

Ipswich Local Development Framework

September 2009



Planning, Transport and Regeneration
Ipswich Borough Council
Grafton House
15 - 17 Russell Road
Ipswich
IP1 2DE

Tel: 01473 432019
Web: www.ipswich.gov.uk
Email: planningandregeneration@ipswich.gov.uk

FOREWORD

Ipswich is a dynamic and growing town.

It is vital that we manage and guide the development of the town to increase its vibrancy, to protect and enhance its key assets, to ensure we pay full regard to our environmental impacts as well as to ensure changes benefit the town's existing residents, businesses and visitors.

The Council believes that the planning of our town is one of our key roles and as such we are delighted to set out our ideas for our vision, objectives and strategy for the future development of Ipswich.

This is the Council's proposed submission Core Strategy and Policies document that sets out our policies for the future development of the town.

We believe this document has benefited from the substantial response we received to our consultations on 'Issues and Options' and 'Preferred Options'. We believe that it is important that people have had the opportunity to comment on the various policy directions we have been thinking of taking and these comments have shaped the final wording for our draft plan. So, thank you if you gave us comments on our previous consultations.

We would welcome any comments you might have on this document. Please can you ensure that your comments are received by the Council by Friday 27th November 2009 at the latest and that you use the prescribed form available from the Council's web site www.ipswich.gov.uk or the Economic Development and Planning Policy Team (see contact details on the front cover).

We appreciate that not everyone will want to read all the documentation and that some people would welcome the opportunity to discuss issues with Council officers. As a result we are organising a series of drop-in events and public meetings to maximise the opportunities for people to get involved, find out more and put their views across. For further details please see the Council's website or contact the Economic Development and Planning Policy team.

There are many challenges ahead associated with the development of Ipswich. This document will become the key strategy document that will shape that development. We hope you take this opportunity to help shape Ipswich's future.

Councillor Richard Atkins

Portfolio Holder for Planning and Economic Development

September 2009

CONTENTS

| | page number |
|---|-------------|
| Foreword | 2 |
| Chapter 1 - Introduction | 5 |
| PART A - The Context | 9 |
| Chapter 2 - The New Planning System | 11 |
| Chapter 3 - The Regional Spatial Strategy | 14 |
| Chapter 4 - The Ipswich Community Plan | 15 |
| Chapter 5 - Ipswich: The Place | 16 |
| PART B - The Strategy | 24 |
| Chapter 6 - Vision and Objectives | 26 |
| Chapter 7 - Key Diagram | 31 |
| Chapter 8 - Development of the Strategy | 33 |
| • Spatial Approach | 33 |
| • Live | 47 |
| • Work | 59 |
| • Learn | 64 |
| • Play | 66 |
| • Infrastructure | 68 |
| PART C - Development Control Policies | 79 |
| Chapter 9 - Development Control Policies | 81 |
| PART D - Implementation, Targets, Monitoring and Review | 120 |
| Chapter 10 - Implementation | 122 |
| Chapter 11 - Key targets associated with Part B | 127 |
| Chapter 12 - Monitoring and Review | 131 |
| PART E - Appendices | 132 |
| The Appendices included within this report are: | |
| Appendix 1 - A list of policies contained in this document | 134 |
| Appendix 2 - Saved Policies that will be superseded by the Core Strategy and Policies | 137 |
| Appendix 3 - Map illustrating the Ipswich Policy Area | 142 |
| Appendix 4 - Community Facilities in District and Local Centres | 143 |
| Appendix 5 - Activities or services relevant to each Planning Standard Charge Heading | 144 |
| Appendix 6 - Ipswich Standards for the Provision of Open Space, Sport and Recreation Facilities | 146 |
| Appendix 7 - Glossary | 148 |

The submission version of this document (see paragraphs 1.22 and 1.23) should consist solely of the plan the Council would wish to see adopted. Therefore some of the explanatory notes explaining the stage the plan is up to, its current status and how to comment on it will need to be removed before the final version is submitted. In particular, the Foreword and Chapter 1 will need to be updated.

CHAPTER 1: Introduction

1.1 What the Document Covers

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

1.5 How the document is structured

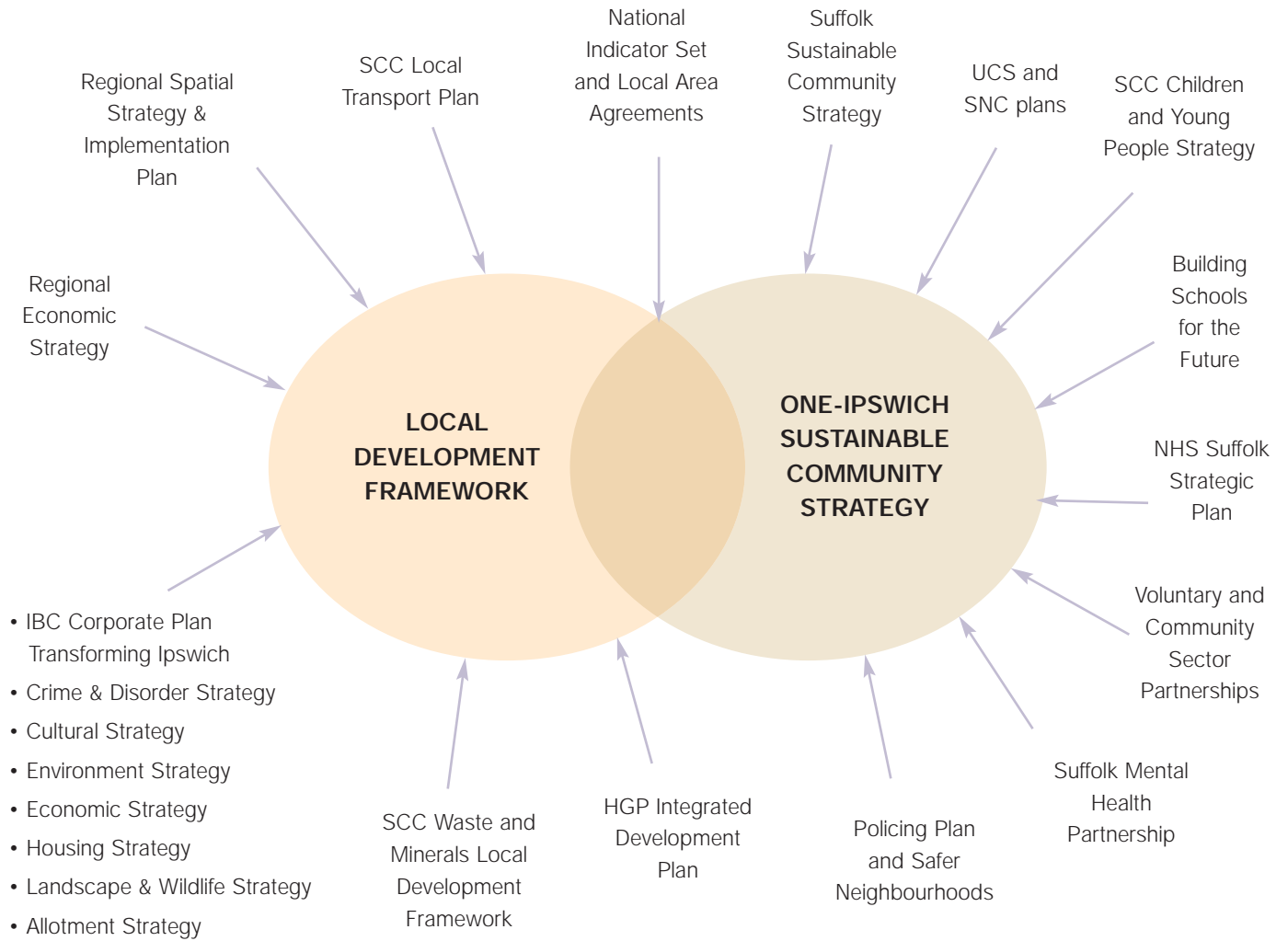
- 1.6 Each of the two main policy chapters (8 and 9) follows the same broad structure. In each case a policy is identified and then structured into the following sections:
- A short introduction to the issue;
 - The policy; and
 - A justification of that solution.

1.7 The purpose of the document

- 1.8 This document sets out the strategy for the future development of Ipswich to 2025. It indicates broadly how and where the Borough will accommodate development to meet local needs identified in the Ipswich Community Strategy, and as required by the government to meet targets set out in the Regional Spatial Strategy for the East of England. It also explains how it will ensure this is done in a sustainable way. It contains detailed policies to enable the control of development in Ipswich.
- 1.9 More fundamentally, the purpose of the document is to support the Council's 'place shaping' role. This involves the Council in showing community leadership and working closely with partners locally, to ensure that Ipswich's problems are tackled and that a shared vision for the future is realised in a coordinated way.
- 1.10 The Local Development Framework consists of a series of documents that together will guide development in Ipswich (for more information see Chapter 2).
- 1.11 The Local Development Framework itself sits in a context of many more plans and strategies prepared at regional and local levels to guide the work of the Council and its partner organisations. The most important of these is the Ipswich Community Strategy, which identifies the outcomes that partners are working together to achieve for Ipswich and informs the Core Strategy and Policies document. Chapter 4 explains more about the Community Strategy. Some of the key regional and local strategies are illustrated in Diagram 1.

DIAGRAM 1

Context for the Ipswich Local Development Framework



1.12 The status of the document

1.13 In formal terms this document effectively fulfils the requirements of the publication stage of the Local Development Framework production process (i.e. the Regulation 27 stage under the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008 - see paragraph 1.15).

1.14 When it is formally adopted, once all the stages of its production process are complete (see paragraph 1.19), it will be formally part of the development plan and therefore have significant weight via the Planning and Compulsory Purchase Act 2004 - i.e.

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

1.15 At this stage this proposed submission version of the document gives a detailed indication of the Council's new draft planning policies. Government guidance suggests that:

"Planning applications should continue to be considered in the light of current policies. However, account can also be taken of policies in emerging Development Plan Documents. The weight to be attached to such policies depends upon the stage of preparation or review, increasing as successive stages are reached."

1.16 At this stage, the Council has adopted this document as a material consideration for use in the determination of planning applications (and other relevant applications).

1.17 However, the weight to be given to the contents of this document will be limited. Once the document has been submitted to the Government it will carry more weight.

1.18 How this stage of the process fits in to the production process for the Core Strategy and Policies document

1.19 The production of this Core Strategy and Policies development plan document is effectively a five-stage process. The process for preparing development plan documents has changed, as a result of amended Regulations published in 2008. However, the process as followed is set out below:

Stage 1: Issues and Options

Stage 2: Preferred Options

Stage 3: Publication of proposed submission document, and submission to Government

Stage 4: Independent Examination

Stage 5: Adoption.

1.20 The Council has now completed Stage 1 and 2, and this document relates to Stage 3 of the process.

1.21 It is the intention that Stage 4 will take place in late spring 2010, with Stage 5 taking place in autumn 2010.

1.22 The current stage is called the publication stage. It was introduced through the amended Regulations in 2008. It enables the Council to publish a full draft document and undertake wide consultation on its content. Thereafter the Council must summarise all the representations and then submit the draft plan and the representations (and other supporting documentation) to the Secretary of State for independent examination of the plan's soundness. The Council should keep revisions between the public consultation and final submission stage to a minimum.

1.23 The submission document (i.e. the latter part of Stage 3) would effectively be a final draft of the document with the only permitted changes thereafter being as a result of the Inspector's Report that concludes the Independent Examination stage.

- 1.24 It should be noted that the Independent Examination is all about testing whether the Council's documents are 'sound'. At an Examination, an Inspector cannot make a change to the submitted document if that change is not itself sound in terms of all the tests of soundness, or if that change would potentially undermine the consultation process and / or the sustainability credentials of the plan.
- 1.25 The revised Local Development Scheme March 2009 provides more details on the various stages and the process involved in producing documents.

A

the context



CHAPTER 2: The New Planning System

- 2.1 The Planning and Compulsory Purchase Act 2004 (the 'Act') has resulted in major changes to the way the planning policy system operates. The old system of Regional Planning Guidance, Structure Plans, Local Plans and Supplementary Planning Guidance is in the process of being replaced with a new system based around a Regional Spatial Strategy, Development Plan Documents and Supplementary Planning Documents.
- 2.2 Section 38(6) of the Act states that:
- "... for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the (development) plan unless material considerations indicate otherwise."*
- 2.3 The development plan for Ipswich will comprise the Regional Spatial Strategy, which is adopted by the Government, and various Development Plan Documents, which will be adopted by the Borough Council as part of the Local Development Framework. Further information on the Regional Spatial Strategy is contained in Chapter 3.
- 2.4 The Local Development Scheme for Ipswich sets out the documents, processes and timescales involved with the Local Development Framework.
- 2.5 The components of the Ipswich Local Development Framework are illustrated in Diagram 2.

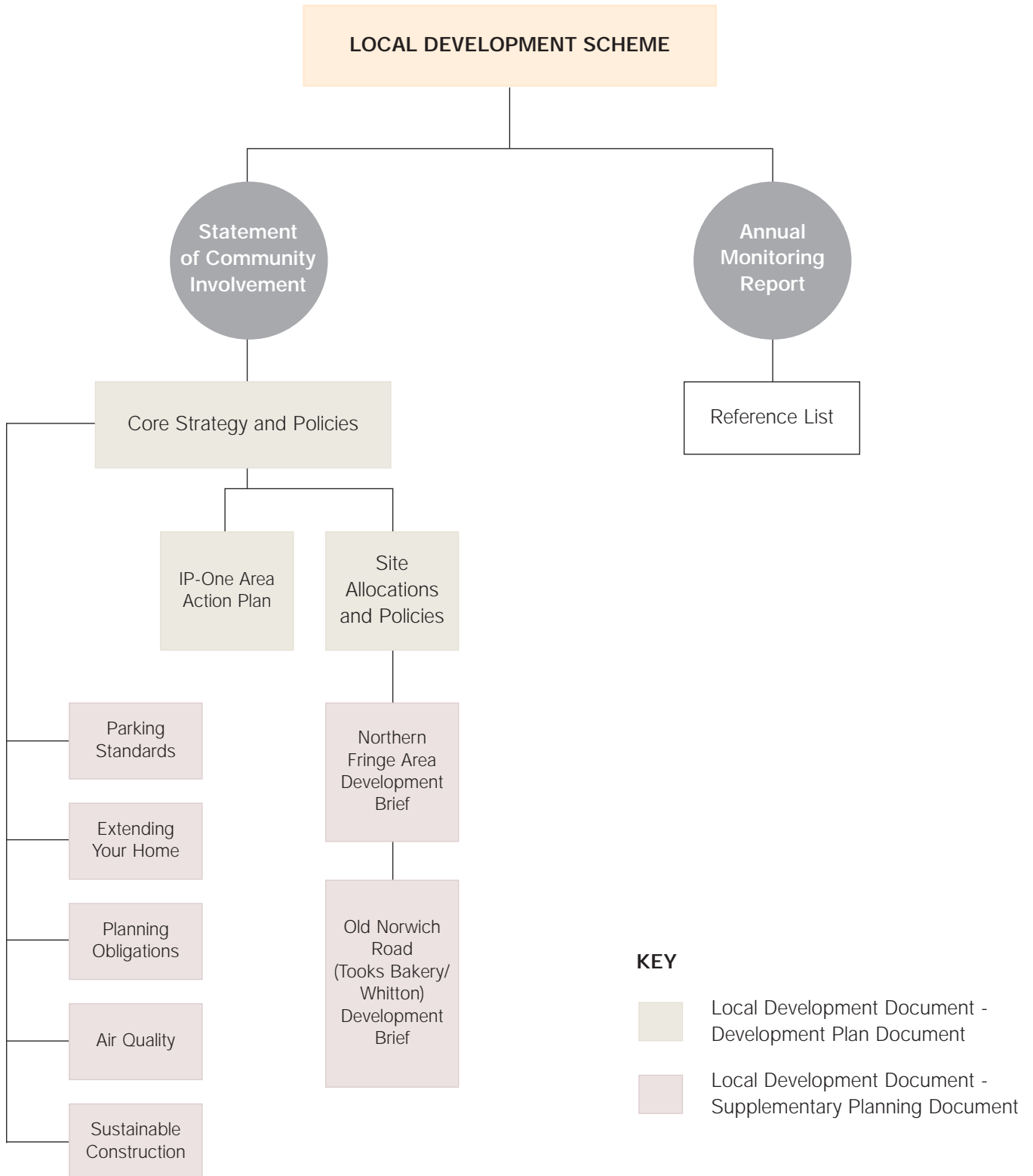
Notes to diagram

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

DIAGRAM 2

Ipswich Local Development Scheme

Revised Version - March 2009



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

CHAPTER 3: The Regional Spatial Strategy

- 3.1 In May 2008 the Government adopted the East of England Plan, which is the Regional Spatial Strategy for Eastern England up to the year 2021. This now forms part of the Ipswich development plan, together with adopted local policy. Currently the local policy is saved policies from the 1997 adopted Ipswich Local Plan. Gradually these will be replaced by the development plan documents being prepared by the Borough Council, the first of which is this Core Strategy and Policies. Appendix 2 indicates which saved policies will be superseded by this plan.
- 3.2 The East of England Plan is currently under review to extend its timescale to 2031. For more details about this process please contact the East of England Regional Assembly on 01284 728151 or visit their website at www.eera.gov.uk. The Core Strategy is required by the Government to look ahead for a period of fifteen years from its adoption, which will take it to 2025. The Government's advice is that, pending the conclusion of the review of the Regional Spatial Strategy to 2031, local planning authorities should assume a continuation of the adopted regional policies when producing their Core Strategies.
- 3.3 A key aspect of the Council's Core Strategy document is related to the legal requirement to be in 'general conformity' with the contents of the Regional Spatial Strategy. The Regional Spatial Strategy is a lengthy document and contains many policies that are relevant to Ipswich. The key issues within it for Ipswich are set out in the box opposite:
- 3.4 The East of England also has a Regional Economic Strategy published in September 2008. This also forms part of the policy context to the Ipswich Core Strategy, although there is no formal requirement for the latter to be in general conformity with it. Currently a joint implementation plan is being prepared at the regional level for both the Regional Spatial Strategy and the Regional Economic Strategy.

East of England Plan, 2008

Ipswich is identified as:

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

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

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

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

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

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

Source: East of England Plan May 2008

CHAPTER 4: The Ipswich Sustainable Community Strategy

4.1 The Planning and Compulsory Purchase Act 2004 places a legal requirement on local planning authorities to have regard to relevant Sustainable Community Strategies when preparing their Local Development Documents.

4.2 The Community Strategy for Ipswich was published in July 2008 by the Local Strategic Partnership, one-ipswich. The board of one-ipswich is made up of key organisations from the public, voluntary, community and business sectors who work together to deliver shared outcomes for the residents and communities of Ipswich. The range of agencies and organisations includes those set out in the box below.

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

4.3 The Community Strategy vision is set out below.
'Everybody Matters - we want Ipswich to be a vibrant, prosperous and thriving place. We will address deprivation and inequality in neighbourhoods and develop an economically dynamic and enterprising society so everyone in Ipswich can:

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

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

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

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

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

4.7 It is considered that the above vision and outcomes are addressed within this document.

CHAPTER 5: Ipswich - The Place

5.1 Ipswich in context

5.2 Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. It is a member of Regional Cities East, an alliance of Ipswich, Norwich, Peterborough, Luton, Colchester and Southend-on-Sea. The towns and cities collaborate to deliver sustainable economic growth, examples of which include raising skills levels and improving infrastructure.

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

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

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

MAP 1

Ipswich in its sub-regional context



Ipswich the town

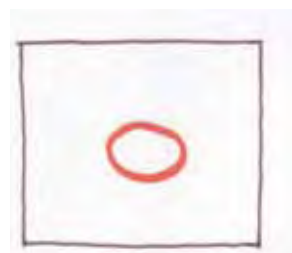
- 5.6 As an engine of growth for the East of England, Ipswich has a thriving commercial sector, high levels of entrepreneurship and a wide range of skills within the workforce. However the range of types of employment has changed in recent years, with half the manufacturing jobs in Ipswich being lost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

| | |
|---|--|
| Population | 117,000 (2001) 128,000 (2007) |
| Numbers of Employed People | 67,310 |
| Top Employment Sectors | 20,348 (30.2%) Public Administration 16,377 (24.3%) Distribution 13,916 (20.7%) Banking |
| Unemployment (Oct 2007 to Sept 2008) | 5.3% (East 4.3%, Great Britain 5.3%) (Nomis) |
| School Year 13 Destinations | 49.14% Higher Education |
| Ethnic Group (non white British) | 9% |
| Heritage | 602 listed buildings, 10 scheduled monuments, 14 conservation areas and 3 registered parks, gardens and cemeteries |
| Average Annual House Build (2001 to 2009) | 773.5 dwellings per annum |
| Average percentage of housing built on previously developed land 2001/02 to 2008/09 | 95% |

- 5.10 Much of the recent development in the town has been focused around four key central areas: the Waterfront, Ipswich Village, town centre and Education Quarter.
- 5.11 **Ipswich Waterfront** in the 19th Century was briefly the largest wet dock in England. Today it is the location for the largest single regeneration project in the East of England and the focus of huge commercial, cultural and institutional investment such as the regional home for Dance East and University Campus Suffolk. New buildings benefit from being immediately south of the town centre and connected to it by attractive historic streets. This investment has assisted in the provision of jobs, new housing and educational opportunities.
- 5.12 Progressive regeneration is creating space for a vibrant new cultural, residential, business and leisure area, complementing the existing marina facilities. Along the northern and eastern quays in particular former industrial uses and tall storage silos are being replaced with new architecture in a variety of styles and materials. Generally the new buildings reflect a similar scale and do not detract from those parts of the historic core that extend down to the Waterfront. These strikingly scaled new buildings have largely created their own special character.
- 5.13 The large scale regeneration of Ipswich Waterfront has also encouraged new interest from businesses. On the western bank of the river, Felaw Maltings and the IP-City business centre are both now in demand for their top quality business space, providing facilities for over 800 workers. On the Waterfront itself, one of the town's largest legal practices has chosen to relocate its offices into one of the converted 19th Century industrial buildings adjacent to the historic Old Custom House.
- 5.14 To the south-west of the central area, **Ipswich Village** offers a further choice of employment and residential sites. This is already the location of headquarters for Ipswich Borough Council and Suffolk County Council as well as Suffolk Life, Ipswich Crown Courts, Ipswich Town Football Club and AXA Insurance among others. This location is well placed for further commercial and institutional uses because of its close proximity to the town centre, the Waterfront and Ipswich railway station.
- 5.15 In April 2007 a **town centre** Business Improvement District (BID) was established, called Ipswich Central. The company has been established to manage the town centre in a new way and bring £3.2m of investment into the retail heart of Ipswich to benefit businesses, residents and visitors. BID improvement projects are grouped under 6 themes: Safe and Secure, Clean and Bright, Out and About, Target and Tell, Look and Feel, and Aims and Ambitions.
- 5.16 A particularly exciting development for Ipswich was the establishment in September 2007 of a new **Education Quarter** for the University Campus Suffolk, established on and closely related to the Waterfront. This area is the focus of more than £150m investment which has brought a brand new campus to the centre of Ipswich in an innovative partnership between the University of Essex and University of East Anglia. Its landmark building on the Waterfront opened in 2008.
- 5.17 The development of this new higher education establishment has also enabled the complete rebuilding of Ipswich's further education facility - Suffolk College. A £59m development of the Suffolk New College was completed in 2009. Both these new education facilities will improve and increase the opportunities and choices for Ipswich. It is anticipated that these will spark further commercial, cultural and academic developments.

