarding and satisfying employment	DM52: +	Medium and Long-term Direct/Indirect Reversible Low Certainty	Waterfront, Education Quarter and Areas within IP-One, town centre	Policies DM52, DM53, and DM54 would make some contribution to the SA Objective through providing employment in office developments in the Waterfront, in developments relating to educational ancillary uses within the Education Quarter and in the arts, culture and tourism employment areas in the town centre. There are no significant effects considered likely between the Policies DM55, DM56, and DM57 and SA Objective.
	DM53: +			
	DM54: +			
	DM55: 0			
	DM56: 0			
	DM57: 0			

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
ER3 To help meet the housing requirements for the whole community	DM52: +	Medium and Long-term Direct Reversible Medium Certainty	Waterfront, Education Quarter and Areas within IP-One, town centre	Policies DM2 and DM53 seek to provide residential accommodation. Policy DM54 is not expected to contribute significantly to this SA Objective as it supports visitor accommodation. There are no significant effects considered likely between the Policies DM55, DM56, and DM57 and SA Objective.
	DM53: +			
	DM54: 0			
	DM55: 0			
	DM56: 0			
	DM57: 0			
ER4 To achieve sustainable levels of prosperity and economic growth throughout the plan area	DM52: +	Medium and Long-term Direct/Indirect Reversible Low Certainty	Waterfront, Education Quarter and Areas within IP-One, town centre	Policies DM52, DM53, and DM54 would make some contribution to the SA Objective through providing employment within the Waterfront, the Education Quarter and the town centre employment areas. Developments in these areas would prove attractive to new businesses because of accessibility and would serve to support economic growth within IP-One. Policies DM55, DM56 and DM57 are not expected to have a significant effect on this SA Objective.
	DM53: +			
	DM54: +			
	DM55: 0			
	DM56: 0			
	DM57: 0			
ER5 To support vital and viable town, district and local centres	DM52: +	Medium - Long-term Direct Reversible High Certainty	Waterfront, and Areas within IP-One, town centre	Policies DM52, DM53, and DM54 directly support the SA Objective, particularly the vitality and viability of the Waterfront, the Education Quarter and town centre. These centres provide a focus for community facilities and services. With the focus of development in and around centres, residents will have the opportunity to make more sustainable travel choices. The provision of adequate employment areas will increase the Borough's attractiveness and will help to support the vitality and viability of the town centre. DM55, DM56 and DM57 will improve access within the Waterfront, the town centre and areas beyond, which will help support the vitality of the town centre.
	DM53: +			
	DM54: +			
	DM55: +			
	DM56: +			
	DM57: +			
ER6 To encourage efficient patterns of	DM52: +	Medium-Long-term Direct/Indirect Reversible Medium Certainty	Waterfront, and Areas within IP-One, town centre	Policies DM52, DM53, and DM53 seek to protect existing developments and support new developments within the Waterfront, the Education Quarter and the town centre. This ensures that services and employment areas
	DM53: +			
	DM54: +			

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
movement in support of economic growth	DM55: +			<p>are accessible to residents and will ensure that sufficient land and premises will be available to accommodate business start-up and growth.</p> <p>Policies DM55 and DM56 would make the town centre more accessible, which would support the businesses and contribute to economic growth. The effect of DM57 is uncertain; it will make the town centre accessible by private car as businesses and shoppers can park in the town centre but these may also contribute to traffic congestion.</p> <p><i>Policy DM57 includes a reference to Travel Ipswich and states the use of sustainable modes of transport. Additional text in this policy should be provided on measures to encourage people to use sustainable measures rather than the private car.</i></p>
	DM56: +			
	DM57: ?			
ER7 To encourage and accommodate both indigenous and inward investment	DM52: +	Short, Medium and Long-term Indirect Reversible Low Certainty	Waterfront, and Areas within IP-One, town centre	<p>Policies DM52, DM53, and DM54 recognise the importance of protecting mixed use areas within the Waterfront, educational related areas within the Education Quarter and arts, cultural and tourism areas within the town centre as well as supporting new developments. This will ensure that sufficient land and premises will be available to accommodate new businesses.</p> <p>Policies DM55 and DM56 are not expected to have a significant effect on this SA Objective.</p> <p>DM57 recognises that providing sufficient car parking in the town centre may support the town centre economy and encourage investments.</p>
	DM53: +			
	DM54: +			
	DM55: 0			
	DM56: 0			
	DM57: +			
CL1 To maintain and improve access to education and skills for both young people and adults	DM52: +	Short, Medium and Long-term Direct Reversible Medium Certainty	IP-One, town centre	<p>Policy DM53 provides for education uses and ancillary uses relating to education within the Education Quarter, which would support this SA Objective. Policy DM52 also applies to the Education Quarter where the two overlap.</p> <p>There is no link between the policies DM54, DM55, DM56, and DM57 and the SA Objective.</p>
	DM53: ++			
	DM54: 0			
	DM55: 0			
	DM56: 0			
	DM57: 0			
CD1 To minimise potential	DM52: +/-	Short, Medium and Long-term Indirect	IP-One town centre	It is possible that development within, and overall regeneration of the Waterfront and the Education Quarter would increase natural
	DM53: +/-			

Objective	Performance of policy	Temporal scale Permanency Certainty	Geographical extent	Commentary <i>Mitigation / Enhancement Measures</i>
opportunities for crime and anti-social activity	DM54: +/-	Reversible Low Certainty		<p>surveillance and potentially contribute to a reduction in crime levels.</p> <p>However, there may be increased opportunities for crime within the town centre due to increase in population and businesses. <i>It is recommended that Policies DM52, DM53 and DM54 make reference to incorporating safety by design in new developments, which would contribute towards reducing the potential for crime and anti-social activities. DM56 should also make reference to making cycling and pedestrian routes safe in relation to the potential for crime and anti-social activities. Although temporary car parks would not be permitted in the town centre, the development at IP049 No. 8 Shed Orwell Quay and IP054 Turret Lane will provide public car parking. DM57 should include a reference to incorporating safety design measures in car parks, which would contribute towards reducing crime and anti-social activities.</i></p>
	DM55: 0			
	DM56: 0			
	DM57: 0			