5.18 The Physical Development of Ipswich

- 5.19 Ipswich is a large town of great historic importance. The town centre, by an accident of topography, retains the physical character of a much smaller market town. This is partly because the prevailing scale of the town centre is still predominantly that of its mediaeval and earlier origins - rarely exceeding four-stories in height - and partly because the town centre sits in a shallow drainage basin of the River Gipping with well landscaped Victorian developments and large parks which disguise the extent of modern development which extends beyond it, especially to the east.
- 5.20 Although recent redevelopment of tall, late 19th and 20th Century industrial buildings around the Waterfront has emulated the height of these buildings, this has principally been confined to the area of the northern quays to the south of the historic core of the town centre.
- 5.21 Historically, drainage constraints have inhibited development to the north of Ipswich and the character of the surrounding countryside infiltrates into the built-up area where Christchurch Park extends southward to the northern edge of the mediaeval core of the town. The former tidal basin that became the 19th Century Wet Dock also constrained the development of Ipswich with houses fanning out westward along the Gipping valley and over a largely flat plateau to the east.
- 5.22 These physical constraints and historical form of Ipswich have significant consequences for modern day traffic movement, particularly the location of Christchurch Park to the north of the medieval core and the Wet Dock and river to the south. All of these features are important to the character of Ipswich and as conservation areas are also major protected heritage assets. They in effect confine traffic to only three 'crossing-points': Colchester Road north of the park; Crown Street north of the core; and Star Lane - College St/Key Street north of the dock.



Historic core



River



Christchurch Park



Wooded Bowl



High Buildings Clusters



Constrained Cross Town Movement



Opportunities to radically change the traffic patterns within Ipswich is therefore significantly restricted by existing development and physical features.

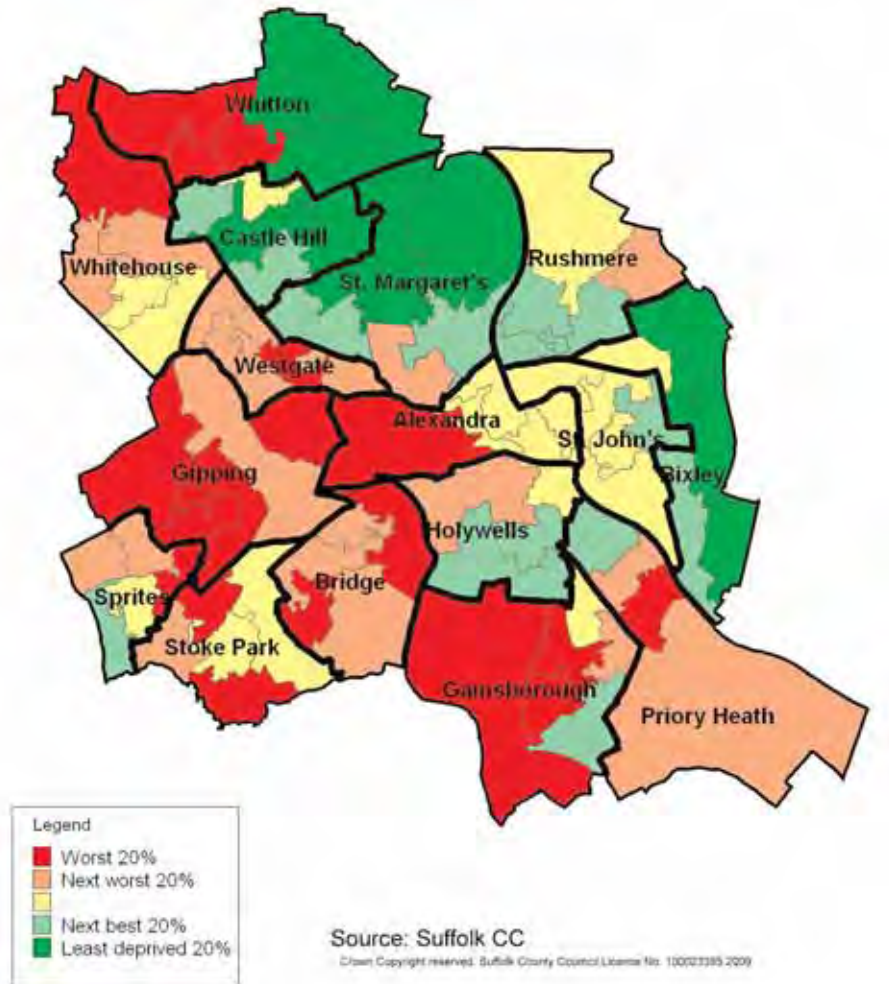
- 5.23 Beyond the inner Victorian suburbs, Ipswich has developed in the 20th Century through large scale, almost entirely two-storey inter-war and post war suburban development. Whilst there are some notable exceptions, much of it is of indifferent architectural quality and lacks the landscaping and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

5.24 The Ipswich Community

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

Map 2

Deprivation by ward in Ipswich



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

5.27 Some of the challenges for individual wards include:

ALEXANDRA

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

BIXLEY

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

BRIDGE

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

CASTLE HILL

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

GAINSBOROUGH

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

GIPPING

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

HOLYWELLS

highly skilled employees but with high vehicle and cycle crime;

PRIORY HEATH

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

RUSHMERE

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

SPRITES

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

ST JOHN'S

a high proportion of one-person pensioner households;

ST MARGARET'S

an older than average population;

STOKE PARK

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

WESTGATE

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

WHITEHOUSE

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

WHITTON

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

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

5.29 Key challenges for Ipswich over the Plan Period

- 5.30 Over the plan period to 2025, the issues and challenges mainly stem from how Ipswich can manage and gain best advantage from the significant growth that is taking place:
- accommodating growth in a way that enhances Ipswich's character and unique sense of place, and residents' quality of life;
 - using regeneration opportunities to address deprivation and create opportunities for all;
 - managing the additional travel demands that growth will generate and guiding as many as possible to sustainable modes for the good of the environment, economy and health;
 - maintaining accessibility to goods and services in Ipswich including to those living outside its boundary;
 - retaining skilled workers and improving skills levels amongst the workforce;
 - managing flood risk and adapting to a changing climate;
 - ensuring that infrastructure provision keeps pace with growth; and
 - attracting private sector interest in the town to service and provide more opportunities for existing and new communities, such as more and better shops.

IB

the strategy



CHAPTER 6: Vision and Objectives

6.1 Introduction

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

THE VISION

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

As a result, by 2025 Ipswich will be a more vibrant, active and attractive modern county town successfully combining modern development with historic character - a true focus for Suffolk and beyond. It will be a place where people aspire to live, work, learn, visit and invest - and it will have a reduced carbon footprint. In spatial terms:

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

THE OBJECTIVES

6.8 The following twelve strategic objectives will guide the Framework:

1. High standards of design will be required in new development. Development must be sustainable, environmentally friendly and resilient to the effects of climate change. Standards of acceptability will be raised progressively from 2006 (Building Regulations) levels for all developments in the town in terms of design and environmental performance.
2. Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.
3. At least (a) 15,400 new dwelling units shall be provided in Ipswich between 2001 and 2021 (18,720 to 2025) in a manner that addresses identified local housing needs and provides a decent home for everyone, with at least 70% of them being on previously developed land and at least 35% of them being affordable homes; and (b) 18,000 additional jobs shall be provided in Ipswich Policy Area between 2001 and 2025.
4. The development of the Borough should be focused primarily within the central Ipswich "IP-One" area and within and adjacent to identified district centres (these areas are identified on the key diagram).
5. Opportunities shall be provided to improve strategic facilities in Ipswich by:
 - Significantly enhancing the town centre in terms of the quantity and quality of the shops, the cultural offer and the network of public spaces;
 - Ensuring a new strategic employment site is developed in the Ipswich area by 2021;
6. To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through the Ipswich Major Scheme and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; and, (c) improve integration, accessibility and connectivity. Specifically:
 - Extending the strategic greenspace network; and
 - Continuing to support the development of University Campus Suffolk and Suffolk New College.
6. To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through the Ipswich Major Scheme and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; and, (c) improve integration, accessibility and connectivity. Specifically:
 - Significant improvements should take place to the accessibility to and between the three key nodes of: the railway station (including the wider Ipswich Village environment), the Waterfront (and particularly the Education Quarter) and the Central Shopping Area;
 - Additional east-west highway capacity should be provided within the plan period in the Ipswich area to meet the needs of the wider population and to provide the potential to reallocate some central road space; and
 - Ipswich Borough Council aspires to an enhanced public transport system, such as guided bus, urban light railway, trams or monorail.
7. Enhanced flood protection including a tidal surge barrier should be in place to protect the town's existing and expanding communities from the threat of tidal flooding.

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

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

- 6.10 The spatial approach to delivering sustainable growth in Ipswich is to pursue a strategy of urban renaissance in central Ipswich (Policy CS2). This accords with the Regional Spatial Strategy, and at the same time helps to deliver the Community Strategy outcomes. It continues the approach set out in the 1997 Ipswich Local Plan that has seen a transformation of the Ipswich Waterfront, and the beginnings of change to a more vibrant mixed use area in the Ipswich Village. It offers the most sustainable way to accommodate growth in Ipswich, because:
- it makes the best use of previously developed land;
 - it places new residents in close proximity to jobs, shops, leisure and cultural facilities and public transport nodes, to support sustainable lifestyles;

- it regenerates some of the more run down areas that surround the historic core;
- it enhances the vitality and vibrancy of the central area, reinforcing its role as a county town and regional centre; and
- it addresses social needs by tackling issues of social and economic deprivation.

- 6.11 The strategy also reflects Ipswich's status as a regional priority area for regeneration, to help address issues of social and economic deprivation and in places a poor quality physical environment and social infrastructure.
- 6.12 Focusing development into central Ipswich will contribute to tackling issues of deprivation and improving social inclusion, for example through locating jobs and services where they will be most accessible. In pursuing the strategy, the Council will work with the one-ipswich partnership to ensure that the benefits of growth reach deprived neighbourhoods. There are already in existence examples of such joint working, through initiatives such as the Town and Bridge Project.
- 6.13 6.13 Much of the central area of Ipswich alongside the river is classified by the Environment Agency as Flood Risk Zones 2 and 3. National policy (Planning Policy Statement 25 Planning and Flood Risk) requires a sequential approach to the location of development such that Flood Risk Zones 2 and 3 are avoided if there are viable alternatives. In exceptional circumstances 'more vulnerable' development, such as housing or education, or 'highly vulnerable' development in flood zones may be possible if it is (a) safe without increasing flood risk elsewhere; (b) provides wider sustainability benefits to the community that outweigh flood risk; and (c) is on previously developed land (the Exception Test).

- 6.14 Ipswich is constrained by its tightly drawn borough boundary. The Borough has already accommodated significant post-war growth such that there are few opportunities for further expansion at the periphery. The Strategic Housing Land Availability Assessment for Ipswich (2009) indicates that all the sites that are potentially suitable for housing, available and achievable in Ipswich amount to some 9,000 dwellings. This is close to the overall number needed to meet growth requirements between April 2009 and April 2025 (approximately 8,300 dwellings). Thus, as well as the need for urban regeneration in central Ipswich, there is no realistic alternative to locating some development in Flood Risk Zone 3.
- 6.15 There is in place an agreed Ipswich Flood Defence Management Strategy and work has already started on its implementation. Work was carried out in December 2008 to replace and raise the height of the floodgates in the Wet Dock lock. There is reasonable certainty that the Strategy will be implemented in full (it has DEFRA agreement) and it is anticipated that this will be achieved by 2013 (Policy CS18).
- 6.16 The flood defences will reduce flood risk significantly. However residual risk also needs to be considered. This results from the possibility of overtopping, breach or the failure of gates or walls. Where more vulnerable developments (including housing) need to be sited in flood zone 3a, they should pass the sequential and exception tests. It is likely that raised floor levels, safe refuge and flood plans and warning systems would need to be in place to enable such development to occur. Safe access may be required for some higher risk sites. The Council intends to produce guidance on this in a Level 2 Strategic Flood Risk Assessment.
- 6.17 Thus, a significant number of Ipswich's new homes will be provided within central Ipswich through sites that will be identified in the IP-One Area Action Plan in due course. As a secondary source of sites, land in the remainder of the urban area will also be identified, where possible located so as to provide ready accessibility for residents to existing local or district centres. In the latter part of the plan period, we will start to deliver a sustainable urban extension on greenfield land at the Northern Fringe of Ipswich (see Policy CS10).
- 6.18 Ipswich is identified in the Regional Spatial Strategy as a Key Centre for Development and Change and a regional town centre. Through the Local Development Framework, the Council will:
- Extend the Central Shopping Area boundary to provide for improved retail offer (sites for new retail development will be identified in the IP-One Area Action Plan);
 - Extend the town centre boundary and identify within it employment areas and sites for offices, hotels, and commercial leisure uses (again, sites will be identified in the IP-One Area Action Plan);
 - Support the completion of the University Campus Suffolk and Suffolk New College, e.g. by protecting the Education Quarter land and buildings for linked uses; and
 - Support cultural facilities in the centre e.g. the completion of the Dance House for Dance East at the Waterfront.

CHAPTER 7: The Key Diagram

- 6.19 Ipswich is a key economic driver in the Haven Gateway sub-region. Whilst the town centre is the hub of office based activity, retail and leisure activity, and offers the opportunity for clusters to develop around the University Campus, land is needed across the Borough to enable the provision of a range of new jobs across employment growth sectors. The Core Strategy will identify a Strategic Employment Site close to the A14 in south-eastern Ipswich and set out an approach to protecting employment sites and employment areas across the town to meet a variety of needs (whilst employment land allocations themselves will be made through the site specific development plan documents) (Policy CS13).
- 6.20 The Core Strategy will also provide an opportunity to attract national and regional voluntary sector organisations to form a base in Ipswich, and promote the growth of social enterprise incubator units and voluntary sector activity.
- 6.21 Although the town centre is the focus for regeneration, many of the town's existing residents live in the suburbs. The town centre improvements will benefit those who use the centre, and efforts to encourage modal shift and to implement the Ipswich Major Scheme will support accessibility around the Borough by public transport, cycling and walking. In suburban neighbourhoods benefits from growth could include additional jobs provided in the established employment areas, the provision of additional community facilities and urban greening.
- 7.1 A Key Diagram is an important part of the Core Strategy and Policies document. It diagrammatically illustrates on a not-to-scale map of the town the spatial strategy set out within Chapter 6 of the document.
- 7.2 The Key Diagram illustrates on a simple base map:
- (i) The IP-One Area Action Plan area and, within it, the Ipswich Village, Waterfront and Education Quarter (Policy CS3);
 - (ii) Key development locations identified including IP-One, and the District and Local Centres (from Policy CS2);
 - (iii) The approach to the Northern Fringe as the location of limited development 2016 to 2021, and the broad location for future strategic growth after 2021 (from Policy CS10);
 - (iv) The strategic employment site (Policy CS13);
 - (v) The green corridor and green ring approach to strategic green infrastructure (Policy CS16); and
 - (vi) The main transport infrastructure proposals (i.e. Policy CS20).

DIAGRAM 3: The Ipswich Key Diagram

**Ipswich Local Development Framework
Proposed Submission Core Strategy
Key Diagram
September 2009**



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CHAPTER 8: Development of the Strategy

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

A STRATEGIC SPATIAL APPROACH TO THE DEVELOPMENT OF THE TOWN

- 8.3 This section sets out six strategic issues that will form the central component of the Ipswich spatial strategy - i.e. how and where growth is to be accommodated in order to deliver the Ipswich vision. These issues strongly influence the development of the content of the themed (live, work, learn and play) components of this Core Strategy and from there all the other components of the Framework.
- 8.4 Six issues are addressed below. They are:
- POLICY CS1:
Sustainable Development - Climate Change
- POLICY CS2:
The Location and Nature of Development
- POLICY CS3:
IP-One Area Action Plan
- POLICY CS4:
Protecting our Assets
- POLICY CS5:
Improving Accessibility
- POLICY CS6
The Ipswich Policy Area

8.5 Sustainable Development

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

POLICY CS1: Sustainable Development - Climate Change

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

POLICY CS1: SUSTAINABLE DEVELOPMENT - CLIMATE CHANGE

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

- a. **Requiring all new development to incorporate energy conservation and efficiency measures, to achieve significantly reduced carbon emissions by 2016 for all new residential and major non-residential development;**
- b. **Requiring all major developments to achieve a target of at least 15% of their energy requirements to be provided through decentralised renewable or low carbon energy sources where feasible and viable;**
- c. **Seeking opportunities to develop renewable energy generating capacity including on Council-owned land;**
- d. **Supporting the Suffolk Climate Change Partnership and other appropriate local carbon reduction schemes;**
- e. **Implementing the IMPACT Carbon Management scheme and reducing carbon emissions from the Council's own operations by 30% by 2013 and 50% by 2021 from a 2007/08 baseline;**
- f. **Supporting the implementation of the Ipswich Flood Defence Strategy by the Environment Agency; and**
- g. **Requiring building and infrastructure design to incorporate water conservation, capture, recycling and efficiency measures and sustainable urban drainage systems (SUDS).**

- 8.12 Ipswich has an estimated carbon footprint of 5.9 tonnes of carbon dioxide produced each year per head of population (2004 estimate from CRed). About 41% of those carbon emissions are estimated to come from people's homes, 19.5% from transport (less than the Suffolk and national averages, because of the urban nature of the Borough), 38% from industry and 1.5% from waste. Nationally about 60% of domestic carbon emissions result from space heating and hot water. Therefore improving the energy performance of existing and new domestic buildings is a key sector to target in order to reduce the climate change impacts of new development.
- 8.13 The Government has published targets to achieve zero carbon homes by 2016 (PPS1 Supplement 2007 and Building a Greener Future 2007). A zero carbon home is currently defined as one that delivers zero net carbon over a year from all energy uses including heating and electrical appliances. In setting the date at 2016 for significant reductions, developers have time to develop appropriate approaches to design and building in order to achieve carbon neutrality in a cost effective way, and the price of energy saving technologies should fall as usage increases. Ipswich is identified as a growth point where high levels of housing and employment growth are required by 2021. The housing requirement alone represents an increase in the Ipswich dwelling stock of some 25% between 2001 and 2021. This represents a vital opportunity to ensure that this significant addition to the building stock of the Borough minimises its impacts on climate change.
- 8.14 Non-residential buildings also offer the opportunity to save emissions. The Government has recently adopted a target for non-residential development to be carbon neutral by 2019. Policy DC1 in Part C of this document provides more detail as to how these requirements would be implemented through the Code for Sustainable Homes for residential development, and BREEAM ratings for non-residential development. The Plan is not prescriptive about how developers should achieve these targets. There is a significant amount of existing advice available about sustainable construction.¹ The Council plans to prepare a supplementary planning document on sustainable construction during 2010. This will also cover extensions to buildings.
- 8.15 There is also a social sustainability imperative to reduce carbon emissions from homes. Fossil fuel prices are expected to rise sharply as the peak of oil and gas production passes. Therefore Ipswich needs to be reducing its dependence on these fuels.
- 8.16 PPS1 encourages local planning authorities to set a target percentage for decentralised renewable or low carbon energy in new development, where feasible. The Planning and Energy Act 2008 also allows local planning authorities to adopt such targets and to require efficiency standards that exceed the Building Regulations. RSS Policy ENG1 sets out an interim requirement that major developments should secure at least 10% of their energy from decentralised and renewable or low carbon sources, until Development Plan Documents could set local targets. Policy ENG2 sets a target for 17% of the region's energy to come from renewable sources by 2020. Because Ipswich is a growth point, setting a target higher than 10% for renewable and low carbon energy in new buildings will help to meet the regional target for energy from renewables. It will also help to make a significant impact on reducing carbon emissions because buildings are a major source of emissions in Ipswich. Funding streams will be sought to make grants available for the addition of micro-generation equipment on private properties and Borough owned properties will also be equipped with micro-generation equipment where possible.

¹ Examples include *By Design*, *CABE Building for Life*

- 8.17 On 31st March 2009, the Council's Executive agreed that three Council-owned sites should be put out to tender for the possible development of wind energy schemes. The turbines should be operational by 2014 if developers come forward to develop them. Developing sites for renewable energy generation is an action identified in the Ipswich Sustainable Community Strategy and would help to achieve the strategy outcome relating to an improved environment. Together with increased micro generation, this should help to achieve targets for renewable energy in Ipswich homes.
- 8.18 The carbon reduction scheme, Suffolk Climate Change Partnership, is a partnership project with Suffolk County Council and others to help with information sharing, advice and practical measures so that individuals and businesses can reduce their carbon emissions. This is an essential strand of the strategy in tackling existing buildings and helping people to choose more sustainable lifestyles.
- 8.19 The IMPACT Carbon Management Plan sets out how Ipswich Borough Council will achieve carbon reductions from its own operations. It was approved by the Council's Executive on 31st March 2009. The Council also signed the Nottingham Declaration on Climate Change in 2008 and, as a result, is preparing a climate change strategy in 2009. The Council also applies the Ipswich Standard to its own dwelling stock. The standard includes the provision of energy efficient boilers, double-glazing and insulation.
- 8.20 A combination of the measures set out will help to achieve overall carbon reduction at least in line with national targets. The UK Climate Change Act 1990 calls for at least 26% reductions from 1990 levels to be achieved by 2020. The draft Suffolk Climate Change Action Plan takes this a step further and sets a target of 60% reductions from 2004 levels, by 2025. 2004 is the first year for which there is a full set of emissions data for Suffolk and therefore may prove more practical for monitoring purposes.
- 8.21 Many buildings in Ipswich are at risk of flooding, some from tidal surges and many from heavy rain. This risk will continue to grow as a result of rising sea levels and increasingly heavy rainstorms that can overwhelm drainage systems and cause localised flooding unless mitigation measures are implemented. At the strategic scale, tidal flood risk will be tackled through the completion of the Ipswich Flood Defence scheme including a tidal surge barrier. However developments located within the flood plain will still need to address residual risk in accordance with Planning Policy Statement 25 (e.g. the risk of defences failing). Managing surface water runoff is also important. SUDs, rainwater harvesting, storage and where appropriate the use of green roofs or water from local land drainage will be required wherever practical. New buildings need to be more adaptable and resilient to climate change effects in future.
- 8.22 The Haven Gateway Water Cycle Study Stage 1 Report identified issues with water supply and sewerage in Ipswich. It advised that sustainable drainage and other demand management techniques are used to manage water demand and surface water runoff in the Borough. It is likely that these measures will be made compulsory if the Floods and Water Management Bill is enacted.
- 8.23 This policy implements plan objectives 1 and 2.

POLICY CS2: The Location and Nature of Development

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

POLICY CS2: THE LOCATION AND NATURE OF DEVELOPMENT

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

- a. **Focusing most new residential development and community facilities into the town centre, the Waterfront and Ipswich Village, and into or within walking distance of the town's district centres;**
- b. **Focusing major new retail development into the Central Shopping Area;**
- c. **Focusing new office, hotel, cultural and leisure development into Ipswich town centre;**
- d. **Promoting a strategic employment site at Cranes, Nacton Road, to support growth in the ICT and other related and creative arts sectors;**

- e. **Directing other employment uses (B1 except office, B2 and B8) to employment areas distributed in the outer parts of the Borough;**
- f. **Dispersing open space based (non-commercial) leisure uses throughout the town; and**
- g. **Development demonstrating principles of very high quality architecture and urban design.**

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

Major developments within the town centre, Ipswich Village, and district centres should incorporate a mix of uses to help achieve integrated, vibrant and sustainable communities. Major developments are defined as commercial developments of 1000 sq. m or more or residential developments of 10 units or more. The mix will consist of at least two uses, with the lesser use consisting of at least 20% of net floorspace. Exceptions may be made for large offices or education buildings for a known end user.

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

- 8.25 This approach to the location of development is centred primarily on the town centre (which includes Ipswich Village and the Waterfront), and secondly on the town's district centres. The strategy is illustrated in the key diagram. The exact boundaries of these areas will be defined within the IP-One Area Action Plan and Site Allocations and Policies development plan document. The town centre, including the Ipswich Village and Waterfront, will receive the highest densities of development in the town - including high-density housing developments. Medium density and locally focused facilities would then be provided elsewhere in IP-One and within and around district centres (defined in paragraph 8.31), with lower density development elsewhere. Developments at higher densities will require special attention being paid to their urban design qualities.
- 8.26 This approach to the location of development enables multiple objectives to be achieved.
- It will maximise opportunities to re-use previously developed land within central Ipswich.
 - It will ensure that new housing is provided close to local shops and facilities that can be accessed by non-car modes, which contributes to reducing carbon emissions and supporting communities.
 - It will support the ongoing regeneration of central Ipswich and particularly of the Waterfront and town centre.
 - It will help to ensure the effective and efficient use of land through developing at appropriate densities according to the accessibility of the location.
- 8.27 This policy therefore implements objectives 4, 6 and 9.
- 8.28 The central urban focus to the location of development also reflects the sequential approach to site selection required by Planning Policy Statement 3 (PPS3) Housing (which prioritises previously developed land) and Planning Policy Statement 6 (PPS6) Town Centres, and maximises the chances of making central Ipswich an increasingly vibrant and dynamic place. Chapter 6 of the plan sets out flood risk considerations.
- 8.29 The approach to locating employment uses focuses office activity into the town centre, in accordance with PPS6, to support its vitality and viability. It also provides a strategic employment site as required by Regional Spatial Strategy Policy E3, located where it can build on the success of Ransomes Europark. It directs other employment uses, particularly B2 and B8 uses, which tend to be more extensive and less suited to central locations, to the town's outlying employment areas. These are accessible from residential areas, yet sufficiently segregated from them to minimise the possibility of conflicts between residential uses and potentially noisy or odorous industrial activities. The boundaries of employment areas will be delineated in the Site Allocations and Policies development plan document.
- 8.30 Major developments within Ipswich town centre, Ipswich Village, the Waterfront and District Centres are required to include a mix of uses to help create more diverse neighbourhoods that can in turn contribute to the vibrancy of the town and district centres and reinforce a sense of place and distinctiveness. For example, including some residential uses within office areas helps to keep the areas populated after office hours. This in turn can encourage more shops and community uses to locate there creating truly mixed use neighbourhoods. Living over shops is also a way to make more efficient use of buildings. However, where development is for the use of a known, single large user, an exception may be made if it is demonstrated that mixed use would harm the viability of the scheme. This mixed use approach will not apply in the identified employment areas of the town centre unless specified in site allocations.

- 8.31 The district centres referred to in the policy and identified in the Key Diagram are as follows:
- Meredith Road;
 - Norwich Road / Bramford Road;
 - Hawthorn Drive;
 - Stoke Park;
 - Wherstead Road;
 - Cauldwell Hall Road / Woodbridge Road;
 - Felixstowe Road;
 - Nacton Road
 - Ravenswood;
 - Woodbridge Road / Heath Road.
 - Sproughton Road / Eastway (to be developed);
 - Duke Street (being developed);
- 8.32 If any Northern Fringe development takes place (see policy CS10) it should also contain a district centre that would join the above list. This would provide a range of facilities and operators in line with the definition in PPS6.
- 8.33 Within a 400m straight-line distance from district centres, the Council would support the provision of identified community facilities (see Appendix 4). Within a wider zone of 800m, the Council would support in principle medium density housing provision to try to increase the proportion of people living near to shops and community facilities.
- 8.34 It should be noted that many of the centres above already have some of the community facilities mentioned within 400m of their centres. Zonal maps of the above centres will be included in the IP-One Area Action Plan and the Site Allocations and Policies documents.
- 8.35 In dispersing open space across the Borough, where possible provision should be in low-lying areas needed for flood storage or conveyance.
- 8.36 Delivering high quality change, which safeguards the best of the town's urban character and neighbourhoods and secures positive improvements, is not just confined to the IP-One Area and Conservation Areas. PPS1 advises that local planning policies and decisions should be based on up-to-date information on the environmental characteristics of the area and ensure that these enhance the areas in which they are located. To facilitate this, an Urban Characterisation Study will be undertaken to define the environmental characteristics of the Borough as a whole.

POLICY CS3: IP-One Area Action Plan

8.37 As the spatial strategy focuses development to a significant degree on central Ipswich and particularly on the areas that ring the historic core, the Council is preparing an area action plan for the area - known as IP-One - to guide its delivery. The IP-One area has been defined by the Council. It is slightly larger than the town centre and includes the central shopping area, Ipswich Village, the Waterfront and the Education Quarter. The IP-One area is indicated broadly on the key diagram. It will be defined on the Proposals Map.

POLICY CS3: IP-ONE AREA ACTION PLAN

The Council will prepare and implement an IP-One Area Action Plan to plan for significant change in central Ipswich. The Area Action Plan will:

- a. **Define the extent of the town centre, Waterfront and Ipswich Village;**
- b. **Allocate sites for development in IP-One, including land to provide approximately 2,000 dwellings;**
- c. **Set down development principles to apply in identified opportunity areas where change will be concentrated;**
- d. **Define the Central Shopping Area and primary, secondary and speciality shopping frontages;**
- e. **Define and safeguard the Education Quarter to support the delivery of Phase 3 of the development of University Campus Suffolk;**
- f. **Define conservation areas within its boundary, including the Central and Wet Dock Conservation Areas, which will be protected and enhanced;**

- g. **Define the Central Car Parking Core within which parking controls will apply;**
- h. **Identify where new community facilities and open space should be provided within IP-One; and**
- i. **Provide a framework for the delivery of regeneration in IP-One.**

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

POLICY CS4: Protecting our Assets

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

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

- 8.40 These assets help to make Ipswich the place it is and they make an important contribution to people's quality of life in the borough. They may also have a wider national and international value and interest and, in the case of wildlife, play an important role in the function of complex ecosystems. Therefore, these valuable elements of the Ipswich asset base must be protected, enhanced and integrated sensitively with new development.
- 8.41 The Ipswich asset base also includes all the finite natural resources that the Borough depends on, such as minerals used in construction and land itself. The concept of one planet living illustrates

the issue of resource use and the impacts of our lifestyles on the environment. Currently our lifestyles in Europe are such that, if everyone worldwide lived in the same way, we would need three planets Earth. This is unsustainable. We therefore need to take opportunities to use natural resources more sparingly and efficiently, to re-use and recycle materials and to source materials locally where possible.

POLICY CS4: PROTECTING OUR ASSETS

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

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

The Council will also seek to conserve and enhance local biodiversity in accordance with Planning Policy Statement 9, national legislation, and through:

- a. Requiring new development to incorporate provision for conserving and enhancing local biodiversity and geodiversity interests;**
- b. Supporting the Greenways Project;**
- c. Designating additional Local Nature Reserves where appropriate; and**
- d. Preparing and implementing management plans for Council owned wildlife sites.**

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

- 8.42 Most of the built, historical and natural assets are protected by one or more of the following pieces of legislation, national planning policy statements, planning policy guidance notes or circulars:
- EU Habitats Directive;
 - Wildlife and Countryside Act 1981;
 - Natural Environment and Rural Communities Act 2006;
 - The Town and Country Planning Act 1990;
 - Planning (Listed Buildings and Conservation Areas) Act 1990;
 - Ancient Monuments and Archaeological Areas Act 1979;
 - National Heritage Act 1983;
 - Planning Policy Statement (PPS) 9 Biodiversity;
 - Planning Policy Guidance Note (PPG) 15 Planning and the Historic Environment² ;
 - Planning Policy Guidance Note 16² Archaeology; and
 - Central Govt Circular 9/95; Culture Circular 1/97; Environment Circular 14/97.
- 8.43 This framework of legislation, guidance and policy currently provides comprehensive protection for the assets. Considering first listed buildings, the Council will rely on this national legislation, policy and guidance to guide their protection, as a local policy would not add to or strengthen the protection they already receive. However, aspects relating to heritage assets are under review without it being clear how future legislation, guidance and policy will inter-relate or if they will be integrated to ensure that listed buildings, conservation areas and other heritage assets will be as adequately protected as at present. When the review is complete, the Council will if necessary prepare a supplementary planning document to ensure that there is no loss of protection of heritage assets.
- 8.44 Conservation areas differ from listed buildings in that they are locally designated. Their designation is based on the particular character of the area and local planning authorities are encouraged to prepare character area appraisals and management plans for conservation areas as a tool to guide development control decisions. Therefore the policy will apply in conservation areas.
- 8.45 All conservation areas have been the subject of detailed Conservation Area Character Appraisals. Those for areas designated by 1994 were the subject of public consultation and Council approval during 1994-5. Subsequently three additional Conservation Areas were declared in 1995, 2003 and 2005 for which Appraisals were also prepared. Periodic reviews of all conservation areas are required by heritage legislation and these have been undertaken at approximately five yearly intervals since 1994 involving a review of boundaries, the descriptive content of the Appraisals and the area specific policies and proposals. The most recent review and publication was concluded for all Conservation Areas in 2007-8 with the exception of the Wet Dock Conservation Area where the pace of regeneration and development within, and to the immediate surroundings, was such that the impact of this in terms of conservation policy and proposals remains under review. The Local Development Framework anticipates major change in or adjacent to parts of the Central Conservation Area but this is not expected or proposed to the same extent for the remainder of Conservation Areas.
- 8.46 The Orwell Estuary provides an important landscape setting for Ipswich and helps define its history. It is characterised by its broad expanse of water and its gently rolling, wooded banks. The transition between the built-up character of Ipswich and open countryside is quite sharply defined around most of the present Borough boundary, with the transition from urban to rural appearance and uses being clearly appreciable.

² Planning Policy Guidance Notes 15 and 16 are shortly to be replaced by a new combined Planning Policy Statement.

- 8.47 For wildlife habitats and geology, the protection to designated sites set out in Planning Policy Statement 9, Biodiversity and Geological Conservation, is considered comprehensive and will be used to guide the consideration of activities that could harm designated wildlife or geological sites of international, national, county or local significance, which will be identified on the proposals map. Development in the vicinity of areas with nature / wildlife and geological designations must take into account the wider effects on those sites. The Council also recognises its biodiversity responsibility under the Natural Environment and Rural Communities Act 2006. This Act introduced the requirement for public bodies, in exercising their functions, 'to have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.'
- 8.48 Ipswich has growth point status and will see significant new building over the plan period. It is therefore essential that opportunities be taken through development to conserve and enhance the biodiversity that is essential to life. This will include in some cases providing and enhancing strategic green space, such as the existing network of wildlife corridors, with biodiversity features, and in all cases incorporating provision for biodiversity. This could include green roofs or walls for insects and birds, wood piles for beetles, or nest boxes for birds. Therefore the policy will apply to all new developments in the Borough.
- 8.49 The plan has been subject to an Appropriate Assessment under the Habitats Directive. This concluded that visitor numbers to the Orwell Estuary will increase as a result of growth in the Ipswich Policy Area and could adversely affect the Estuary's Special Protection Area for birds. Measures to avoid and mitigate any such potential impacts are included in the plan.
- 8.50 Scheduled ancient monuments are designated by the Secretary of State and the records are held by the national agency, English Heritage. English Heritage also develops policies to protect the monuments. Consent is required to undertake works that could affect them. This national protection obviates the need for a local policy on this matter. Suffolk County Council holds the Historic Environment Record for Suffolk including Ipswich and they are consulted on planning applications that could affect archaeology. Ipswich's archaeological legacy is important in helping to tell the town's story and will therefore be protected and managed in accordance with Planning Policy Guidance Note 16.
- 8.51 English Heritage also has a role registering historic parks and gardens. Whilst registration offers no additional statutory protection, it is a material consideration in development control.
- 8.52 In addition to protected Listed historic buildings, there are many buildings of local townscape interest that are not just confined to conservation areas but are located throughout Ipswich. Some of these buildings are the main architectural landmarks of distinction in the local area. Many such buildings were designed by local architects during the 19th and 20th Centuries. The government's proposed heritage protection reforms encourage local planning authorities to prepare inventories of buildings of local interest ("Local Lists") and add these to Historic Environment Records to ensure that proper consideration is given to their retention so that these help to maintain local distinctiveness and a sense of place. There is already an Ipswich Local List dating from 1977, which will be updated and adopted as a supplementary planning document during 2010.

- 8.53 All the designated sites or areas will be listed in the IP-One Area Action Plan and Site Allocations and Policies development plan documents and will be identified on the Proposals Map.
- 8.54 The Council will encourage the conservation and efficient use of natural resources in order to work towards sustainable 'one planet' living in Ipswich. This will be implemented through a development control policy in Part C of this document that applies the framework provided by the Code for Sustainable Homes and BREEAM rating. In addition, new development will be required to minimise waste generated.
- 8.55 A basic policy for the protection of assets through the development control process is set out within Part C of this document.
- 8.56 This policy supports plan objective 1.

POLICY CS5: Improving Accessibility

8.57 The Regional Spatial Strategy sets out transport objectives to:

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

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

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

POLICY CS5: IMPROVING ACCESSIBILITY

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

8.60 If people are to be encouraged to walk, cycle and use public transport, to help the town achieve environmental and health objectives, then developments must be located and designed such that these modes rival the car for cost and convenience.

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

8.62 The Ipswich Major Scheme will deliver wide ranging improvements for users of these modes if funding is forthcoming from the Government.

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

POLICY CS6: The Ipswich Policy Area

- 8.64 Ipswich has relatively tight administrative boundaries and clearly there are cross boundary issues that are relevant to the development and future of both the Borough and the urban area of Ipswich.
- 8.65 This has long been recognised within the Suffolk Structure Plan via the identification of the 'Ipswich Policy Area'.
- 8.66 The Regional Spatial Strategy identifies Ipswich as a key growth location within the Haven Gateway sub-region. The Haven Gateway comprises parts of Babergh, Mid Suffolk, Suffolk Coastal and all of Colchester, Ipswich and Tendring. It is recognised as one of the main sub-regions in the East of England and has been awarded Growth Point status.
- 8.67 The RSS adopts the notion of an Ipswich Policy Area by allocating housing to that area as follows:
- At least 20,000 for the Ipswich Policy Area consisting of:
 - At least 15,400 within Ipswich Borough;
 - Up to 600 in Babergh;
 - Up to 800 in Mid Suffolk; and
 - Up to 3,200 in Suffolk Coastal.
- 8.68 Regional Spatial Strategy Policy H1 also refers to the need for coordination and consistency of approach between neighbouring authorities.

POLICY CS6: THE IPSWICH POLICY AREA

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

- a. **Formal working through the Ipswich Policy Area Board;**
- b. **Joint working on LDF evidence gathering, monitoring and updating, to ensure a consistent approach; and**
- c. **Joint working through the Haven Gateway Partnership to develop shared approaches, such as that for strategic green infrastructure.**

The preparation of joint development plan documents is not proposed at present, but will be reconsidered as part of the review of this Core Strategy.

- 8.69 The Council recognises the importance of joint working on Ipswich Policy Area matters, but at present considers that this can best be achieved through means other than the preparation of formal joint development plan documents. This position will be reviewed when the Council comes to review the Core Strategy.
- 8.70 In the meantime the Borough Council will have the opportunity to comment on key strategic planning applications in neighbouring authorities as well as work on their respective Local Development Frameworks. Neighbouring authorities, including parish councils, will have the opportunity to comment at all stages of the production of the Ipswich Local Development Framework.
- 8.71 As a starting point the Borough Council has been instrumental in setting up an Ipswich Policy Area Board involving councillors from the Borough Council, the neighbouring authorities (Suffolk Coastal, Mid Suffolk and Babergh) and the County Council to focus on and discuss development issues. More details on this are provided within Chapter 10.

LIVE

8.72 The strategic planning of new homes is a key part of the Local Development Framework. This section addresses the strategic issues associated with the Regional Spatial Strategy requirement to provide at least an additional 15,400 homes in Ipswich in the period from 2001 to 2021.

8.73 It is divided into the following six policies:

POLICY CS7:

The Amount of New Housing Required

POLICY CS8:

The Balance between Flats and Houses

POLICY CS9:

Previously Developed Land Target

POLICY CS10:

Ipswich Northern Fringe

POLICY CS11:

Gypsy and Traveller Accommodation

POLICY CS12:

Affordable Housing

8.74 These are addressed in turn below.

POLICY CS7: The Amount of Housing Required

8.75 The Regional Spatial Strategy gives the Council a target to allocate land to accommodate at least 15,400 additional residential units between 2001 and 2021. This is equivalent to 770 dwellings per year.

8.76 In the eight years that have elapsed since 2001, various developments have been built or received planning permission. Therefore, the number of dwellings that the Council will need to allocate land for through the Local Development Framework process is now fewer than 15,400. Table 2 below sets out the housing land supply and requirement figures as at April 2009.

TABLE 2 HOUSING LAND SUPPLY AND REQUIREMENT AT APRIL 2009

| | | Number of dwellings | Discounted Numbers | Cumulative Numbers |
|---|---|---------------------|--------------------|--------------------|
| 1 | Units completed between 2001 and 2009 | 6,225 | - | 6,225 |
| 2 | Units under construction | 984 | - | 7,209 |
| 3 | Units with planning permission | 2,836 | 2,552 | 9,761 |
| 4 | Units with a resolution to grant planning permission (subject to the prior completion of a Section 106 agreement) | 707 | 636 | 10,397 |
| 5 | Number of units required on new site allocations to 2021 | 5,003 | | 15,400 |
| 6 | Requirement for years 2021-2025 @ 830 p.a. | 3,320 | | 18,720 |

TABLE NOTES

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

Line 1: Actual numbers of dwellings built between 1st April 2001 and 31st March 2009.

Line 2: Units under construction at 31st March 2009 - assumed that all will be completed over the plan period.

Line 3: Other units with planning permission at 31st March 2009 - assumed that 10% of these will not be completed.

Line 4: Units with a resolution to grant planning permission from the Council's Planning and Development Committee but which are awaiting completion of a Section 106 Agreement before planning permission is issued, at 31st March 2009 - assumed that 10% of these will not be completed.

Line 5: To reach the regional target of 15,400 units by 2021 further land will need to be allocated for at least 5,003 new homes.

Line 6: Because the Core Strategy (see paragraph 8.86) is required to identify sites or broad areas for future development in years 11 to 15 of the plan period, the RSS requirement has been extended and added to the 2021 total.

8.77 The wider Ipswich Policy Area, including parts of Babergh District Council, Mid Suffolk District Council and Suffolk Coastal District Council, has a target of at least 20,000 dwellings over the whole period. It should be noted that the Ipswich and Ipswich Policy Area targets are minima.

8.78 National guidance in Planning Policy Statement 3, Housing, is that Local Planning Authorities should set out their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption of the relevant development plan document (scheduled for 2010).

8.79 This should include identifying a specific supply of developable sites for years 1 -10 from adoption and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated (i.e. in the case of this Ipswich Core Strategy, for housing growth to about 2025). The Regional Spatial Strategy advises that for the years beyond 2021, we should assume an annual development requirement of 830 dwellings per year.

8.80 The issue of additional allocations and / or broad locations for growth up to 2025 is addressed as part of the consideration of Policy CS10.

POLICY CS7: THE AMOUNT OF NEW HOUSING REQUIRED

The Council will allocate land to provide for at least an additional 5,003 dwellings net to be provided in the Borough by 2021. Sites will be identified through the IP-One Area Action Plan and the Site Allocations and Policies Development Plan Document in accordance with the spatial strategy in this Core Strategy. Housing allocations will be made and released in two phases:

Phase 1: 2010 to 2015 (5 years)

Phase 2: 2015 to 2021 (6 years)

- 8.81 Table 2 shows that, as a result of housing completions between 2001 and 2009, just under 9,200 units remain to be delivered between 2009 and 2021 in order to meet the Regional Spatial Strategy requirement.
- 8.82 Taking account of the known supply at April 2009, and assuming that 10% of the units with planning permission or awaiting the signing of a planning agreement will not actually be built within the plan period, it is suggested that the Council should allocate land for at least 5,003 dwellings. Sites will be allocated through the Site Allocations and Policies and IP-One Area Action Plan development plan documents, having regard to the strategy set out within this document. The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA) and is satisfied that sites within the Borough are capable of delivering the housing requirement.
- 8.83 The phasing of housing sites will be set out in the Site Allocations and Policies and IP-One Area Action Plan development plan documents, and will be informed by the findings of the SHLAA. Delivery will be monitored closely through the Council's Annual Monitoring Report.
- 8.84 This policy supports plan objective 3.

POLICY CS8: The Balance between Flats and Houses

- 8.85 National Policy in PPS3 calls for a variety of housing to be provided in terms of tenure, type and size in order to support the creation of mixed and sustainable communities. This demands an understanding of the existing dwelling stock, and the nature and needs of existing and projected future households. It also requires some understanding of the Ipswich housing market. A Strategic Housing Market Assessment (SHMA) of the Ipswich housing market area was published in November 2008 and provides evidence to support policy preparation on this matter.
- 8.86 It identifies key housing issues for Ipswich as follows:
- Ongoing need for significant affordable housing, primarily small homes reflecting decreasing household size;
 - Ipswich's cheapest housing stock for sale is dominated by small, two and three bedroom terraced homes, but this stock is ageing and often in poor repair;
 - Meeting the housing needs of an ageing population;
 - Responding to demographic changes - Ipswich is seeing growth in its student population, and in Black and Minority Ethnic communities;
 - Reconciling a constrained land supply and decreasing household size with a current oversupply of flats and poor perceptions of flats; and
 - Matching the jobs to be created with the housing workers will want and need.
- 8.87 The affordable housing need is primarily for small homes including smaller family homes, whilst for market housing, provision will need to match aspirations for job creation and improved qualification levels.
- 8.88 Creating sustainable communities requires the Council to compare the stock with the need for both market housing and affordable housing and the likely profile of household types requiring housing (e.g. do they contain children, are they single person households?).
- 8.89 The main drivers for change identified in the SHMA are:
- The growth of employment and housing in the Haven Gateway;
 - Investment aimed at raising qualification and income levels in Ipswich;
 - An ageing population;
 - The growing presence of students; and
 - Fast growing BME groups in Ipswich.
- POLICY CS8: THE BALANCE BETWEEN FLATS AND HOUSES**
- The Council will plan for a mix of dwelling types to be provided, in order to achieve mixed and sustainable communities. All major schemes over 10 dwellings will be expected to provide a mix of dwelling types and sizes in accordance with the Council's Housing Needs Study and Strategic Housing Market Assessment.**
- Exceptions to this approach will only be considered where:**
- a. The site location, characteristics or sustainable design justify a different approach; or**
 - b. A different approach is demonstrated to better meet housing needs in the area; or**
 - c. A different approach would expedite the delivery of housing needed to meet targets and is acceptable in other planning terms; and**
 - d. The approach would not prejudice the five year housing land supply.**

- 8.90 A balance of types of properties is needed across the plan period, rather than a significant majority of one type at one time. The approach set out in this policy will help to ensure a variety of provision.
- 8.91 The market has a key role to play in this issue. The recent housing supply in Ipswich has consisted mainly of flats. About 75% of the dwelling units approved or built between 2001 and 2006 in Ipswich were flats (although at 2005, flats still only represented 18.7% of the Ipswich dwelling stock). More recently flats have proved vulnerable to changing market conditions, demonstrating the speed with which the market view can change.
- 8.92 In the wider Ipswich housing market however, the recent growth in the provision of flats in central Ipswich has been complemented by housing development elsewhere in the Borough, such as at Ravenswood, and on residential sites outside the Borough but within the Ipswich Policy Area.
- 8.93 The approach to mix on major sites reflects the fact that larger schemes can best integrate a variety of housing types and can do so whilst still achieving appropriate densities, according to their location. Of the major residential developments on which completions took place during 2007-2008, 50% of the sites contained a mix of dwelling types. Of planning permissions for major residential development at 1st April 2009, nearly 50% of the schemes include a mix of dwelling types.
- 8.94 This policy links closely with Policy CS2, which sets out a locational approach to development density, Policy CS7 setting out the housing requirement, and Policy DC31 which covers housing density. Density is inextricably linked with the dwelling types and sizes that a development can incorporate together with the amount of land needed to meet the housing requirement. Central sites should be high density developments (containing a higher proportion of flats); sites in or close to district centres should be medium density developments (a mix of flats and houses or town houses); and sites elsewhere should be low density developments (containing a higher proportion of houses).
- 8.95 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that a range of sites are available for different areas of the housing market. The exceptions in this policy allow a degree of flexibility in controlled conditions.
- 8.96 The Council will check the mix of housing being provided on large sites through the Annual Monitoring Report.
- 8.97 This policy supports plan objectives 3 and 4.

POLICY CS9 Previously Developed Land Target

8.98 Planning Policy Statement 3 'Housing', requires 60% of all new residential development to be provided on previously developed land. The Regional Spatial Strategy takes this target and incorporates employment development also, so that 60% of all development is to take place on previously developed land (Policy SS2).

POLICY CS9: PREVIOUSLY DEVELOPED LAND TARGET

From 2010 to 2021, at least 70% of development will take place on previously developed land. This reflects the locational strategy set out in Policy CS2, which focuses development primarily into central Ipswich. It will in turn be reflected in site allocations made in the IP-One Area Action Plan and Site Allocations and Policies development plan document.

8.99 Between 2001 and 2009, 95% of new residential development in Ipswich took place on previously developed land. The Council is proud of its very strong record in this area. However, as previously developed sites become redeveloped and regenerated, it will become more difficult to sustain this proportion of development on previously developed land over the plan period.

8.100 Whilst the SHLAA sites do not necessarily represent future site allocations, they are the pool from which those allocations would be drawn. Of the SHLAA supply, approximately 66% is previously developed land and 33% greenfield land.

8.101 In terms of employment development, between 2001 and 2008, quite a high proportion has taken place on greenfield land, largely because of the role that Ransomes Europark has played in meeting demand. This will decline now as Ransomes Europark nears completion. Of the Borough's employment land supply at April 2009, all the supply is on previously developed land, except the remaining land at Ransomes Europark.

8.102 It does not necessarily follow that previously developed land is less biodiverse than greenfield land. For example, in some instances former industrial processes can create conditions suitable for certain communities of plants to flourish that would not normally be found in a locality. Therefore policy DC32 will apply to all sites.

POLICY CS10 Ipswich Northern Fringe

- 8.103 The Council needs to identify broad locations and specific sites that will enable the continuous delivery of housing for at least 15 years from the date of adoption (PPS3 paragraph 53). The scheduled date of adoption is 2010. Specific sites will need to be identified for the first five year phase and the second six year phase. For the last four years, specific sites or broad locations can be indicated.
- 8.104 Urban regeneration objectives have led the Council to focus development into central Ipswich over recent years. This has supported the successful regeneration of the Waterfront and Ipswich Village, introducing a greater range of uses into each, thereby adding to their diversity and vibrancy. This strategy has seen significant redevelopment of previously developed sites within the town (including 95% of all housing between 2001 and 2009). It has benefited from rationalisation and restructuring in the employment sector away from more land intensive activities such as manufacturing, so that sites such as that on Ranelagh Road (formerly Compair Reavell) have come forward for mixed use redevelopment. However, the manufacturing sector has shrunk significantly and therefore it raises the question as to how far into the future the rationalisation of land uses in the centre of Ipswich will sustain a supply of brownfield sites.
- 8.105 The tight urban boundary to Ipswich Borough means that there is only one area of extensive greenfield land still available on the periphery of the town and within the Borough. The land is located on the northern edge of the urban area and is known as the Northern Fringe. Development of the Northern Fringe would represent a major urban extension to the town. This could work against the plan's spatial strategy set out in policy CS2 by undermining

urban regeneration efforts. Therefore, the questions as to whether the Northern Fringe land is needed as part of the fifteen year land supply, and how or when it would be released if so, are strategic issues to be determined through the Core Strategy.

POLICY CS10: IPSWICH NORTHERN FRINGE

Land at the Northern Fringe of Ipswich, north of Valley Road/Colchester Road and between Henley Road in the west and Tuddenham Road in the east, will form the main source of supply of housing land in Ipswich after 2021. The precise number of dwellings required will be determined by the review of the Regional Spatial Strategy.

However, due to the limited availability of previously developed land in the rest of the town, the delivery of up to 1,000 of those dwellings will be expected to commence during the plan's second phase on land to the east of Henley Road and south of the railway line. The Site will be identified through the Site Allocations and Policies document. The new Regional Spatial Strategy that will allocate housing numbers to 2031 will have an impact on the scale of any required development in the Northern Fringe. A prerequisite for any development being granted planning permission in the Northern Fringe will be the prior adoption by the Council of a supplementary planning document providing a development brief to:

- a. guide the development of the whole area;**
- b. identify the infrastructure that developments will need to deliver alongside new housing; and**
- c. set out a schedule of infrastructure charges.**

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

Any development will maintain an appropriate physical separation of Westerfield village from Ipswich and include green walking and cycling links to Westerfield station.

Should housing delivery on previously developed land at 2015 be falling significantly short of requirements, the Council would at that time need to consider allowing additional land in the Northern Fringe to be released for development prior to 2021.

- 8.106 The Government Office for the East of England has been working with the East of England Regional Assembly to prepare a new Regional Spatial Strategy that will cover the period up to 2031. One of the key elements will be the housing targets the new document will set for local authorities to plan for within their Local Development Frameworks. In the case of Ipswich Borough, any additional housing allocated to Ipswich in this new regional plan is likely to have significant implications for the Northern Fringe of Ipswich. The Government intends to have the new regional plan adopted by 2011.
- 8.107 When determining its views on any new Regional Spatial Strategy, the Council will use the Ipswich Housing Needs Study projections for the whole of Ipswich Policy Area, projections for employment demand, demand for Ipswich Borough housing stock and for other Social Housing, together with an estimate of the level of existing vacant property and other relevant factors to assist it in reaching its view on the appropriate household and dwelling growth numbers for the Policy Area and the Borough area.
- 8.108 The Council will continue to engage with the Regional Assembly in order to ensure that the best interests of the population of Ipswich are considered as part of the new Regional Spatial Strategy process. The Council will seek justification of the overall growth numbers, and of the timetable for that expected growth. The Council will work with Babergh, Mid Suffolk and Suffolk Coastal District Councils to ensure optimum sustainable distribution of housing within the Ipswich Policy Area, bearing in mind the amenity value of the countryside outside the Borough boundary as well as within it, and the increased congestion effects of any development outside the Borough boundary.
- 8.109 It is considered that parts of the Northern Fringe could be suitable for residential led development in appropriate circumstances. This would include some or all of the areas between Henley Road in the west, and Tuddenham Road in the east and north of Valley Road/Colchester Road. The County Council's Structure Plan in 2001 concluded that of all major greenfield sites around the edge of Ipswich, the north Ipswich area was the most appropriate next one to build on. This conclusion was reached following an independent examination of various options.
- 8.110 In practical terms there are no other areas within the Borough boundary that the Council could realistically identify as having the potential as a broad location of future growth for the final phase of the 15 year plan period.
- 8.111 This does not mean that all the land is formally allocated for development. The detailed merits of doing that would need to be considered via the next version of the Regional Spatial Strategy, which will provide a housing target for Ipswich up to around 2031.

- 8.112 In developing an area even for 1,000 dwellings, the infrastructure requirements are likely to be significant and include new roads and green routes, new public transport routes and services, green infrastructure such as allotments and sports facilities, new schools, new recreation provision, new healthcare provision and local shopping facilities. This infrastructure can also deliver benefits to the existing communities in the area and help to sustain them. The proper planning and delivery of this infrastructure is most likely to result from a comprehensive approach to development in the area.
- 8.113 The Council recognises that it will need to keep the delivery of housing under review and it may be the case that further housing is required within the Northern Fringe up to 2021. At most, the Council envisages that this might mean a maximum of 1500 dwellings would be required in the Northern Fringe in the second phase of the plan (i.e. ready for occupation between 2016 and 2021).
- 8.114 The total number of dwellings likely to be accommodated at the Northern Fringe will be determined in the light of the review of Regional Spatial Strategy, which will provide new housing targets up to 2031. However, to ensure that any development proposed for this area prior to 2021 conforms to a coherent plan, and in recognition of the historic variability of figures and deadlines within the Regional Spatial Strategy system, work on the supplementary planning document will commence as soon as the Core Strategy has been adopted. The work on the supplementary planning document will incorporate sufficient flexibility to allow for a wide range of housing numbers for the Northern Fringe. The supplementary planning document would not be completed until after the next Regional Spatial Strategy is adopted.
- 8.115 This policy supports plan objective 3.

POLICY CS11 Gypsy and Traveller Accommodation

- 8.116 Ipswich has 43 permanent pitches for Gypsies and Travellers at present, but a single issue review of the Regional Spatial Strategy has concluded that the Borough needs to provide an additional 15 permanent pitches by 2011, and a further 3% per year thereafter to 2021. In addition, national guidance requires the Core Strategy to include a criteria based policy to guide the siting and location of sites for Gypsies and Travellers. The accommodation needs of Gypsies and Travellers need to be considered alongside those of the 'settled' population.

POLICY CS11: GYPSY AND TRAVELLER ACCOMMODATION

The Council will work with neighbouring authorities to identify and deliver additional permanent sites for Gypsies and Travellers in the wider Ipswich area, where need is proved.

Sites for additional Gypsy and Traveller pitches will need to comply with the following criteria.

- a. **The site should be located:**
 - i. **close to the trunk road network; and**
 - ii. **within 1km of basic services including the public transport network.**
- b. **The site should be:**
 - i. **accessible safely on foot, by cycle and by vehicle;**
 - ii. **large enough to allow business activities to be carried out;**
 - iii. **free from flood risk and significant contamination;**

- iv. safe and free from pollution;
 - v. capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities;
 - vi. proportionate in size to any nearby settlements, to support community cohesion; and
 - vii. where possible, located on previously developed land.
- c. The site should not impact adversely on:
- i. the residential amenity of immediate or close neighbours;
 - ii. the appearance and character of the open countryside or conservation areas;
 - iii. sites designated to protect their nature conservation, geological, historic or landscape qualities; and
 - iv. the physical and social infrastructure of local settlements.

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

If site allocations through the Local Development Framework are needed within Ipswich up to 2021, they will be progressed through the Site Allocations and Policies development plan document or the IP-One Area Action Plan.

In line with Regional Spatial Strategy, the Council will work with Suffolk County Council and neighbouring authorities to develop the South Suffolk transit site between Ipswich and Felixstowe.

The needs of travelling showpeople will be kept under review.

- 8.117 Sites for Gypsies and Travellers could be privately or publicly provided - the criteria will apply equally to both, as they are about creating safe and healthy living conditions and providing sites within a reasonable distance of basic services such as schooling. Basic services include primary school, secondary school, convenience store, health centre or GP surgery, children's play facility, pharmacy and meeting place.
- 8.118 The wider Ipswich area means broadly within a ten mile radius of the Borough boundary. Sites will be sought to meet the joint needs of Ipswich and neighbouring authorities within this wider area. All four local planning authorities have been set a target in RSS to provide additional pitches in the short and medium term. At present site provision is supported by a national grant scheme to assist in delivery.
- 8.119 Just as affordable housing is delivered through the planning system in larger housing developments where there is a local need, so the needs of Gypsies and Travellers should be met in a more systematic manner.
- 8.120 Contrary to the regional allocation of 15 pitches, the local Gypsy and Traveller Accommodation Assessment carried out in 2007 identified a need in Ipswich for 1-3 additional permanent pitches and 10 transit pitches by 2011. The Council will work with the Gypsy and Traveller communities to ascertain need in particular locations, prior to the production of the Council's Site Allocations and Policies development plan document.
- 8.121 The existing site at West Meadows is a large one containing 41 pitches. Whilst the Council would not limit the size of new sites, anecdotal evidence of preferences in the Gypsy and Traveller community locally is for smaller sites to provide pitches for family groups.

8.122 The Council is also working with neighbouring authorities to meet the requirement identified by the Regional Spatial Strategy Single Issue Review. However, if in addition to this there is a need to identify further sites, then this would be done through the site allocation development plan documents.

8.123 This policy supports plan objectives 3 and 10.

POLICY CS12 Affordable Housing

8.124 Affordable housing is defined in Planning Policy Statement 3, Housing, as 'including social rented³ and intermediate housing⁴, provided to specified eligible households whose needs are not met by the market'. National policy requires local planning authorities to set an overall target for the amount of affordable housing to be provided. Regional Spatial Strategy sets a target for 35% of housing coming forward across the region to be affordable.

8.125 The Ipswich Housing Needs Study 2005 looked at housing needs across the Borough. It has been partly updated through the Strategic Housing Market Assessment in 2008. Combined findings of the two studies indicate that:

- around 66% of households are owner occupiers, 22% live in the social rented sector and 12% in the private rented sector;
- one quarter of households consist of older persons only, and 37% of all Council accommodation;
- around 12% of the net affordable housing requirement comes from key worker households;
- nearly 2% of households live in overcrowded homes, whilst 34% under occupy their dwelling;
- when households were asked in 2005, around two thirds of their previous house moves had been within the Borough;

³ Rented housing owned and managed by local authorities and registered social landlords for which guideline target rents are determined through the national rent regime, or by other persons and provided under equivalent rental arrangements as agreed with the local authority or Housing Corporation as a condition of grant.

⁴ Housing at prices and rents above those of social rent, but below market price or rents, and which meet certain criteria. It can include shared equity products, other low cost homes for sale and intermediate rent.

- Ipswich has lower than average property prices;
- there is a shortfall of affordable housing 2005-2010 of 798 units per annum and ongoing need thereafter;
- the need is most acute for small properties, notably 2 bedroom homes, and is geographically widespread; and
- 80% of any affordable target should be social rented housing.

POLICY CS12: AFFORDABLE HOUSING

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

- 40% affordable housing provision in schemes of 15 or more dwellings or 0.5ha or more; and**
- 20% affordable housing provision in schemes of between 10 and 14 dwellings or 0.3 to 0.49 ha.**

At least 80% of affordable housing provision should consist of social rented housing.

- 8.126 The Regional Spatial Strategy sets out a target of 35% affordable housing to be achieved across the region. The 40% target for Ipswich in the policy above is more challenging, but taking account of the Ipswich Housing Needs Study and the Strategic Housing Market Assessment, and the fact that the plan covers the period to 2021, the Council considers this an appropriate Borough-wide target to aim for.
- 8.127 The targets will be subject to viability testing annually through the Annual Monitoring Report, using the Council's toolkit.
- 8.128 The targets will guide the requirement for

affordable housing on allocated sites and windfall sites, but actual provision on each site will be determined through negotiation having regard to:

- development size;
- site development costs;
- the requirement to deliver new housing;
- scheme viability including the availability of Social Housing Grant; and
- costs associated with other planning objectives such as planning to reduce carbon emissions.

- 8.129 If the Council agrees that provision at 40% or 20% is not viable on a specific site, then a slightly lower percentage, to be agreed, will still be expected. In agreeing any lower provision through Section 106 Agreements, the Council will look to build in the flexibility to increase the amount in a rising market.
- 8.130 Because of the extent of housing need in Ipswich, the Council considers it appropriate to set a threshold for affordable housing provision at 10 dwellings. The lower target at 20% reflects the reduced capacity for economies of scale in smaller developments.
- 8.131 The Council wishes to see at least 80% of affordable housing provision as housing for social rent. The Housing Needs Study indicated that need amounts to 80% of provision. The Council has to balance need with the requirements of the development industry and the need to ensure schemes are delivered. Recent practice in Ipswich has been based on 65% of provision for social renting and the remainder mainly shared ownership. However, difficulty in disposing of shared ownership units, together with ongoing high levels of need for rented housing, support an increase in this proportion.

- 8.132 The Ipswich 2005 Key Worker Study recognised the need for appropriate housing for key workers, but also found that key workers' wage rates compared well with other pay levels in the local economy. For this reason, we believe that current Homebuy arrangements meet the needs of key workers locally and we would not wish to encourage development of specific housing for key workers. This will be kept under review.
- 8.133 Policy CS17 sets out the approach to planning standard charges and clearly states that affordable housing will remain outside the standard charge system. A more detailed affordable housing policy is set out in Part C.
- 8.134 The PPS3 definition of affordable housing will apply in implementing this policy.
- 8.135 The policy implements plan objective 3.

WORK

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

POLICY CS13 Planning for Jobs Growth

- 8.139 Ipswich is a growth point and a key centre for development and change. Whilst the focus of monitoring and meeting delivery targets is generally on residential development at a national level, it is essential that housing growth in Ipswich is matched by employment growth. The town cannot support a growing population without commensurate change in the level of accessible jobs provision.

POLICY CS13: PLANNING FOR JOBS GROWTH

The Council will promote sustainable economic growth in the Ipswich Policy Area. It will encourage the provision of at least 18,000 jobs between 2001 and 2025 by:

- a. allocating at least 30ha of land for employment development (in Use Classes B1, B2 and B8) through the IP-One Area Action Plan and Site Allocations and Policies development plan documents;**
- b. protecting for employment uses existing employment areas, which will be identified through the IP-One Area Action Plan and Site Allocations and Policies development plan documents and on the proposals map;**
- c. allocating land for other employment-generating uses including education development and leisure development, through the IP-One Area Action Plan and Site Allocations and Policies documents;**

- d. **allocating 16.7ha of land at the site of the former Cranes factory at Nacton Road as a strategic employment site, with the principal access taken from Ransomes Way. The site will be safeguarded for B1, B2 and B8 uses. Sui generis employment uses will only be permitted if they support Ipswich's regeneration or the growth of key sectors such as the creative arts or ICT;**
- e. **supporting the growth of University Campus Suffolk and Suffolk New College in order to raise skills and qualifications levels in the workforce; and**
- f. **taking a lead with local partners to ensure that coordinated action is taken to encourage sustainable economic growth and protect local jobs, and by drawing up a delivery plan with local partners to ensure these aims are implemented.**

8.140 The East of England Plan sets a target of 30,000 jobs to be provided in the Suffolk Haven Gateway (excluding Mid Suffolk District) between 2001 and 2021. Ipswich is a key economic driver of the Haven Gateway area and will therefore provide a significant proportion of these. The draft East of England Plan suggested 18,000 as the Ipswich apportionment but the adopted version suggests that Employment Land Reviews need to determine the detailed levels of provision in the three districts of Ipswich, Babergh and Suffolk Coastal.

8.141 A joint Employment Land Review has been carried out by the three authorities through the Haven Gateway Partnership and in conjunction with Suffolk County Council. It recommended that a cross boundary approach be taken within the Ipswich Policy Area to ensure jobs provision. The Council will therefore seek to work through the Ipswich Policy Area Board to ensure that sustainable economic growth is achieved.

8.142 It is therefore suggested that Ipswich plan for a net addition of at least 18,000 jobs between 2001 and 2025. The IP-One Area Action Plan and Site Allocations and Policies development plan documents will translate the overall land requirement into sites. The Council will ensure that enough land is available, including a variety of site sizes and locations to suit different employment-generating activities. The 16.7ha of land allocated at the former Cranes site is additional to the 30ha specified in clause a. of the policy.

8.143 In allocating sites for employment development, the Council will take account of the forecast net change in jobs identified through the Haven Gateway Employment Land Study to 2021 and set out in the table below:

TABLE 3

| | Net Job Change 2001 to 2021 |
|--------------------------------|------------------------------------|
| Agriculture | -100 |
| Manufacturing | -1500 |
| Electricity, Gas and Water | -100 |
| Construction | 0 |
| Distribution | 600 |
| Retail | 2200 |
| Hotels and Catering | 200 |
| Transport and Communications | 2500 |
| Banking, Finance and Insurance | 800 |
| Other Business Services | 7900 |
| Public Admin and Defence | -500 |
| Health and Education | 3300 |
| Other Services | 2500 |
| Total | 17800 |

- 8.144 It should be noted that the jobs target in the Regional Spatial Strategy covers all sectors and not just the employment use classes of B1 office, B2 general industry and B8 warehousing and distribution.
- 8.145 The Regional Spatial Strategy requires that readily serviceable regionally significant strategic sites are identified within the Haven Gateway to support regeneration at Ipswich including its role in communications technology, and development associated with port expansion at Felixstowe.
- 8.146 The Employment Land Review investigated both demand/need for and the possible supply of strategic employment sites in the Ipswich area. It concluded that there is capacity for a site in Ipswich, in addition to other possible sites within the Ipswich Policy Area. The former Cranes site will function as Phase II of the Ransomes Europark development and help to consolidate an important employment corridor. Any additional greenfield employment land provision in the vicinity of Cranes will need to be resisted until Cranes has been substantially developed, in order to ensure its delivery. Only when the Cranes site is substantially complete will options for a possible Phase III be considered. The site's location is indicated on the key diagram. A detailed site boundary is defined on the proposals map.
- 8.147 The site is allocated for B1, B2 and B8 uses under the Use Classes Order. Office uses are directed to the town centre through the approach to the location of development set out in policy CS2. This will further be reflected in site allocations to be made in the IP-One Area Action Plan and is in accordance with PPS6, which defines offices as a town centre land use. However, B1 office uses may exceptionally be considered acceptable at the former Cranes site, if they are linked to other on-site activities such as research and development that require a large site, or are directly related to the key growth sectors identified in the Regional Spatial Strategy and are therefore performing a strategic role. The site could also be suitable for the provision of some starter units to support new businesses.
- 8.148 The Council recognises that there are likely to be some issues associated with the viability of developing the whole site for employment purposes. Therefore the Council would be prepared, if the case can be made on development viability grounds, to consider a broader mix of uses on the site if it would ensure that a strategic employment (Use Classes B1, B2 or B8) development (of more than 10 hectares of the site) is delivered. In the event that this approach is followed the Council would require a Section 106 Agreement to ensure the actual development of the employment components of the site. Other uses that the Council may be prepared to consider positively include food led retailing on the Nacton Road frontage providing it is designed to effectively act as an extension to the Ravenswood District Centre and providing it complies with Policy DC23.
- 8.149 The former Cranes site has good public transport accessibility with four bus routes passing it.

- 8.150 The tourism sector is a significant sector in Ipswich. In 2006, direct tourist spend in Ipswich amounted to £140m and overnight stays numbered 974,000. Policies elsewhere in the plan set out the approach to cultural and leisure provision in the town. The Council will support University Campus Suffolk by safeguarding the campus for uses needed to deliver the university and college developments.
- 8.151 The Council will not be able to deliver the required jobs growth working alone. It will work with partners and the market to aid delivery. Particularly important will be joint work through the Haven Gateway Partnership to deliver the infrastructure needed for jobs; work with the one-ipswich partnership to address local issues and ensure that the benefits of job creation reach those who most need them; and work with the Homes and Communities Agency to explore the need and opportunities for direct intervention to support the land supply e.g. through land purchase or remediation.
- 8.152 The Council will also work through other areas of service delivery to support jobs growth, for example through marketing and promotion activity, and using its own land holdings to support employment, where appropriate.

POLICY CS14 Retail Development

- 8.153 The Regional Spatial Strategy identifies Ipswich town centre as a regional centre of strategic importance for retail and other town centre purposes (RSS Policy E5). Ipswich town centre is ranked 35th nationally. As the county town serving a significant rural hinterland, and relatively isolated from competing centres, it is an important focus for shopping, working, sport, culture, leisure, education and civic life for Ipswich residents and a wider population.
- 8.154 Within the Ipswich Policy Area the population is forecast to grow over the plan period, which will generate new retail expenditure. However, neighbouring centres such as Colchester and Bury St Edmunds have both enjoyed more recent investment in town centre retailing, and there are other pressures on the centre such as the general economic downturn, nearby out of town retail parks largely outside the Borough, and Internet shopping. Therefore there is no room for complacency in planning to maintain and enhance Ipswich's role as a regional centre.
- 8.155 Improving the retail offer in Ipswich is an important objective of the Council. It is recognised that this needs to be done in as sustainable a manner as possible having regard to transport issues and the importance of increasing the vitality and viability of the central area and key district centres (see Policy CS2).
- 8.156 For retail policy purposes, Ipswich town centre is the defined Central Shopping Area. The area sits in the historic core of the town to the north of the Waterfront. It has the advantages for the user of being attractive, compact and largely pedestrianised. The area is also a focus for other town centre activities such as the New Wolsey Theatre, the Regent Theatre and the Town Hall and Corn Exchange. The Central Shopping Area

is complemented by a growing specialised retail role with food and drink venues in the vicinity of the Waterfront. It is important that the Council manages the physical and functional linkages between the two areas to maintain a positive relationship and ensure that retail development at the Waterfront does not harm the vitality and viability of the town centre.

POLICY CS14: RETAIL DEVELOPMENT

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

Through the IP-One Area Action Plan, the Council will extend the Central Shopping Area to include the Westgate quarter and the land south of Crown Street and Old Foundary Road and allocate sites for retail development within it. This will enable the delivery of at least 35,000 sq m net of additional floorspace to diversify and improve the retail offer. The Council will also limit the size of shops permissible at the Waterfront.

Major retail development in edge of centre or out of centre locations will be considered in light of national policy and the Council's aim to enhance the role, vitality and viability of Ipswich Central Shopping Area.

The Council will direct other town centre uses including offices, leisure and hotel developments into an extended town centre area, in recognition of the area's good accessibility by public transport, cycle and foot.

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

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

8.157 The policy responds to the findings of the Ipswich Retail Study 2005 and Ipswich's role and status as a county town and a regional centre defined in the East of England Plan.

8.158 The Ipswich Retail Study identified gaps in the retail offer of Ipswich town centre as follows:

- significant capacity for new town centre comparison goods (non-food) retailing;
- a need for a better balance of 'higher end' retailers;
- limited capacity for additional convenience (food) retailing;
- a need for an additional department store to anchor the town's retail offer;
- a need for a more flexible approach to food and drink uses within the primary and secondary shopping areas;
- a need to boost the evening economy through considering more leisure activity within the centre; and
- a need for large and modern shop units to satisfy the needs of major retail and leisure operators.

8.159 An extended Central Shopping Area with additional retail site allocations will go some way to addressing these gaps in the offer, subject to general market conditions. The floor space set out in the policy is a minimum. Sites will be allocated through the IP-One Area Action Plan. Clearly delivery will be the key to success, and the Council will work with others and through its own land holdings and as local planning authority to achieve it. In addition the Council will evaluate the practicalities of improving evening access in the principal pedestrianised streets after normal trading hours, to encourage the use of facilities in the evening. The Council is working with the BID and others to implement a scheme of way marking in the town centre.

- 8.160 The Council will work with Ipswich Central, landowners and other partners to develop an active strategy to bring vacant premises in the town centre back into active use or, at a minimum, to introduce a scheme to make vacant premises look more visually attractive.
- 8.161 The Council considers that there is not a justification for further major out-of-centre retailing, which would detrimentally impact on the existing Central Shopping Area, district and local centres, and reduce the chances of substantial investment in the Central Shopping Area. In reaching this view it is recognised that there are suitable sites within the Central Shopping Area for major retail investments.
- 8.162 An increase in the retail offer of key district centres is likely to be supported provided the retail offer is of a scale relevant to the catchment of that centre rather than the town as whole. Enhancing the facilities available in district centres can help to provide more choice for local residents within walking distance of their homes.
- 8.163 The IP-One Area Action Plan will extend the Central Shopping Area boundary from that shown in the 1997 Local Plan and will allocate new sites for additional retail development within it. It will also extend the wider town centre boundary as the focus for other 'town centre' uses such as leisure, offices, cultural uses and hotels. Enhancing the town centre forms an important part of the strategy for urban renaissance in Ipswich over the plan period.
- 8.164 Issues associated with the uses permitted within centres are addressed within Part C of this document.
- 8.165 This policy implements plan objective 5.

LEARN

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

There is only one Policy relevant to this topic: Policy C515: Education. This is dealt with below.

POLICY CS15 Education Provision

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

POLICY CS15: EDUCATION PROVISION

The Council will continue to support the development of educational facilities at Suffolk New College and University Campus Suffolk. Land for the further development of these facilities, specifically the existing campus site and Phase 3 of the University scheme of development, will be identified and safeguarded for education use through the IP-One Area Action Plan.

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

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

New primary schools will be needed to meet the demands of growth. Sites for new primary schools in both east and west Ipswich will be identified through the IP-One Area Action Plan and/or Site Allocations and Policies development plan document.

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

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

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

8.169 The new 14 - 19 centre that will provide enhanced facilities and opportunities for people in the western half of the town has been supported by the Council although the actual site is just outside the Borough boundary. This should significantly improve opportunities in this area and complement the existing strengths within secondary schools in the eastern half of the town. Construction of the facility is progressing and it is scheduled to open in September 2010.

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

- 8.171 The Council is supportive of the core principle of the Government's 'Building Schools for the Future' initiative - i.e. to substantially upgrade education facilities - and recognises that there is a need for substantial regeneration within existing sites. However, in some cases school facilities are not available for community use out of hours. The Council will therefore press for the community use of facilities where possible.
- 8.172 At primary level, whilst local issues will be set out within the IP-One Area Action Plan and Site Allocations and Policies development plan documents, the specific growth related development pressures and the need to improve facilities are considered to necessitate new primary schools on the eastern and western sides of the town. These should be facilitated within the IP-One Area Action Plan or Site Allocations and Policies development plan document and are included within the list of strategic projects in Part D.
- 8.173 At pre-school level the Council recognises the importance of nursery and children's centre provision and the importance of these being located in sustainable locations. Thus these uses should be encouraged within or adjacent to the district centres listed in paragraph 8.31.
- 8.174 This policy supports objectives 5 and 9.

PLAY

- 8.175 Cultural facilities, including leisure, play and sporting provision, are important for residents and visitors to the town, as is open space.
- 8.176 The Government in Planning Policy Guidance Note 17 (PPG17) points out how open space, sport and recreation can support many different objectives, including supporting regeneration and promoting healthier lifestyles and community cohesion. There is one key policy under this heading, which is:

POLICY CS16 Green Infrastructure, Sport and Recreation

- 8.177 Ipswich contains a variety of public and private open spaces, sport and recreation facilities that serve a range of different functions. The strategic spaces, corridors and facilities contribute fundamentally to the character and appearance of the town, and to quality of life. Examples include: the River Gipping corridor, the importance of which is recognised through the River Strategy; Belstead Brook Park; Orwell Country Park; and the large town parks such as Christchurch Park, Holywells Park and Chantry Park. There are also smaller local spaces and facilities, which are essential for sustaining communities. The Ipswich Open Space, Sport and Recreation Study 2009 identifies all the different types of open space, sport and recreation facility.
- 8.178 As the Borough grows, it is essential to protect, enhance and extend the network of open spaces, green corridors, and sports and recreation facilities. This is important in order to: allow people access to green space and nature; strengthen ecological networks that enable wildlife to migrate more easily around the town; link inner and outer parts of the Borough by providing walking and cycling routes; provide opportunities for formal and informal recreation; and to enhance the appearance of the town. The potential benefits are many - for example improved biodiversity, health and fitness, flood attenuation and better air quality.
- 8.179 The Regional Spatial Strategy requires the identification, protection, creation, enhancement and management of areas and networks of green infrastructure in local development documents.

POLICY CS16: GREEN INFRASTRUCTURE, SPORT AND RECREATION

The Council will protect, enhance and extend the network of green corridors, open spaces, sport and recreation facilities for the benefit of biodiversity, people and the management of local flood risk. It will do this by:

- a. requiring all developments to contribute to the provision of open space according to the Borough's standards, identified strategic needs and existing deficits or surpluses in an area;
- b. requiring major new developments to include on site public open spaces and wildlife habitat. On-site provision must create a network or corridor with existing green infrastructure where such a network exists beyond the site boundaries;
- c. supporting proposals or activities that protect, enhance or extend open spaces and sport and recreation facilities;
- d. working with partners to prepare and implement management plans for green spaces, including visitor management plans for key parts of European sites within the Suffolk Coast and Heaths AONB to be completed by 2015, and a plan for Orwell Country Park that will result in a reduced impact upon birds in the Orwell Estuary;
- e. supporting the Greenways Project in working with communities and volunteers to manage green corridors in Ipswich;
- f. working with partners to improve green infrastructure provision and link radial green corridors with a publicly accessible green rim around Ipswich;

- g. working with partners to ensure the provision of a new country park in the urban fringe of north eastern Ipswich (e.g. within any Northern Fringe development - see Policy CS10);
- h. promoting improved access to existing facilities where appropriate, e.g. through Building Schools for the Future; and
- i. reviewing the town's estate of sports facilities to consider how they can best meet the needs of a growing population.

The IP-One Area Action Plan and Site Allocations and Policies development plan document will identify open spaces, sport and recreation facilities and green corridors.

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

8.181 A development control policy in Section C of this document and Appendix 6 set out the local standards of provision of open spaces, sport and recreation facilities, based on the Ipswich PPG17 Study. The Infrastructure plan in Section D of this document sets out the strategic green infrastructure needs. The Council recognises that it will need to work with neighbouring local authorities to implement this, as realistically parts of any such network will be outside the Borough boundary. Strategic needs were identified by the Haven Gateway Green Infrastructure Strategy and the Council will consider the recommendations in planning future provision.

- 8.182 Open spaces can perform more than one function. An important role for some open spaces will be to act as flood water storage areas or flood paths. Flood risk assessments should where possible and appropriate, identify areas in valley bottoms at risk of flooding as flood management assets and keep them open.
- 8.183 The Council is investigating the need for sports, cultural and leisure provision in Ipswich. This will include a review of how the Borough's sports halls and school facilities can best meet the need for additional sports provision.
- 8.184 The Council is keen to maximise the benefits of the London 2012 Olympics and contribute to the London organising committee's objective of "Staging an inspirational Games that capture the imagination of young people around the world and leave a lasting legacy." Ipswich is well positioned geographically to attract both Pre-Games Training Camps for teams preparing for the Olympics and then to host visitors attending the games at Stratford. The Council will work with its partners to ensure that the area benefits from business, cultural, sport, heritage and volunteering opportunities leading up to 2012 and beyond. It is a unique opportunity to increase participation in sport and a wide range of cultural and heritage activities.
- 8.185 One of the findings of the Appropriate Assessment of the Core Strategy and Policies plan was that the combined growth in Ipswich Borough and Suffolk Coastal District could harm the Special Protection Area in the Orwell Estuary, and could contribute to harm to European nature conservation sites in the Suffolk Coast and Heaths AONB. Policy CS16, particularly CS16 (d) and CS16 (g) commit the Borough Council to working with others to ensure the necessary mitigation is provided so that harm is avoided.
- 8.186 This policy links closely to policy CS17, as part of the standard charge payable in association with new developments which will relate to the provision of strategic green infrastructure for the town.

8.187 This policy implements plan objective 8.

INFRASTRUCTURE

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

- | | |
|--------------|------------------------------|
| Policy CS17: | Delivering Infrastructure |
| Policy CS18: | Strategic Flood Defence |
| Policy CS19: | Provision of Health Services |
| Policy CS20: | East-West Transport Capacity |

POLICY CS17 Delivering Infrastructure

- 8.189 As a growth point, it is critical that Ipswich receives the infrastructure it needs to support the delivery of both housing and jobs growth, and to ensure that existing communities can be sustained. It is important that growth should bring benefits to, and not adversely affect the quality of life of existing communities. The recent development at Ravenswood has shown how a new urban community can be developed, such that housing is delivered alongside schools, shops, open space, bus services and other facilities.
- 8.190 There are a number of ways to ensure infrastructure delivery. The Government is still developing draft regulations to implement the Community Infrastructure Levy approach, which will be optional for councils. The existing system in Ipswich is that of planning obligations, which cover on and off site requirements including affordable housing, open space provision, transport measures, and education provision. Planning obligations are legal agreements with the Council, entered into by developers. However, this system has not adequately picked up more strategic infrastructure impacts or needs, and can be accused of lacking transparency for developers.
- 8.191 Therefore the Council will adopt a standard charge approach to the delivery of infrastructure.
- 8.192 Infrastructure can take many different forms. Appendix 5 to this plan lists the types of infrastructure referred to in this policy.

POLICY CS17: DELIVERING INFRASTRUCTURE

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

Where the provision of new, or the improvement or extension of existing off-site infrastructure is needed to support a new development or mitigate its impacts, each development will be required to contribute proportionately through a standard charge.

A supplementary planning document will be prepared that sets out:

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

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

The standard charge will apply to all developments but may be varied according to:

- a. **the scale and nature of the development and its demonstrated viability; and**
- b. **whether on site provision of infrastructure meets the needs of the development and/or the needs of a wider area beyond the site itself.**

Agreed charges will be secured through a Section 106 Agreement.

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

1. transport;
2. education from early years to lifelong learning;
3. health and adult care;
4. environment including waste collection and disposal;
5. culture;
6. sport and recreation;
7. community and community safety;
8. emergency services;
9. conservation; and
10. economic development.

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

- Ipswich flood defences;
- sustainable transport measures e.g. additional park and ride, the Ipswich Major Scheme and accessibility improvements between the Central Shopping Area, Waterfront and railway station;
- measures to increase east-west capacity in the transport system to ease congestion (including a Wet Dock Crossing);
- strategic education provision of new schools;
- strategic green infrastructure;
- sports and leisure facilities serving the whole Borough;
- community facilities including GP surgeries and health centres;
- water management infrastructure;

- new primary electricity substation in Turret Lane; and
- town centre environmental enhancements.

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

- 8.193 Growth requirements across the Borough will place additional pressure on existing infrastructure and will therefore require improvements to be made to existing infrastructure, and the provision of new infrastructure. A number of pressures can be relieved through site-specific provision such as open space, children's play areas and the provision of affordable housing. However, there are other infrastructure improvements and requirements that cannot always be accommodated on-site, or that relate to strategic off-site facilities serving the whole neighbourhood or Borough. It is therefore appropriate to pool contributions towards off-site provision to help ensure its delivery.
- 8.194 This policy applies primarily to residential and employment developments, as these are considered to potentially place the greatest pressures on the town's infrastructure through creating demand for goods and services. Other types of development will also be expected to contribute, although at a reduced level.
- 8.195 The policy will not be implemented until the supplementary planning document has been prepared setting out details of charges and mechanisms. In the interim, before the standard charge is introduced, developments will still be required to provide on-site play space and contributions towards education provision, in accordance with supplementary planning guidance notes.

- 8.196 Planning contributions will cover three levels of infrastructure provision:
- elements of site-related infrastructure;
 - off-site infrastructure; and
 - strategic infrastructure.
- 8.197 The directly site-related infrastructure, such as making an adequate access into the site, will normally be provided directly by the developer. Off-site infrastructure may be provided directly or subject to the standard charge or a contribution in kind such as the provision of land for facilities. Strategic provision will normally be subject to the standard charge. More detail on the types of infrastructure to be included is provided in the Infrastructure Schedule in Part D, and in Appendix 5.
- 8.198 Calculations will be based on the net increase in the number of bedrooms for residential development, and gross increase of 100 sq. m or more of non-residential floorspace. Student accommodation will be included as residential development on the basis of each cluster of up to 6 bedrooms equating to one dwelling.
- 8.199 Strategic infrastructure needs at 2009 are broadly identified in the policy. These, together with more local direct and indirect needs that would be identified scheme by scheme will provide the basis for calculating the charges to be levied on new developments. The system of charging and the basis for calculations will be set out in a supplementary planning document. It will be reviewed annually through the Annual Monitoring Report and adjusted accordingly, for example as infrastructure is delivered items will be removed from the schedule.
- 8.200 Charges made are intended to fund the capital costs of provision rather than ongoing revenue costs, although an element of the latter may be included in some cases. For example, it could include revenue costs associated with the start-up of a facility. It is also likely that this money would be used as match funding to help secure funding from other external sources and maximise the amount that can be delivered via the standard charge. This will be monitored and reported on within each Annual Monitoring Report.
- 8.201 A proportion of the infrastructure charge receipts will be pooled centrally to aid the delivery of major capital projects associated with growth, and the administration of the standard charge scheme.
- 8.202 The amount at which standard charges are set is critical. It is not the Council's intention to compromise future investment in Ipswich or stifle needed development. The charging regime will be set out in a supplementary planning document following consultation with interested parties. Sums will be index linked. Where developers claim special reasons for not complying with the standard charge on the basis of scheme viability, an open book financial appraisal accounting method will be applied to negotiations. In these circumstances, the developer will be required to submit an independently verified financial appraisal at the planning application validation stage (the cost of which would be borne by the applicant).
- 8.203 The timing of payment of charges will be set out in the supplementary planning document.

- 8.204 Most strategic infrastructure provision outside the Borough boundary is excluded from the standard charges until Community Infrastructure Levy arrangements are in place that allow the schemes to be identified and costed. Work is underway within the Haven Gateway sub-region to identify infrastructure needs across the area and establish common approaches to charges and delivery. The relationship between the standard charge and Community Infrastructure Levy will be addressed through the supplementary planning document.
- 8.205 The delivery of infrastructure will be key to delivering sustainable growth. Key in this will be partnership working with the Local Strategic Partnership and the Haven Gateway Partnership. The Council has worked with the former to identify particular community needs in Ipswich, particularly around policing, health care and education. Through the latter, an Integrated Development Programme (2008) has been prepared that identifies the infrastructure needed to support growth in the sub region. This includes a spatial package for IP-One and thematic packages for example for green infrastructure. This is also used as a bidding document for growth point funding to support delivery.
- 8.206 Responsibility for the delivery of infrastructure will be shared between developers, Ipswich Borough Council and key partners such as the Local Strategic Partnership, Haven Gateway Partnership, utilities companies, Highways Agency, and the Environment Agency.

POLICY CS18 Strategic Flood Defence

8.207 Much of central Ipswich lies within the tidal floodplain of the River Orwell. Existing flood defences do not meet modern standards and will be inadequate to resist rising sea levels in the future. Thus many existing communities in the vulnerable areas do not or will not have adequate flood defences, and further regeneration in central Ipswich at the Waterfront and in Ipswich Village depends on the delivery of improved defences to ensure that development will be safe for its users.

- 8.208 The Environment Agency, DEFRA and Ipswich Borough Council have agreed a Strategic Flood Defence Management Plan for Ipswich, which is in the process of being implemented. Its implementation is occurring in three phases:
- a. raising the lock gates at the entrance to the Wet Dock - this was done in December 2008;
 - b. raising the river walls on the east and west banks to the south of the Island Site - this is due to commence August 2009; and
 - c. installing a tidal flood barrier in the New Cut at the southern end of the Island Site - due 2012/13.

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

POLICY CS18: STRATEGIC FLOOD DEFENCE

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

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

- 8.209 The need for and importance of the Ipswich Flood Defence Strategy is central to the Core Strategy document. This is reflected within the objectives set out in Chapter 6. As such it should be recognised as one of the key pieces of infrastructure for which funding from the standard charges (Policy CS17) could be used as matched funding to help secure national flood defence funding.
- 8.210 It is recognised that the tidal surge barrier is unlikely to be in place until 2013, but the Council will work with the Environment Agency to ensure it is implemented as soon as possible and that, in the short term, as much preparatory work as possible is undertaken to enable the third phase (installation of the barrier) to be delivered as soon as the funding is secured.
- 8.211 The IP-One Area Action Plan will need to have particular regard to the flooding issues and the need to phase some developments to relate to the delivery of the tidal surge barrier. The Area Action Plan will identify those sites at risk. The outcome of the SFRA Level 2 will inform allocations in this area and identify residual risks.
- 8.212 Part C of this document includes policies relating to flooding to reflect PPS25 and the detailed findings of the Ipswich Strategic Flood Risk Assessment.

8.213 In the interim period it is recognised that the Council needs to work with its partners to put in place better arrangements to cope with emergency planning scenarios associated with flooding.

8.214 The Council is reasonably certain that the funding for the final phase of the flood defences will be forthcoming. It has already obtained Growth Point funding via the Haven Gateway Partnership to contribute to the overall cost of the project. If the barrier is completed later than expected some sites in IP-One may need to be put back into a later phase of development.

8.215 If it were not completed at all, then the Council would need to review urgently the spatial strategy and housing delivery in the Borough. It is the Council's belief that, without the barrier, even if all possible land at the Northern Fringe were brought forward for earlier development, the Borough may not be able to meet its Regional Spatial Strategy growth targets to 2025. In addition, the completion of regeneration at the Ipswich Waterfront and in Ipswich Village would not be possible. If the Flood Defence Management Strategy were not completed, the Level 2 SFRA would need to be based on the existing situation with the current defences to ascertain the flood risk to the town.

8.216 This policy implements objective 7.

POLICY CS19 Provision of Health Services

8.217 It is important for the health and well-being of the Ipswich community that there is adequate provision of health infrastructure, be that GP surgeries, clinics, health centres or hospitals. The ability of existing infrastructure to accommodate additional usage is a concern frequently expressed in objections to further development in the Borough. Therefore it is important that the Council works with the Primary Care Trust to ensure that future provision is planned as far as possible to cater for growth in Ipswich over the medium to long term.

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

POLICY CS19: PROVISION OF HEALTH SERVICES

The Council supports the bringing together of health sector facilities onto the Heath Road Hospital site, provided that all the following criteria are satisfied:

- a. changes can be fully justified by patient and visitor needs;**
- b. changes take account of anticipated population growth and other demographic changes that could impact on health service provision; and**

- c. **a strategy is prepared for future development of the Heath Road site that includes a travel plan and measures to address local car parking issues.**

In the case of the St Clement's Hospital site, the Council is satisfied that the above criteria can be complied with, subject to related health facilities being acceptably relocated first. A detailed site allocation for alternative use on 12.57ha of the site will be made in the Site Allocations and Policies document.

Where other sites currently in health use become surplus to requirements over the plan period, the Council will only permit their redevelopment for non-health purposes provided a. and b. above are met and they are not needed for another community use serving the local area. The latter point would be determined with reference to the one-ipswich board.

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

- 8.219 The Heath Road Hospital is a strategic health facility serving Ipswich and the surrounding area. It is important that any rationalisation of uses there takes place in the context of a planned strategy for healthcare provision which itself takes account of the future growth of Ipswich and the Ipswich Policy Area. Decisions on changes to acute care provision need to be considered in the context of their health impact, in particular the community's ability to access services appropriately and in a timely fashion.

- 8.220 It is also essential that the travel implications are fully considered and measures put in place to encourage the use of sustainable modes where possible by staff, out-patients, and visitors. In particular, measures should tackle existing parking issues in surrounding residential areas and the Hospital should put in place monitoring to ensure that any measures are proving effective.

- 8.221 The St Clement's Hospital site consists of a number of buildings and open spaces, including the Victorian hospital building, and grounds to the front and rear. It excludes the St Clement's Golf Course. Part of the site is to be retained for continued mental health care provision, but a substantial proportion of the site is expected to become vacant in 2010. The re-allocation of the site will be dealt with through the Site Allocations and Policies development plan document. The Strategic Housing Land Availability Assessment 2009 identified this as a site that would be appropriate (in part at least) for a housing allocation.

- 8.222 Where other healthcare sites become available for re-use, the Council will wish to be satisfied that they are not needed for other community uses before considering non-community uses. This is because it is difficult to find sites for such uses and once they are lost they are extremely difficult to replace.

- 8.223 With a growing population in Ipswich, several of the GP practices are currently looking to relocate, merge, expand or even all three. This process of adaptation could continue over the plan period. Allocations that include healthcare facilities will be made in the IP-One Area Action Plan and Site Allocations and Policies development plan document to deal with known needs now. For needs that emerge later in the plan period, the Council will seek to direct such uses to the town centre and district and local centres as these are the most accessible locations. Such locations are likely to result in less potential disturbance than in an entirely residential area and the centres could benefit from linked trips.

- 8.224 This policy supports plan objectives 9 and 10.

POLICY CS20 East-West Transport Capacity

- 8.225 There are concerns about highway capacity in the town centre, particularly within the Star Lane area. These capacity implications are closely linked to issues associated with the wider transport network - including the A14 and the Orwell Bridge.
- 8.226 A key objective of the Council is to improve the pedestrian and cycle accessibility between key nodes in the central area, two of which are the Central Shopping Area and the Waterfront. It is recognised that better pedestrian crossings and other measures could improve the linkages between the shopping area and the Waterfront, and a number of such crossings are already planned.
- 8.227 The Council and partners commissioned a study to advise on the Gyratory, which reported in 2007 (the Ipswich Waterfront Study). The consultants advised that the two lanes of traffic should be reduced to one in both an easterly and westerly direction.
- 8.228 The Island site in the Wet Dock is a key site in relation to the Waterfront regeneration. However, access to the Island is limited and therefore some form of additional access would be needed to bring the site forward for redevelopment.

POLICY CS20: EAST-WEST TRANSPORT CAPACITY

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

In the longer term, and to assist with addressing issues in the Star Lane gyratory, the Council also supports the provision of significant alternative east-west transport capacity. To this end, it will, where it can be justified, make a case for a package of measures including a Wet Dock Crossing and traffic management schemes to be included within the next review of the local transport plan, in order to:

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

In addition to this, the Council will actively encourage key partners to investigate the possibility of a northern bypass, to address the issue of:

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

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

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

- 8.229 The Local Transport Plan (LTP) is a five year programme of transport works prepared by the Highway Authority. It is used to set out a strategic overview of transportation needs, and an implementation plan. The current LTP does not include a Wet Dock Crossing and is under review to look at the next planning period 2011 to 2016.
- 8.230 Although the thrust of current national and local policy on transport is travel demand management, which the Council supports, the Council also considers that in this case there are other factors in favour of this short length of new road. These are listed in the policy.
- 8.231 Detailed proposals, including those for the Star Lane gyratory, will be included in the IP-One Area Action Plan.
- 8.232 The delivery of a Wet Dock crossing (i.e. a new road linking Holywells Road/Duke Street with Hawes Street) is a long term prospect and it is as yet uncertain. It is recognised that it would only be likely to happen if the Island site comes forward for redevelopment. Potential funding sources include:
- LTP funding;
 - Growth Point funding - the possibility of the route is flagged up in the Haven Gateway Integrated Development Plan;
 - developer contributions through standard charges for infrastructure delivery (see Policy CS17); and
 - part funding from any Island Site development.
- 8.233 At a minimum, a road bridge from the west bank to the Island site and a pedestrian and cycle bridge across the Wet Dock lock gates to the east bank will be required to enable any significant development on the Island.
- 8.234 In any event, the Council would resist any significant reduction of road capacity on the gyratory without the prior provision of either some alternative capacity (e.g. the Wet Dock Crossing) or significant and successful travel demand management measures.
- 8.235 This alternative capacity could also be provided via a northern bypass of the town. The Council will work with neighbouring authorities and Suffolk County Council to ensure that the merits and delivery options for some form of northern bypass are fully investigated. It is recognised that any such route would be within the Suffolk Coastal District Council and Mid Suffolk District Council areas (i.e. not between any possible Northern Fringe development -Policy CS10 - and Westerfield village) and therefore it is not practical to include such a route within this Strategy. However, the Council will encourage those authorities, together with Suffolk County Council and other interested parties, to actively investigate such a route, and would be prepared to contribute to any such investigation. In the event of any Northern Fringe development taking place (Policy CS10), it would be appropriate for the developer(s) to contribute towards any northern bypass. This would be addressed within the Supplementary Planning Documents referred to in Policies CS10 and CS17.
- 8.236 Public transport is an important part of the current and future transport packages and therefore the Council continues to support the 'Ipswich: Transport Fit for the 21st Century' scheme. More details on these proposals will be included in the IP-One Area Action Plan. The Council will look to close the Waterfront Northern Quays route to general traffic but retain limited access, e.g. for public transport. The reduction in cars using the route along the Northern Quays will help to enhance the area as a pedestrian environment and a visitor attraction.

- 8.237 The Felixstowe to Nuneaton rail line is part of the Trans-European Network and there are long-standing proposals to upgrade this route - particularly to enable greater rail based freight movements from Felixstowe port. Currently all freight trains from Felixstowe need to come into or go through Ipswich station. The 'Bacon Chord' near Hadleigh Road, would be a short piece of new track that would enable trains to go direct from Felixstowe onto the Peterborough line without having to go into Ipswich station.
- 8.238 A further issue is that of access by heavy vehicles to Ipswich Port, which is essential for its ongoing viability. At present vehicles often approach from the A14 via Nacton Road and Landseer Road and this causes disturbance problems for local residents living along the roads. In the First Deposit Draft Local Plan in 2001, the Council proposed a new link road from the port to a new junction with the A14. This attracted significant objection. The Council considers that this East Bank Link Road is unlikely to be deliverable over the plan period because public funding is not available and the Highways Agency is opposed to additional junctions on the A14. Therefore the Council does not propose to allocate a New East Bank Link Road within the Framework.
- 8.239 This Policy supports objective 6 of the plan.



Development Control Policies



CHAPTER 9: Development Control Policies

9.1 The Local Development Scheme makes it clear that Ipswich's main development control policies will be set out within the Core Strategy and Policies document. This Chapter seeks to do that.

9.2 In setting out the development control policies below, the Council has been particularly mindful of the following three factors:

- the clear government guidance that development control policies should not just repeat what is already contained within national or regional guidance (and in some cases legislation) - i.e. policies should be distinctive to Ipswich;
- the policies set out within the Ipswich Local Plan 1997 and the Ipswich First Deposit Draft 2001; and
- the comments received during the Issues and Options consultation and the Preferred Options consultation.

SUSTAINABLE DEVELOPMENT

POLICY DC1: Sustainable Development

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

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

TABLE 4

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

Note: CfSH- Code for Sustainable Homes

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

- 9.3 This policy gives effect to a key strategic policy theme of the Local Development Framework. It sets out the method by which the Local Planning Authority will support the achievement of the progressively increased standards of sustainability (including reduced carbon footprint and water use) for new development required by national planning and energy policy, through the granting of planning permission.
- 9.4 The Supplement to PPS1: Planning and Climate Change (SPPS1) sets out how regional and local planning can best support the achievement of the Government's climate change policies and targets. Specifically it requires that local planning authorities "should help to achieve national timetables for reducing carbon emissions from domestic and non-domestic buildings". The Building a Greener Future: Policy Statement (2007) announced that all new homes will be zero carbon from 2016 and the Budget 2008 announced the Government's ambition that all new non-domestic buildings should be zero carbon from 2019.
- 9.5 The East of England Plan emphasises the particular importance of this agenda to the region by highlighting its particular vulnerability to the effects of climate change, which, considered in combination with the high level of planned development here with its potential contribution to emissions and water use, means that addressing climate change is a particularly urgent and challenging issue for the region. Policies ENV7, WAT1, ENG1 and ENG 2 of the East of England Plan all address the issue.
- 9.6 The proposed policy therefore sets out challenging but achievable requirements for new development that broadly track the Government's timetable for changes to the building regulations over the period of 2010 - 2016 set out in Building a Greener Future. These proposed changes are as follows:

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

- 9.7 In Building a Greener Future Zero Carbon is defined as follows:
 "For a new home to be genuinely zero carbon it will need to deliver zero carbon (net over the year) for all energy use in the home - cooking, washing and electronic entertainment appliances as well as space heating, cooling, ventilation, lighting and hot water."
- 9.8 The Government department Communities and Local Government are currently consulting on the matter of a refined definition of zero carbon homes and non-domestic buildings. It is anticipated that this will result in a definition that will permit zero carbon to be achieved through a range of measures including (i) high standards of energy efficiency, (ii) the introduction of carbon compliance measures including on-site renewables and off-site directly connected systems (e.g. CHP powered district heating), and (iii) a range of "allowable solutions" to deal with residual carbon emissions.
- 9.9 The Code for Sustainable Homes (CfSH) introduces minimum standards for achieving water efficiency and conservation (including better management of surface water run-off) and waste management (including construction waste and encouraging household recycling) therefore requiring high levels of sustainability performance in these areas. East of England Plan Policy WM6 requires major developments to make provision for waste management facilities and consider innovative approaches to waste management, which could link to renewable energy.

- 9.10 Whilst it is clear that much of the drive for carbon reduction in new homes and non-domestic buildings will be handled under the building regulations, the Council nevertheless considers it appropriate to have a planning policy requiring new development to achieve progressively higher ratings under the Code for Sustainable Homes and BREEAM both to support the carbon reduction agenda and to ensure the achievement of a more holistic approach to sustainable development through the achievement of the much wider range of environmental and social benefits that these schemes provide for.
- 9.11 The policy provides for some flexibility in exceptional circumstances where it can be clearly demonstrated that achieving the required rating for the type and scale of development in question would either be not feasible or not viable in the light of such considerations as site constraints, other planning requirements, other development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower CfSH or BREEAM rating being achieved having regard to other merits of the scheme in terms of sustainability and urban design.
- 9.12 SPSS1 confirms that there will be situations where, given particular local circumstances, it could be appropriate for planning authorities to anticipate levels of building sustainability in advance of those set out nationally. Where any such local requirements are proposed these should be specified in terms of nationally described standards e.g. CfSH.
- 9.13 The policy requires any large residential developments in excess of 250 dwellings to achieve higher standards under the CfSH ahead of the national timetable for carbon reduction. This is in recognition of their proportionally greater potential impact in terms of climate change and also the inherent potential for developments of this size to achieve economies of scale in sustainability measures (e.g. potential for local energy centres).
- 9.14 The Council considers the CfSH to be a particularly appropriate tool to assess sustainability of new residential developments in that it is a nationally accredited system that considers a wide range of sustainability criteria in addition to energy and CO2 emissions, and in particular water use. Similar benefits apply to the use of the BREEAM system of assessment for multi-residential uses (e.g. care homes, sheltered housing, student accommodation) and for non-residential uses.
- 9.15 This is considered to be a relatively simple policy approach that prescribes clear targets based on recognised national codes, without being unduly prescriptive as to how the targets should be achieved.
- 9.16 The policy will be implemented through a requirement for the submission of Design Stage Assessments and Post Construction Reviews, carried out by a qualified CfSH or BREEAM assessor (as appropriate), for all planning applications for qualifying development. It will be expected that planning applications also be accompanied by a sustainability statement that explains and illustrates how sustainability considerations have influenced scheme design.

POLICY DC2: Decentralised Renewable or Low Carbon Energy

All new build development of 10 or more dwellings or in excess of 1000 sq. m of other residential or non-residential floorspace shall provide at least 15% of their energy from decentralised and renewable or low-carbon sources. If it can be clearly demonstrated that this is not either feasible or viable, the alternative of reduced provision and/or equivalent carbon reduction in the form of additional energy efficiency measures will be expected. The design of development should allow for the development of feed in tariffs.

- 9.17 This policy gives effect to Core Strategy Policy CS1, which sets a target for achieving renewable or low carbon energy sources in major development. It builds on national policy in Planning Policy Statements 1 and 22, and regional policies ENG1 and ENG2.
- 9.18 Given the acknowledged vulnerability of the region to the effects of climate change and the projected levels of development Ipswich will be required to accommodate, the Council considers it reasonable to require new developments above the given threshold to provide a minimum of 15% of energy demand from renewable or low carbon sources, to help achieve the 17% regional target for 2020.
- 9.19 The policy is worded to permit a reasonable degree of flexibility to developers as to how the requirement may be met. In this regard, energy from either renewable or low carbon-technologies and from sources that are either on-site or off-site in the locality of the proposed development, could be considered acceptable. The design of such developments should allow for the export of electricity back to the grid (i.e. 'feed in') in due course.
- 9.20 The policy also provides for some flexibility where it can be clearly demonstrated that achieving the required percentage provision of renewable or low-carbon energy would not be either technically feasible or financially viable in the light of such considerations as site constraints, other planning requirements, development costs, and the prevailing market conditions at the time. In such circumstances the Council may agree to a lower percentage provision being achieved and/or the introduction of additional energy efficiency measures (i.e. additional to those required under the relevant Code for Sustainable Homes or BREEAM requirements as set out in Policy DC1) to achieve an equivalent reduction in carbon emissions.

POLICY DC3: Provision of Private Outdoor Amenity Space in New and Existing Developments

To ensure that new residential developments deliver a suitably high quality and environmentally sustainable living environment all such developments will be required to incorporate well designed and located private outdoor amenity space of an appropriate type and amount. Provision will be in accordance with the following standards:

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

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

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

- 9.21 The Council considers that, in addition to the provision of well-planned public spaces, the provision of high quality private outdoor amenity space for all types of new residential development must be considered to be an essential component of high quality design, and key to the creation of a sustainable residential environment both in terms of its contribution to liveability and to urban greening and the preservation and/or enhancement of local biodiversity.
- 9.22 Such space is needed for sitting out, socialising, play, drying washing, and gardening (flowers and food).

- 9.23 Garden sizes need to be sufficient to accommodate most household activities and at the same time be adequate to offer visual delight, receive some sunshine, and encourage plant growth. The BRE report "Site Layout for Daylight and Sunlight" recommends that no more than two fifths and preferably no more than a quarter of the garden should be prevented by buildings, walls or fences from receiving sunshine on 21 March.
- 9.24 It is considered that a suitably designed 75 sq. m rear garden should be capable of achieving the above requirements for a three-bedroom or larger house.
- 9.25 It is accepted that smaller properties, less likely to be occupied by families with children, may reasonably function with a smaller rear garden of at least 50 sq. m although in these cases houses must be indicated as not extendable and permitted development rights to extend such properties will be withdrawn by way of a condition on any planning permission. It should be noted that for both sizes of dwellings, gardens may need to exceed the minimum size specified in the policy where they need to accommodate soakaways.
- 9.26 Key characteristics of well designed private amenity space will normally be required, and these are: (i) a well shaped (rectangular), useable area having good accessibility and a well planned relationship to the internal living spaces within the dwelling; (ii) provision for a private sitting out area not overlooked by any window of a neighbouring property either at ground or first floor; (iii) high standards of security and privacy; (iv) a reasonable outlook; and (v) access to direct sunlight for part of the space for at least part of the day. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will apply. The garden standards set out in the policy will equally apply to existing gardens remaining after garden severance.

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

FLOODING AND SUSTAINABLE URBAN DRAINAGE

**POLICY DC4:
Development and Flood Risk**

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

- a. it reduces the overall risk of all forms of flooding in the area through the layout and form of the development and appropriate application of Sustainable Urban Drainage Systems (SUDS);
- b. it will be adequately protected from flooding in accordance with adopted standards wherever practicable;
- c. it is and will remain safe for people for the life time of the development; and
- d. it includes water efficiency measures such as rainwater harvesting, or use of local land drainage water where practicable.

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

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

TABLE 5

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

- 9.32 Flood risk management should be considered in all developments before site layouts are planned. It is necessary to locate development away from a risk of flooding and sequentially preferable sites will be those in Flood Zone 1 suitable for the development proposed, with planning permission and/or allocated for residential development in planning policy, and which are genuinely available. Highly vulnerable, more vulnerable and less vulnerable development will not be permitted in flood Zone 3b (functional flood plain).
- 9.33 The draft Ipswich SFRA identifies permissible land uses on sites to facilitate the sequential test and also provides necessary information for the exception test. Site specific Flood Risk Assessments (FRAs) are required for all development in Flood Zones 2 and 3, and for all sites over 1ha in size. The SFRA also provides additional guidance on locations where site specific Flood Risk Assessments (FRAs) will be required as part of the development process. This includes certain sites in Flood Zone 1, which may be less than 1 ha. The SFRA also considers the effects of development on local flooding and minor watercourses and identifies mitigation measures including SUDS.
- 9.34 SUDS are an important method of reducing flood risk associated with development and are an essential element of any development in the Borough wherever practicable.
- 9.35 The SFRA also identifies key surface water flood paths and watercourses (flow routes) and areas at risk of flooding. These are to be safeguarded for the future by protecting them from development and other obstruction. Development proposals should design for key flow routes. Surface water management plans will be able to facilitate this.
- 9.36 Site specific FRAs may therefore be required to consider such issues, most likely aiming to identify the extent of the flow route, water levels and frequency so that appropriate site layouts and floor levels can be planned. In the future SWMP and the SFRA may provide much of this information.
- 9.37 SUDS standards and policies are currently set out in the Councils Drainage and Flood Defence Policy (although these standards may be re-written and incorporated as a supplementary planning document). In the future it is expected that National Standards will be followed. Other standards, such as recommended floor levels, are set out by the Environment Agency, and in PPS25 and its companion guide.
- 9.38 The Council and the Environment Agency (EA) have a Protocol on Safety for Less Vulnerable Developments sited in Flood Zones 2 & 3 as defined in PPS25. In Ipswich the Environment Agency's view is that non-residential development should remain safe in the event of a flood and residual risks should be tolerable. This general opinion may however be overridden by specific concerns expressed by the EA, emergency planners or services.
- 9.39 FRAs for proposals in Zones 2 and 3 need to clearly state the frequency of flooding in and around the site and, until the EA's flood defence strategy is implemented, will need to assume there are no defences in place (existing defences are below the 200 year flood level). Alternatively a FRA could be presented assuming defences are in place, however any planning permission would be conditioned to prevent construction until the final stages of the defences are assured.
- 9.40 The Council is intending to update its SFRA to Level 2, to take account of the proposed tidal/fluvial defences and provide data on residual risks taking account of flood depth and the velocity of floodwater. Once the final stages of the defence are under construction (planned 2011-2013) the preparation of some site specific FRAs will be simplified, as they can make use of mapped risks from the new SFRA. In some instances, site specific FRAs will still need to include detailed flood modelling to ascertain the flood risk.

- 9.41 The acceptability of residual risks identified in the proposed Level 2 SFRA and mitigation measures will be judged based on PPS25, any advice received from emergency planners or services and on Table 12.3 of DEFRA report FD2320. It is anticipated that low residual risk will be acceptable for more vulnerable development in Flood Zone 3.

URBAN DESIGN POLICIES

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

POLICY DC5: Urban Design Quality

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

- a. **layouts and designs that provide a safe, attractive, permeable, legible and useable public realm for all users, which is pedestrian and cycle orientated;**
- b. **areas which function better and where possible integrate residential, working and community environments and integrate well with adjoining areas;**
- c. **the promotion of community safety;**
- d. **greener streets and spaces to contribute to local biodiversity, visual amenity, and health and well-being, and offset the impacts of climate change;**
- e. **protecting and enhancing the special character and distinctiveness of Ipswich and helping to reinforce the attractive physical characteristics of local neighbourhoods;**
- f. **buildings that exhibit very good architectural quality, are highly sustainable and are designed for long life by being capable of adaptation to accommodate changing needs and uses over time;**
- g. **ensuring that new residential development incorporates cycle and waste storage, public transport infrastructure and car parking if appropriate, all designed and integrated in a way that supports the street scene and safeguards amenity; and**

- h. new buildings in or around Air Quality Management Areas will be designed so that their size and layout will minimise, and at the very least not increase, localised retention of polluting emissions, and will include ventilation systems that protect the health of users of the buildings.**

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

- 9.43 National planning policy is clear that all new development should achieve high standards of design and environmental sustainability. Given high projected levels of growth in Ipswich over the plan period and the distinctiveness and quality of the central area of town where much of this growth is to be directed, design quality is considered to be a particularly important requirement for all new development in the town.
- 9.44 In an era of rapid social, economic, environmental and technological change, buildings need to be designed to be adaptable to respond in a sustainable manner to the changing needs of occupiers. This is the 'long-life, loose-fit' principle. It could be achieved using the lifetime homes principle to ensure that homes can meet families' changing needs over time. For commercial buildings, it could mean ensuring that a building designed as an office for one organisation is physically capable of being subdivided, should future patterns of demand change.
- 9.45 The public realm is defined as the parts of a town that are available without charge for everyone to experience and enjoy. It includes both formal and informal spaces such as streets, squares, parks, the urban fringe and footpaths linking to nearby countryside. An attractive and well functioning public realm that is friendly to all users is key to creating the sort of environment that people want to be in. It is also important in prioritising the needs of pedestrians and cyclists over those of the car in terms of safety and air quality for a healthier lifestyle. Specific proposals for new and improved areas of public realm in central Ipswich will be identified through the IP-One Area Action Plan.
- 9.46 Integrating land uses into mixed use developments and neighbourhoods improves the overall sustainability of Ipswich and also reinforces community cohesion. It helps to create local vitality and reduce the need to travel. In areas such as the Waterfront, Ipswich has seen the benefit of a mixed use approach that combines living, leisure and culture, and working.
- 9.47 Community safety is fundamental to people's quality of life and a primary objective of the Community Strategy. This is not just about designing-out crime, although it is important, but about planning developments and neighbourhoods in ways that encourage neighbourliness, nurture healthy communities and assist social inclusion. Designing into schemes safety measures such as lighting and in some cases CCTV can support actual and perceived safety, however lighting must be carefully designed to maximise energy efficiency and avoid 'leakage' into the night sky and nuisance to nearby occupiers.

- 9.48 Greening the streets of Ipswich has visual and functional benefits. In terms of climate change, street trees help by providing shade from the sun, slowing surface water run off, and combating the urban heat island effect. They also provide additional habitat for wildlife. Where underground services are a potential issue, the use of planters will be explored. The appearance of streets will also be improved through limiting the amount of 'street clutter', including unnecessary signage, bollards, railings, road markings and street furniture.
- 9.49 The character and distinctiveness of Ipswich is the product of a combination of Ipswich's geographical setting, history and communities. It is fundamental to our local identity and is described in Chapter 5.
- 9.50 In order to support Ipswich residents in adopting sustainable lifestyles, the Council will ensure that the layout of new developments makes adequate provision for travel by cycle, their safe storage, and provision for the recycling of waste materials.
- 9.51 Assessment of design quality for major applications for residential development will be made using the Building for Life criteria (CABE / HBF) and applicants will be expected to demonstrate that scheme designs can achieve a minimum score of 14 out of 20 (i.e. a silver award standard).
- 9.52 The design quality of smaller residential developments will be assessed against the various Building for Life criteria as may be considered reasonably applicable to the type and scale of development under consideration. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will apply to all residential developments.
- 9.53 The design of all major non-residential or mixed-use developments will be assessed against the design criteria set out in By Design: DETR 2000.
- 9.54 Applicants for planning permission will be required to clearly demonstrate how the submitted development proposal achieves urban design quality through the design and access statement accompanying their application, addressing the relevant criteria as appropriate.
- 9.55 It will be necessary to ensure that the siting, layout, scale, form, massing, materials and detailing of any proposed buildings will have a harmonious visual relationship with surrounding buildings. Matters of silhouette, proportion, and solid to void ratios will all be important considerations to be addressed.
- 9.56 It is important that the design of development creates buildings that work well for their occupiers. This includes the provision of adequate storage in new developments, be that for wheelie bins, cycles, or for the storage of mobility scooters. It may also mean designing for an ageing population to reflect demographic trends.
- 9.57 Urban greening is important, to enhance the townscape, tackle climate change and enhance biodiversity. It could include the incorporation of street trees, green walls and green roofs and the creation of urban greenspace. Opportunities for greening should be maximised in developments, where appropriate. Provision to support biodiversity should include measures such as bird boxes, bat boxes and swift bricks, where possible incorporated into the fabric of the building.
- 9.58 Ipswich has three Air Quality Management Areas where it is important to ensure that new development does not compound existing air quality problems for example by blocking the movement of air.

POLICY DC 6: Tall Buildings

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

- a. relationship to context;
- b. relationship to transport infrastructure;
- c. the architectural quality of the building;
- d. sustainable design and construction;
- e. the credibility of the design in technical and financial terms;
- f. the contribution the building will make to public space and facilities;
- g. the effect on the local environment including microclimate;
- h. the contribution the development will make to the permeability of the site and the wider area;
- i. the provision of a well planned external and internal environment;
- j. the effect of the building in terms of its silhouette and impact on strategic views, with particular reference to conservation areas; and
- k. no adverse effect on the setting of listed buildings.

9.59 Tall buildings can only be considered appropriate in certain limited locations in Ipswich and various special considerations, over and above standard urban design considerations, should apply to their planning and design, particularly in listed building and conservation area terms.

9.60 Tall buildings may be defined as “buildings which are substantially taller than their neighbours and / or which significantly change the skyline”. The definition is taken from 'Guidance on Tall Buildings' EH /CABE 2007, to which proposals should have regard.

9.61 Detailed guidance and planning submission requirements for proposed schemes are set out in detail in the abovementioned document and will be used by the Council in the assessment of any such proposals.

9.62 Strategic views in central Ipswich will be identified in the IP-One Area Action Plan.

POLICY DC7: Public Art

Major developments shall include a substantial public art proposal likely to be equivalent to about 1% of the construction contract value of the development scheme. Proposals must be fully integrated into the proposed development at the design stage.

- 9.63 Public art can play a critical part in the development and regeneration of places by making the architecture and/or the setting or public space around them more attractive, and establishing a sense of place and local identity. It also has intrinsic cultural and aesthetic value.
- 9.64 The placing of public artworks on or off development sites is a material consideration in the planning system. The Council encourages all major developments (10 or more dwellings or 1000 sq. m or more of non-residential floorspace) to integrate public artworks as part of the overall design concept from the outset. Applications for development should incorporate information on the content and quality of any artwork into the accompanying Design and Access Statement.
- 9.65 In exceptional circumstances where the incorporation of artwork is not possible within the development, the Council will seek an equivalent financial contribution to a 'pool' for the commissioning of public artworks elsewhere within the Borough. In such cases, the requirement in the policy for integrated design would not apply.

PROTECTING OUR ASSETS

POLICY DC8: Conservation Areas

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

- 9.66 The Council is keen to protect and enhance the town's 14 designated Conservation Areas. The character appraisals and management plans for each area highlight what is distinctive about the area including building styles, street patterns, land form, historical development and key views. Proposals for development will need to indicate precisely how each scheme will preserve and enhance the conservation area in which it is located by a thorough appreciation of these distinctive characteristics.
- 9.67 National advice for identification and protection of listed buildings, conservation areas, archaeological remains and other elements of the historic environment is set out in PPGs 15 (Planning and the Historic Environment) and 16 (Archaeology and Planning) and the Planning (Listed Buildings and Conservation Areas) Act 1990. The general approach to managing heritage assets will also follow the guidance set out in BS7913⁵.
- 9.68 PPG15 gives general guidance on demolition within conservation areas and states that there should be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area and that consent to demolish should not be given unless there are acceptable plans for redevelopment.

⁵ BS7913 British Standard Guide to the Principles of the Conservation of Historic Buildings adopted as formal Council policy in September 1998

9.69 The East of England Plan stresses that local authorities should afford the highest level of protection to the wider historic environment which contributes to the distinctiveness of the region. Policies E13, ENV5, SS16, and SS5 all address this issue.

POLICY DC9: Buildings of Townscape Interest

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

- 9.70 The Council acknowledges the townscape importance of buildings of local interest which have no other statutory protection, and encourages their retention and upkeep. In situations where the benefits of a replacement development outweigh the retention of an existing building on the local list, the Council will expect a high standard of design.
- 9.71 Supplementary guidance will be published updating the previous list and identifying buildings of particular local interest.

ARCHAEOLOGY

- 9.72 The need for locally specific variations in guidance is limited given the clear government guidance in PPG16, which sets out how archaeological interest should be evaluated and remains should be preserved in an urban setting and in the countryside. Scheduled Ancient Monuments are designated by the Secretary of State and the records held by English Heritage who develop policies to protect them. Suffolk County Council Archaeology Service holds the Historic Environment Record for Ipswich and is consulted on planning applications that could affect archaeology.

POLICY DC10: Protection of Trees and Hedgerows

The Council will protect and retain trees in the interests of amenity by:

- a) **making Tree Preservation Orders; and**
- b) **only granting consent for felling, topping, lopping or uprooting if a sound arboricultural reason is provided.**

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

- c) **an accurate survey and assessment of all existing trees on site in accordance with BS5837 "Guide for Trees in Relation to Construction" 1991;**
- d) **details of protective measures to be put in place during the development process to ensure the health and safety of each specimen to be retained; and**
- e) **where removal is proposed, a plan for replacement planting on a two for one basis and using semi-mature specimens, unless otherwise agreed by the Council.**

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

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

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

POLICY DC11: Ipswich Skyline

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

9.76 The wooded skyline that provides the backdrop to much of central Ipswich is a key part of the centre's character and setting and will be protected. The IP-One Area Action Plan will identify key strategic views in relation to the wooded skyline around central Ipswich and sensitive locations.

SMALL SCALE RESIDENTIAL DEVELOPMENT

Extensions and Ancillary Buildings

9.77 The vast majority of planning applications the Council receives relate to proposals for residential extensions or for small infill or backland residential developments.

9.78 Extensions to houses are often a convenient way of providing additional living space for growing households. Extensions often benefit from an automatic grant of planning permission known commonly as "permitted development" so it will often be the larger and potentially more problematic extensions that are the subject of consideration by the Council under the following policy.

POLICY DC12: Extensions to Dwellinghouses and the Provision of Ancillary Buildings

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

- a. **ensures that sufficient garden space is retained;**
- b. **does not lead to the creation of a terracing effect where there are not already terraces;**
- c. **does not detract from the amenity of neighbouring residents, particularly in terms of privacy, light or overbearing impact; and**
- d. **in the case of extensions or large buildings, it is designed to be in keeping with the original dwellinghouse.**

9.79 Extensions and ancillary buildings must be well designed and must be appropriate given the particular context of the property in question. Detailed guidance is given in the form of the Council's supplementary planning document "Good practice guide to extending your home" and in particular care should be taken to ensure that two storey side extensions to semi-detached or detached houses do not close the gaps between houses and create a "terracing effect". Such extensions would normally have to be set back behind the main front wall of the house by 4 metres. Such development should also maintain the possibility of external access to rear gardens.

- 9.80 Any increase in carbon emissions resulting from an extension should where practicable be offset through improvements to the existing building(s). Extensions are likely to lead to an increase in the overall energy footprint of a dwelling through additional space heating, lighting and appliances. Therefore any such increase should be offset through retrospective improvements to the original dwelling, such as extra loft insulation. This will help to achieve carbon reduction targets.

SMALL SCALE INFILL AND BACKLAND RESIDENTIAL DEVELOPMENT

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

POLICY DC13: Small Scale Infill and Backland Residential Developments

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

- a. **is sited in a location where it would not be disturbed by other land uses;**
- b. **establishes a safe and secure environment;**
- c. **protects the setting of existing buildings and the character and appearance of the area;**
- d. **protects the amenity of neighbouring residents, particularly in terms of loss of privacy or light, or overbearing impact;**
- e. **has safe and convenient access; and**
- f. **has secure and lit bicycle storage and facilities for the storage of refuse, recycling and garden waste containers.**

- 9.82 The tight Borough boundary around Ipswich means that small sites, such as backland plots behind existing dwellings, have historically been an important source of additional dwellings for the town. However, given the nature of such sites often close to existing housing, new development needs to be carefully controlled in order to protect the character and amenity of the neighbourhood and the quality of life of its inhabitants.

- 9.83 In the case of severance plots, it is important that the original dwelling(s) shall retain sufficient garden space to meet the Council's minimum standards. The Council's Development Control Policies and Design Guidelines, which address matters such as spacing between dwellings, will also apply.

THE SUBDIVISION OF FAMILY DWELLINGS

9.84 In recent years there has been significant pressure, particularly in central locations, to convert existing houses into flats, bedsits and houses in multiple occupation. Furthermore it is possible that this pressure may increase further as a result of the growth of University Campus Suffolk and Suffolk New College.

9.85 It is also important to note that not all shared accommodation will trigger the need for planning permission. However, where planning permission is required it is considered important to ensure that such development takes place in an appropriate form and location. In particular it is considered important to have regard to amenity and also to prevent the conversion of small and modest sized family housing.

POLICY DC14: The Subdivision of Family Dwellings

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

- a. **provides sufficient car parking in accordance with the standards, secure and lit bicycle storage, amenity space and refuse, recycling and garden waste container storage is provided for each unit;**
- b. **incorporates a convenient principal entrance door for each unit of accommodation and provides an appropriate standard of residential accommodation;**
- c. **would not lead to an overload of flats, bedsits or houses in multiple occupation in a particular area causing unacceptable levels of traffic congestion or activity;**
- d. **would not lead to detriment to a listed building, conservation area or the amenity of neighbouring residents; and**
- e. **would not result in the conversion of small or modest sized family houses such as those containing 3 bedrooms or fewer or having a floorspace of less than 100 sq.m.**

9.86 Proposals for flats, bedsits and houses in multiple occupation are often controversial and can have significant impact upon the amenity of an area. The growth of University Campus Suffolk and Suffolk New College and the likely increase in demand for flats, bedsits and houses in multiple occupation provide a further justification for a policy specific to Ipswich in order to ensure that conversions are appropriate. The Council requires applicants to consider the amenity of residents in adjacent dwellings, and within the building itself. The latter will be assisted through careful internal layout, which for example avoids positioning living rooms next to bedrooms in adjacent dwellings.

- 9.87 Overload will be assessed in relation to each application on the basis of the existing proportion of houses in multiple occupation in the area. Generally, no more than 30% of the dwellings in the area would be expected to be houses in multiple occupation.

TRAVEL DEMAND MANAGEMENT

POLICY DC15: Travel Demand Management

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

- a. a transport assessment to be undertaken including an assessment of the impact on the local highway network with appropriate mitigation measures secured by a planning obligation;
- b. where likely to have an impact on or be located in an Air Quality Management Area or other sensitive area, an assessment of the air quality impacts of the development with appropriate mitigation measures proposed as necessary;
- c. a travel plan outlining how the development will ensure high levels of cycling and walking together with public transport use;
- d. the minimisation of the use and ownership of the car by providing an integrated solution which could include car clubs, well-designed dedicated cycle and pedestrian routes, high quality secure cycle storage and safe and convenient access to public transport within 200 metres of the development; and
- e. for non-residential developments, high quality shower facilities and lockers to ensure that a modal shift can occur.

POLICY DC16: Sustainable Transport Modes

When considering proposals for all other new developments not included in Policy DC15, the Council will expect:

- a. safe and convenient access to public transport within 200 metres of the site; and**
- b. high quality, secure cycle storage.**

- 9.83 9.88 In accordance with the Ipswich Transport Strategy 2007 and the Suffolk Local Transport Plan 2006-11, the Council is keen to ensure a modal shift can occur within the Borough.
- 9.89 National policy (Planning Policy Guidance 13: Transport, 2001) supports such an approach to reduce reliance on the car and encourage more sustainable modes of transport including cycling, walking and public transport.
- 9.90 The East of England Plan identifies Ipswich as a regional transport node and therefore it should be possible to access the town centre and other parts of the town by sustainable means.
- 9.91 These policies will build on the locational guidance provided elsewhere in the Strategy, principally Policy CS2.
- 9.92 The Council is keen to see all major developments and those employing more than 50 people have suitable green travel plan components and that the headline elements of these are an integral part of proposals, which is supported by the Government's 'Good Practice Guidelines - Delivering Travel Planning through the Planning Process' (April, 2009).
- 9.93 With the levels of growth proposed for the town coupled with the fact the town already has three air quality management areas it is felt essential that air quality impacts and mitigations are fully addressed.

- 9.94 Each development will need to ensure it can be adequately accessed and the travel assessment proposed should set out whether and how this can be done.
- 9.95 Through providing high quality secure cycle storage both in commercial and residential developments, and high-quality showers and lockers in commercial developments, employers should be able to encourage greater levels of cycling to and from their workplaces, which will also improve the health of employees.
- 9.96 By providing well designed cycle and pedestrian routes, developers will be able to encourage greater levels of cycling and walking, and through providing good access to public transport within 200 metres, should reduce reliance on the car especially at peak times.
- 9.97 Through the introduction of car clubs in larger schemes developers can contribute to reducing levels of car ownership in the town.

POLICY DC17: Transport and Access in New Developments

Each development proposal will be assessed in terms of:

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

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

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

- 9.98 The Council is keen to ensure that new developments have an acceptable impact on and relationship to existing transport infrastructure. Therefore the above will be important considerations in determining planning applications. The Council will need to be satisfied that impacts can be managed in a satisfactory way and that suitable additional infrastructure provision is made where necessary.
- 9.99 The Ipswich Definitive Map project is currently working towards preparing a map showing rights of way in Ipswich.
- 9.100 Necessary mitigating measures may be provided directly by the development or where more appropriate the Council may require public transport contributions in lieu.

- 9.101 Where appropriate, development proposals on sites which abut or relate closely to the banks of the river will be expected to provide for the improvement of public access including appropriate landscaping works along the length of the site boundary fronting the river.

PARKING

POLICY DC18: Car Parking

The Council will require local parking standards to be complied with in all new development. These will comprise a set of minimum parking standards for residential development, and maximum parking standards for non-residential uses. The Council will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities. For residential schemes, although a minimum standard is applicable, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.

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

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

- 9.102 There are several sources of national policy advice on car parking. Planning Policy Statement 3: Housing, 2006 and Planning Policy Guidance 13: Transport, 2001 provide some guidance on the approach to residential and non-residential parking standards. At the local level, the Suffolk Advisory Parking Standards are those currently in use. These will continue to be applied until they are superseded by updated Suffolk standards, which will introduce a minimum standard that will be applied to residential development outside the IP-One area. The Council will prepare a supplementary planning document setting out the revised local parking standards, which will closely follow the revised Suffolk standards.
- 9.103 The requirement for a minimum level of car parking provision for residential developments outside IP-One is reintroduced through this policy. The maximum standards imposed by the previous version of Planning Policy Statement 3 have resulted in some residential schemes providing inadequate parking for residents and visitors. This can lead to parking on verges and on street, to the detriment of the street scene and highway safety. Whilst the emphasis of transport policy remains firmly on encouraging and enabling people to switch to more sustainable modes where possible, it is also recognised that people may still wish to own a car to use for longer journeys. Therefore the current thrust of policy is to provide adequate parking at people's homes that uses land efficiently and is designed in from the outset to ensure that cars do not dominate the street scene.

9.104 Well designed car parking is essential to enhance its surroundings and to become integral to the larger scheme. There are a number of publications, which look at the design of car parking in more detail, notably 'Car Parking: What Works Where' (English Partnerships, 2006) and Manual for Streets (Department for Transport, 2007). Underground parking is also an efficient way to accommodate the car and should be considered where this is acceptable in flood risk terms.

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

POLICY DC19: Cycle Parking

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

9.106 Safe, convenient and secure cycle parking is essential to encouraging increased cycle use in Ipswich. The policy aims to ensure the provision of high quality secure cycle storage both in residential and commercial developments. The emphasis on good cycle parking relates to more strategic measures being taken across the town to improve cycle routes, through the Local Transport Plan and the Ipswich Cycling Strategy.

9.107 The Council will apply the Suffolk Advisory Parking Standards until these are superseded by the revised Suffolk County standards on parking and the parking standards supplementary planning document.

PROPOSALS IN RETAIL AREAS

POLICY DC20: The Central Shopping Area

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

The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Areas, which will be defined in the IP-One Area Action Plan. Sites identified as suitable for major retail investment will be allocated in the IP-One Area Action Plan.

Class A1 retail use should remain the predominant use at all times in the Central Shopping Area, to ensure the strategic retail function of Ipswich is maintained. A2-A5 retail uses will also be supported, provided the overall percentage of the frontage does not exceed the levels specified below.

- a. **Primary Shopping Area - A2-A5 retail uses will be permitted where they will not exceed 10% of a group of identified ground floor frontages and the site is not adjacent to an existing non-A1 retail use within the same Use Class as the proposal. A5 uses will not be permitted.**
- b. **Secondary Shopping Area - A2-A5 retail uses will be permitted where they will not exceed 25% of a group of identified ground floor frontages, and provided the proposal does not create a concentration of more than 30 metres of non-A1 retail frontage, and the site is not adjacent to an existing non-A1 retail use within the same Use Class as the proposal. Of this 25%, no more than 10% of the total identified ground floor frontage will be permitted for A4 or A5 uses.**

- c. **Specialist Shopping Area - A2-A5 retail uses will be permitted where they will not exceed 40% of a group of identified ground floor frontages. Of this 40%, no more than 35% of the total identified ground floor frontage will be permitted for A4 or A5 uses.**

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

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

Within primary and secondary shopping areas, the Council will not grant planning permission for the use of a ground floor unit to a use falling outside classes A1 to A5.

The Council also supports the retention of the open market.

- 9.108 Protecting the vitality and viability of the town centre and district and local centres is a key part of national policy and the importance of the town's shops is set out in the strategic policies of the Core Strategy.
- 9.109 The designation of the Central Shopping Area, including the Primary, Secondary and Specialist Shopping Area boundaries, will be set out in the IP-One Area Action Plan. Frontage boundaries will continue to be set out in the 'Central Shopping Area - Identified Frontages' document, which is monitored and updated annually.

9.110 The approach to the Central Shopping Area (CSA) is to maintain a balance between A1 retail and other retail uses, through the control of frontages. The proportion of frontages permitted for non-A1 uses, as set out in the adopted Local Plan and First Deposit Draft Local Plan, has been subject of review. An assessment of the existing percentage of groups of frontages in non-A1 uses in the CSA has influenced the policy percentages. The 10% allowance to non-A1 use is still appropriate in the Primary Shopping Area and therefore should be maintained.

9.111 The thresholds for non-A1 uses in Secondary and Specialist Shopping Areas have been increased from 20% and 33% to 25% and 40% respectively. A criterion has been included in the policy, which restricts adjacent non-A1 uses to the Primary and Secondary Shopping Areas alone. It is not considered necessary to control adjacent uses in Specialist Shopping Areas, as a higher proportion of non-A1 retail uses is considered acceptable here. Protecting the visual character of listed buildings in the Central Shopping Area is covered elsewhere.

9.112 The introduction of new use class categories A4 and A5 has been represented in the policy and will assist in controlling the night-time economy. This policy allows a small proportion of A4 uses to exist in the Primary Shopping Area, as the intention is to keep this predominantly A1, and focus A4 and A5 uses to Secondary and Specialist Shopping Areas, and District and Local Centres.

9.113 Mixed-use development will be supported in the Central Shopping Area only where ground floor retail use is provided. This reflects government policy to encourage diversification and mixed uses, and can help to create a vibrant centre including outside shopping hours.

POLICY DC21: District and Local Centres

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

Within the defined District and Local Centres:

- a. **proposals for the provision of additional shops or extensions to existing shops will be permitted provided they are of a scale appropriate to the centre. In the case of food supermarkets, they should not exceed 1,500 sq. m in scale. The requirements of Planning Policy Statement 6 (PPS6) should be satisfied.**
- b. **proposals for change of use from A1 to A2-A5 retail uses will be permitted where they will not exceed 40% of the total identified ground floor frontage, provided the identified shopping frontage or the shopping character and range of shops is not unacceptably diminished. Of this 40%, no more than 20% of the total identified ground floor frontage will be permitted for A4 or A5 uses.**
- c. **proposals for the change of use of ground floor units to community facilities will be permitted provided that:**
 - i. **the unit is not especially prominent in the Centre;**
 - ii. **satisfactory vehicular access and car parking can be provided;**
 - iii. **the unit has suffered from a clearly demonstrated long-term vacancy for a period of at least 12 months; and**
 - iv. **the physical treatment of the unit minimises the problem of dead frontages or is appropriate to the proposed use.**

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

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

Two new District Centres are proposed within the plan period, 1) Sproughton Road and 2) Duke Street. These centres will provide retail units and community facilities of a scale appropriate to serve their catchment area. If development takes place at the Northern Fringe, a new District Centre will also be required there.

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

- Fircroft Road
- Garrick Way
- Dale Hall Lane/Dales Road
- Ulster Avenue
- Norwich Road (197-307a)
- Dickens Road
- Cambridge Drive
- Maidenhall Green
- Ellenbrook Green

- Colchester Road (61-65)
- Brunswick Road
- Cauldwell Hall Road/Spring Road
- Cauldwell Hall Road/St John's Road
- Foxhall Road (25-97, 34-124)
- Bixley Road/Foxhall Road
- Selkirk Road
- Clapgate Lane (207-221)/Landseer Road (325-327a)
- Reynolds Road
- Queen's Way
- Felixstowe Road (474-486)
- Peshurst Road
- Cliff Lane
- St Helen's Street
- Bramford Lane
- Bramford Road
- Spring Road
- Albion Hill, Woodbridge Road
- Lavender Hill
- Prince of Wales Drive
- Bramford Road (560 and 651-677)
- Bramford Lane (483 - 487)
- St Matthew's Street
- Grimwade Street
- Woodbridge Road

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

9.116 Zonal maps for each District Centre to support community facilities within 400m straight-line distance will be shown in the IP-One Area Action Plan and Site Allocation and Policies development plan document.

- 9.117 The policy sets an upper limit on size of additional food shops of up to 1,500 sq. m. This is to ensure the development is of a scale appropriate to serve the centre and not the town as a whole, which could in effect divert retail away from the town centre. The applicant should also demonstrate that it can meet the requirements as set out in PPS6, which covers the following points:
- a) the need for development;
 - b) that the development is of an appropriate scale;
 - c) that there are no more central sites for the development;
 - d) that there are no unacceptable impacts on existing centres; and
 - e) that locations are accessible.
- 9.118 The approach is to maintain a balance between retail and non-retail uses, through the control of frontages. An analysis of the existing frontages in a sample of the District and Local Centres supports the increase in the thresholds of non-A1 retail uses to 40%.
- 9.119 The introduction of new use class categories A4 and A5 (drinking establishments and hot food takeaways) has been reflected in the policy. This will assist in controlling the night-time economy. A proportion of 20% has been set, which is higher than the threshold set for the Central Shopping Area, but appropriate, as the District and Local Centres serve residential communities.
- 9.120 Two new district centres are proposed, one at Sproughton Road and one at Duke Street. If development takes place at the Northern Fringe, a district centre would be required there also.
- 9.121 The policy allows change of use to take place from retail to proposals for community uses where certain criteria apply and this reflects existing policy of the First Deposit Draft Local Plan. Residential uses will be encouraged on upper floors in the centres and in the vicinity of the centres to maximise access to shops and facilities.

POLICY DC22: Town Centre Uses Outside the Central Shopping Area

Within the Town Centre but outside the Central Shopping Area, the development of non-retail town centre uses, including leisure, recreation, culture and tourism uses, will be permitted. This area must be considered before edge or out of centre locations for these town centre uses. B1 office uses and mixed use schemes including housing will also be encouraged in the town centre, however industrial uses (Classes B2 and B8) will not be permitted.

9.122 This policy reflects PPS6, which identifies the main uses appropriate to a town centre. These non-retail uses are focused away from the Central Shopping Area, with the exception of certain mixed use developments as described in Policy DC20, in order to maintain A1 retail use as the predominant use in the Central Shopping Area.

9.123 The town centre boundary will be defined through the IP-One Area Action Plan. It overlaps to a significant degree with both the Ipswich Waterfront and Ipswich Village.

POLICY DC23: Major Retail Proposals Outside Defined Centres

Major retail proposals for more than 200 sq. m gross floorspace in locations outside defined centres will only be permitted if the proposal can be demonstrated to be acceptable under the terms of Planning Policy Statement 6 (PPS6). Particular regard should be given to:

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

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

9.125 The Ipswich Retail Study indicates that there is no need or justification for further major out-of-town retailing in Ipswich.

9.126 The sequential approach to the consideration of major retail proposals will be applied as follows:

- firstly, to consider whether there are sites available in the Central Shopping Area, and then in the District and Local Centres where the scale of the proposed development is appropriate to the catchment areas the centres serve;
- secondly, to consider sites in town centre locations, outside the Central Shopping Area;
- thirdly, to consider sites in edge of centre locations; and
- fourthly, to consider sites in out of centre locations.

9.127 PPS6 is currently under review in combination with Planning Policy Statement 4 (PPS4). Although the draft replacement combined PPS4 indicates the intention for a shift in emphasis away from proving quantitative need for major retail development to focusing on its impact, this guidance has not yet been adopted. Therefore the policy still reflects current national policy at the time of writing.

PROPOSALS INVOLVING THE LOSS OF HOUSING UNITS

9.128 The growth proposals for the town are significant and in housing terms relate to the net growth in housing units. Therefore it is appropriate to resist the loss of housing unless it can be demonstrated that the unit is unsuitable for continued residential use or would provide a necessary community facility. Such community facilities are considered important in building sustainable communities.

POLICY DC24: Loss of Residential Accommodation

Proposals that would lead to a net loss of residential units will only be permitted if the development would result in a necessary community facility being provided or if the existing residential unit is unsuitable for continued residential use. Any proposed use must be compatible with its surroundings.

9.129 Loss of residential units within Ipswich should be resisted in order to assist with the delivery of the net growth in housing targets unless it is clear that the unit is unsuitable for residential use or if the development would result in a necessary community facility. It is considered important that proposed uses be compatible with its surroundings in order to safeguard amenity and to ensure that adjacent residential units do not themselves become unsuitable.

AFFORDABLE HOUSING

POLICY DC25: Affordable Housing

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

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

The Council will require that the affordable housing:

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

The appropriate type, size, mix and tenure will be determined by the findings of the Borough's Housing Needs Survey and Strategic Housing Market Assessment, which will be updated over time, and the particular characteristics of the site.

The Council will only consider reducing the requirement for the proportion of affordable housing in an open market development where an independent assessment of the applicant's development costs is carried out at the applicant's expense.

9.130 In formulating policy DC25 the Council has taken into consideration findings from the 2005 Housing Needs Survey and the 2008 Strategic Housing Market Assessment (SHMA). In addition to the SHMA, a viability study was also carried out in 2008, which informed the Council's decision to seek 40% affordable housing on larger sites, and 20% affordable housing provision on smaller sites. The lower target at 20% reflects the reduced capacity for economies of scale in smaller developments. The exact percentage on any given site will be agreed through negotiation.

9.131 The type and mix of affordable dwellings required will be as set out in the Council's Affordable Housing Position Statement, as updated from time to time. The requirement to avoid clusters of more than 12 to 15 affordable units is a general guide. The size of clusters may need to vary with the overall size of a development and with the design and layout. The objective is to achieve developments in which the affordable units are truly integrated into the market housing and are also practical for management purposes.

9.132 Although the policy refers to residential schemes, the affordable housing requirement will also apply to mixed-use developments including more than fifteen dwellings.

EMPLOYMENT LAND

POLICY DC26: Protection of Employment Land

Sites and premises used and/or allocated for employment uses will be safeguarded for that purpose. Permission for the conversion, change of use or redevelopment of business, general industrial or distribution sites or premises to non-Class B1, B2 and B8 purposes, as defined by the Use Classes Order 1987 (as amended), will only be permitted where:

- a. the proposed use is compatible with the surrounding uses; and**
- b. it can be demonstrated to the Council's satisfaction that the alternative uses are sui generis employment uses with no reasonable prospect of locating elsewhere within the Borough; or**
- c. the existing use is generating unacceptable adverse environmental impact.**

9.133 The East of England Economic Strategy states that employment sites are under increasing pressure to be developed for housing but it is important to retain existing employment sites where possible and appropriate. Employment site retention and provision is particularly necessary to enable balanced job and housing growth. The Council proposes a policy that safeguards employment land and sets out criteria against which loss of employment land to other uses will be considered. This excludes the main town centre uses as defined in PPS6, such as retail.

9.134 The loss of employment land, whether in existing employment use or allocated for employment, could affect the Council's ability to achieve its employment objectives and job targets as set out in the East of England Plan. Land and buildings in employment use may also come under pressure from other forms of development that tend to have higher values such as retail, leisure and housing. As a general principle therefore, such land needs to be protected.

9.135 The Council recognises the importance of retaining existing employment uses and allowing for their growth and development where this can be accomplished without giving rise to serious environmental problems or unacceptable increases in traffic. Where employment uses are no longer appropriate to their surroundings or cannot reasonably expand further on their existing sites they will be encouraged to relocate within Employment Areas identified on the Proposals Map.

AMENITY

POLICY DC27: Protection of Amenity

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

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

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

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

**POLICY DC28:
Non-residential uses in
residential areas**

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

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

9.142 Some small businesses can operate in residential areas without harming residential amenity. Indeed, such uses can contribute to creating more mixed-use neighbourhoods enabling people to live closer to their workplace. The Council recognises the importance of home working and is likely to support proposals for it. Thus, subject to the criteria above and amenity considerations set out elsewhere, such uses will be permitted.

OPEN SPACE, SPORT AND RECREATION

**POLICY DC29:
Protection of Open Spaces,
Sport and Recreation Facilities**

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

- a. **the site or facility is surplus in terms of all the functions an open space can perform, and is of low value and poor quality, as shown by the Ipswich Open Space, Sport and Recreation Facilities Study 2009; or**
- b. **alternative and improved provision would be made in a location well related to the users of the existing facility.**

9.143 Open spaces and sports and recreation facilities are essential to the quality of life of Ipswich people and the quality of the town's environment. They can deliver many potential benefits - to health and fitness, regeneration, the image of the town, biodiversity, green transport and community cohesion, for example.

9.144 The Council will therefore protect them from development unless the particular circumstances set out in the policy apply. This accords with Planning Policy Guidance Note 17 (PPG17), which states that existing sites and facilities should not be built on unless an up to date assessment has clearly shown them to be surplus to requirements.

- 9.145 The Council has carried out an open space, sport and recreation facility audit and needs assessment, as required by PPG17. This identifies the typology of open spaces, sport and recreation facilities, assesses the quantity and quality of provision in Ipswich and sets out standards for the quantity, quality and accessibility of provision. The typology, together with the quantity and accessibility standards, is reproduced in Appendix 6. Quality standards can be found in the Ipswich Open Space, Sport and Recreation Facilities Study 2009.
- 9.146 The Study examines provision by type in each of the Area Forum areas of Ipswich. Although provision in Ipswich is generally good, there are existing deficits in some areas.

POLICY DC30: Provision of New Open Spaces, Sport and Recreation Facilities

All residential developments, and non-residential developments of 1000 sq. m floorspace or more, will be required to provide and/or contribute to public open spaces and sport and recreation facilities, to meet the needs of their occupiers.

In all major developments (10 dwellings or 1000 sq. m non-residential development or more), at least 10% of the site area, or 15% in high density developments, should consist of incidental green space (useable by the public in relation to residential schemes).

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

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

The requirement will apply to affordable housing schemes, unless it can be demonstrated that this would lead to the scheme being unviable. In such cases, a reduced level of provision will be negotiated with the applicant.

- 9.147 The Council's approach is to require new developments to meet their needs for public open spaces and sport and recreation facilities, but only where the various types of facility are known to be in deficit (in quantity or quality terms) in the area around the development site. Thus additional provision will be needed when the total provision within the distance threshold of the site is, or would be after the development is built, below the standard of provision required.
- 9.148 If new provision is needed, the decision as to whether it should be on- or off-site will depend on whether the total amount of each type needed as a result of the development is above the minimum acceptable size identified in the table in Appendix 6. If it is, provision should be on-site.
- 9.149 However, notwithstanding the above, in all major developments of 10 or more dwellings or 1000 sq. m or more non-residential floorspace the requirement is for a minimum of 10% of the site to consist of public green space or soft landscaping and tree planting, to enhance the appearance and biodiversity value of the development, and contribute to sustainable urban drainage and air quality. In high density developments this will be 15%, to compensate for the fact that private amenity space tends to be more limited and to provide an attractive setting for the buildings. This will count towards provision needed to meet the open space standards for residential development. Where possible, this provision should include wildlife habitat designed and located so as to create a network or corridor with existing green infrastructure, where such networks exist beyond the site boundaries. All planting proposals should be accompanied by an appropriate management plan.
- 9.150 Not all types of residential development will create the same demand for public open spaces and sports and recreation facilities. Replacement dwellings and extensions or annexes are therefore exempt from the policy. Nursing homes and elderly persons' accommodation are not exempt, but will only be required to provide certain types of public open space and not sports facilities. This is separate from any requirement for private garden space.
- 9.151 The provision of strategic, borough wide open spaces and sports and recreation facilities (listed in part D of this document) will form part of the standard charge approach outlined in Policy CS17 and detailed in a supplementary planning document, and is not covered by this policy.

THE DENSITY OF RESIDENTIAL DEVELOPMENT

POLICY DC31: The Density of Residential Development

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

- a. within the town centre, Ipswich Village and Waterfront, development will be expected to achieve a high density of at least 90 dwellings per hectare (dph) (the average will be taken as 110 dph);
- b. within the remainder of IP-One, District Centres and an 800m area around District Centres, development will be expected to achieve a medium density of at least 40 dph (the average will be taken as 45 dph); and
- c. elsewhere in Ipswich, low density development will be required, achieving a density of at least 30 dph (the average will be take as 35 dph).

Exceptions to this approach will only be considered where:

- d. the site location, characteristics, constraints or sustainable design justify a different approach; or
- e. a different approach is demonstrated to better meet housing needs in the area; or
- f. a different approach would expedite the delivery of housing needed to meet targets and is acceptable in other planning terms; and
- g. the approach would not prejudice the five year housing land supply.

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

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

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

- The mix policy for larger sites (Policy CS8) means that 100% flatted development on most major scheme sites will not be acceptable.

9.154 In the vicinity of the Waterfront and Civic Drive in central Ipswich, the Council will expect high density developments to exceed the minimum set out in the policy, because this is the area where tall buildings may be appropriate as identified through Policy DC6. This also more closely reflects site capacities achieved through recent planning permissions.

9.155 In order to ensure that dwellings, and especially flats, provide versatile and attractive living space that appeals to a wide audience and is therefore more sustainable in changing market conditions, the Council will encourage developers to exceed minimum floorspace areas used by the former English Partnerships in its own developments (Quality Standards 2007)(gross internal floor area):

- at least 51 sq m for a 1 bed/2 person dwelling
- at least 66 sq m for a 2 bed/3 person dwelling
- at least 77 sq m for a 2 bed/4 person dwelling
- at least 93 sq m for a 3 bed/5 person dwelling and
- at least 106 sq m for a 4 bed/6 person dwelling.

9.156 It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that land is used efficiently by achieving higher densities in the most sustainable locations. The exceptions in the above policy allow a degree of flexibility in controlled conditions. The densities set out in the policy are minimum requirements. The averages referred to will be used to calculate site capacities.

POLICY DC32: Conserving Local Natural and Geological Interest

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

- 9.157 The Council recognises the importance of biodiversity and geodiversity (the range of plants, animals and geological features) in the Borough, for its intrinsic value and its contribution to local distinctiveness and quality of life. Ipswich has 19 County Wildlife Sites. They were surveyed in 2001 and their value assessed. Any change to the sites is checked regularly and reported through the Annual Monitoring Report. The County Wildlife Sites are identified on the proposals map.
- 9.158 Locally designated sites make an important contribution to ecological networks and provide stepping stones between other sites and corridors, including those with national or international conservation designations.
- 9.159 RIGS are Regionally Important Geological and Geomorphological Sites. They are designated on the basis of locally developed criteria. They are the most important sites for geology or geomorphology outside statutorily protected sites such as SSSIs. Ipswich has no RIGS currently, but there is a process underway by the Geo Suffolk Group to register part of Holywells Park as a site.

- 9.160 In assessing the potential impact of development proposals, direct and indirect impacts will be taken into account.

POLICY DC33: Protection and Provision of Community Facilities

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

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

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

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Implementation, Targets, Monitoring and Review



CHAPTER 10: Implementation

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

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

- Delivery Mechanisms;
- Major Infrastructure Proposals;
- The Approach to Prematurity.

10.3 Delivery Mechanisms

10.4 Over the last few years the Council has played a leading role in developing four key partnerships that will assist in delivering the agenda set out within the Local Development Framework. These are:

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

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

- **Ipswich Policy Area Board:** This Board comprises Councillors and Officers from the five Ipswich Policy Area authorities. It was set up in 2007 to ensure the local authorities work together to deliver the vision for the Ipswich Policy Area as a Key Centre for Development and Change and a Growth Point node within the Haven Gateway sub-region, as set out in the East of England Plan. In addition it was set up to ensure that all partners and stakeholders work together to deliver the housing and employment growth targets for the Ipswich Policy Area, and coordinate the delivery of the necessary infrastructure.

- **Regional Cities East:** Regional Cities East (RCE) is an alliance of six cities and towns in the East of England: Ipswich, Colchester, Luton, Norwich, Peterborough and Southend (with support from key regional agencies including the East of England Development Agency). The cities and towns have set themselves some tough goals. By 2021 RCE aims to; add £10 billion to the UK economy; create 140,000 new jobs; be recognised across Europe as a centre for innovation and creativity; build 160,000 new homes, with up to 90% of them on previously developed land; and deliver a 3% reduction in carbon emissions.

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

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

10.6 Major Infrastructure Proposals

- 10.7 The levels of growth proposed within this document are substantial. Linked to these growth levels are identified needs for new infrastructure.
- 10.8 It is important that the Core Strategy identifies the major issues and sets out how these might be brought forward. Other infrastructure issues are likely to be addressed within the IP-One Area Action Plan and the Site Allocations and Policies document.
- 10.9 The following table identifies the major pieces of infrastructure required to support growth:

TABLE 6

| Proposal | What aspect of the strategy depends on the proposal | Lead Delivery Body / Bodies | Expected Cost | Funding Sources | Completion Target |
|---|---|-----------------------------|---------------|--|-------------------|
| Ipswich Flood Defence Management Strategy | Continued regeneration through mixed use developments within the Flood Risk zones in IP-One | Environment Agency | £50m | Defra, Growth Point Funding | 2013 |
| Ipswich: Fit for the 21st Century | Accommodating the housing and job growth targets. General levels of growth will increase travel demand which needs to be managed | Highways Authority (+) | £27m | DfT via Local Transport Plan | 2013 |
| Wet Dock Crossing | To enable the better linking of the shopping core and the Waterfront across the Star Lane Gyratory by reducing its capacity; partly to deliver the Island Site through improved access; and to enable general growth levels to be accommodated. | Highways Authority (+) | £28m | DfT via Local Transport Plan and developer contributions | 2018 |
| Ipswich Northern Bypass (*) (~) | Supporting east-west movement, movements within and around north Ipswich and the capacity of the A14. | Highways Authority (+) | £90m | DfT via Local Transport Plan and developer contributions | 2016 |
| Need for new sites for additional Primary (& possibly Secondary) school provision in east, west and possibly north Ipswich - sites to be identified through IP-One or Site Allocations DPDs | The delivery of residential development across east, west and possibly north Ipswich including at the Waterfront | Education Authority (+) | £10m | LA and developer contributions | 2012 |
| Green infrastructure: - green 'rim' around Ipswich - country park | Delivering growth, mitigating impacts on the SPA, and enhancing the Borough's green infrastructure network | Haven Gateway Partnership | N/a | Growth Point Funding | 2021 |

| Proposal | What aspect of the strategy depends on the proposal | Lead Delivery Body / Bodies | Expected Cost | Funding Sources | Completion Target |
|---|--|---|---------------|---|---|
| A14 Capacity Improvements (-) | Supports jobs growth by ensuring Ipswich remains highly accessible | Highways Agency | N/a | Highways Agency | 2016 |
| New primary substation at Turret Lane | Development in the town centre in support of the urban renaissance strategy | EDF Energy | N/a | EDF energy, | 2021 |
| New sports, leisure and recreation facilities - replacement or refurbishment of swimming pool / leisure complex - possible rationalisation of sports facilities at Gainsborough Sports Centre - Ipswich Definitive Map Project | Supporting growth, enhancing health and quality of life, and supporting greener lifestyles and green transport | IBC and private sector plus Highways Authority (+) for the Definitive Map | N/a | Growth Point Funding; Building Schools for the Future; | Need and delivery still under investigation |
| Additional park and ride | Improving accessibility and allowing potential relocation of central bus depots to release sites. | Highways Authority (+) | N/a | DfT via Local Transport Plan and developer contributions | 2025 |
| UCS Phase III | UCS | Various | N/a | HEFCE and others | 2016 |
| Community facilities - shared space facilities at: - the Waterfront - Chantry | Supporting growth and sustainable neighbourhoods | LSP | N/a | BSF, Growth Point | 2021 |

NOTES:

(+) Suffolk County Council are the highways authority and the education authority but it should be recognised that by the planned adoption date of this document the situation may have changed as a result of local government reorganisation in Suffolk.

(*) As set out in Policy CS20, the Council believes the potential for a northern bypass should be properly considered - that does not automatically mean that the Council will end up supporting any proposals for such a bypass. The date

given is a target for the issue to be fully considered rather than for any subsequent bypass to be built.

(-) It should also be noted that any northern bypass and the A14 improvements are likely to be outside the Borough boundary but the Council believes that it would be appropriate to contribute to such improvements as they would be of direct benefit to Ipswich.

It is possible that only the Wet Dock Crossing or a northern bypass would be needed.

- 10.10 The Planning standard charge approach, outlined in Policy CS17 would be likely to provide the local source of money for all the above projects. However, it is anticipated that that money would be part funding for the project with other funding coming from national sources such as Department for Transport major scheme funding, New Growth Point Funding or DEFRA / Environment Agency flood defence funding.
- 10.11 The above projects are also the type of project where the Council is likely to look to use the reserve proportion of the planning standard charge, as well as some or all of the main transport, environment and education allocations (see Policy CS17 and development control infrastructure policies).
- 10.12 The Approach to Prematurity**
- 10.13 Prematurity issues can arise where a planning application is received by the Council which pre-empts the Council's adoption of policy. This would be the case if, by approving the planning application, there would be a seriously detrimental impact on the strategy or the delivery prospects of key parts of the Framework, as set out within the Core Strategy and Policies document.
- 10.14 This section will be deleted from the adoption version of the Core Strategy, since the issue is only relevant as the document is being produced. Upon adoption any such proposals would be contrary to the relevant part of the Framework and therefore a departure from the development plan.
- 10.15 National policy suggests that refusals of planning applications on the grounds of prematurity should be rare and only in instances where the main strategy would be effectively over-turned by the decision. Having regard to the rest of this document it is considered that there are only four areas that the Council would need to actively consider whether any related proposal would warrant the refusal of planning permission on the grounds of prematurity, because of the potential impact on the plan strategy.
- 10.16 These are:
- proposals that would result in the Wet Dock Crossing or the Ipswich Fit for the 21st Century major transport scheme being impossible to implement;
 - proposals that would result in the Ipswich Flood Defence Management Strategy (i.e. the tidal surge barrier) being impossible to implement;
 - proposals for non-employment (non B1, B2 or B8) uses at the identified strategic employment site;
 - proposals for greenfield development on any of the possible northern fringe sites.
- 10.17 By identifying these four areas the Council is not stating that any applications infringing these areas would automatically be refused, but it is suggested that a refusal might be appropriate on prematurity grounds and consideration would certainly be given to the issue.
- 10.18 Equally by identifying these areas the Council does not anticipate any other issues coming forward as planning applications prior to the adoption of the Framework that would be of the scale or nature to result in active consideration being given as to whether a proposal is premature.
- 10.19 However the Council does believe it is important that flexibility is maintained so that each proposal can be considered on its merits at the time of the application.

CHAPTER 11: Key Targets associated with Part B

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

OBJECTIVE 1:

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

INDICATOR(S)

- 1. Overall / general satisfaction with local area (Source: National Indicator 5).
- 2. Proportion of completed dwellings or non-residential floor space achieving CfSH or Breeam targets (in relation to Policy DC1).
- 3. Proportion of dwellings granted planning permission that achieve Silver under Building for Life.

TARGETS

At least 75% of new dwellings gaining planning permission in any year to achieve CfSH Levels as set out in Policy DC1.

OBJECTIVE 2:

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

INDICATOR(S)

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

TARGETS

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

OBJECTIVE 3:

At least (a) 15,400 new dwelling units shall be provided between 2001 and 2021 (18,720 to 2025) in a manner that addresses identified local housing needs and provides a decent home for everyone, with at least 70% of them being on previously developed land and at least 35% of them being affordable homes; and (b) 18,000 additional jobs shall be provided in Ipswich between 2001 and 2025.

INDICATOR(S)

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

TARGETS

To deliver at least (a) 15,400 homes and (b) 18,000 jobs by 2021.

OBJECTIVE 4:

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

INDICATOR(S)

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

TARGETS

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

OBJECTIVE 5:

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

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

INDICATORS(S)

1. Net additional retail floorspace developed in the Central Shopping Area and outside the Central Shopping Area.
2. Additional employment floorspace developed at Cranes site.

3. Gains in green infrastructure within the Ipswich Policy Area (ha).
4. Number of students at University Campus Suffolk and Suffolk New College.

TARGETS

To improve the retail rank of Ipswich by 2021 and complete the 'green rim'.

OBJECTIVE 6:

To improve accessibility to and the convenience of all forms of transport, and achieve significant modal shift from the car to more sustainable modes through the Ipswich Major Scheme and other local initiatives. This will: (a) promote choice and better health; (b) facilitate sustainable growth, development and regeneration; and (c) improve integration, accessibility and connectivity.

Specifically:

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

INDICATOR(S)

1. Congestion - average journey time per mile during the morning peak (Source: National Indicator 167).
2. Access to services and facilities by public transport, walking and cycling (Source: National Indicator 175).

D

3. Children travelling to school - mode of travel usually used (Source: National Indicator 198).

TARGETS

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

OBJECTIVE 7:

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

INDICATOR(S)

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

TARGETS

Implementation of the tidal surge barrier by the end of 2013.

OBJECTIVE 8:

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

INDICATORS(S)

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

TARGETS

No net loss of natural capital by 2021.

OBJECTIVE 9:

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

INDICATOR(S)

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

TARGETS

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

OBJECTIVE 10:

To tackle deprivation and inequalities across the town.

INDICATOR(S)

1. Unemployment rates.
2. Educational attainment levels.

TARGETS

To improve Ipswich's rank in the indices of multiple deprivation by 2021.

OBJECTIVE 11:

To create a safer and more cohesive town.

INDICATOR(S)

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

TARGETS

To tie in with Police targets relating to reducing crime levels by 2021.

OBJECTIVE 12:

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

INDICATOR(S)

1. Joint working taking place through the IPA Board or the Haven Gateway Partnership.

TARGETS

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

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

D

CHAPTER 12: Monitoring and Review

- 12.1. The Local Development Framework Annual Monitoring Report will review the progress of these arrangements as well as progress on delivering the major projects outlined in Chapter 10 and performance against the targets set out in Chapter 11.
- 12.2. The Local Development Scheme states that the documents will be kept under regular review following their adoption.
- 12.3. In the context of this document it is likely that its review would link to the production of the next version of the Regional Spatial Strategy, which is scheduled for adoption in 2011 and which will look to the period to 2031.

EE

Appendices



APPENDIX 1

A LIST OF POLICIES INCLUDED IN THIS DOCUMENT

PART B: The Strategy

Strategic Spatial Approach

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

Live

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

Work

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

Learn

- Policy CS15: Education Provision

Play

- Policy CS16: Green Infrastructure, Sport and Recreation

Infrastructure

- Policy CS17: Delivering Infrastructure
- Policy CS18: Strategic Flood Defence
- Policy CS19: Provision of Health Services
- Policy CS20: East-West Transport Capacity

PART C: Development Control Policies

Sustainable Development

- Policy DC1 Sustainable Development
- Policy DC2 Decentralised Renewable or Low Carbon Energy
- Policy DC3 Provision of Private Outdoor Amenity Space in New and Existing Developments

Flooding and Sustainable Urban Drainage

- Policy DC4 Development and Flood Risk

Urban Design Policies

- Policy DC5 Urban Design Quality
- Policy DC6 Tall Buildings
- Policy DC7 Public Art

Protecting Our Assets

- Policy DC8 Conservation Areas
- Policy DC9 Buildings of Townscape Interest
- Policy DC10 Protection of Trees and Hedgerows
- Policy DC11 Ipswich Skyline

Small Scale Residential Development

- Policy DC12 Extensions to Dwellinghouses and Provision of Ancillary Buildings
- Policy DC13 Small Scale Infill and Backland Residential Development

The Subdivision of Family Dwellings

- Policy DC14 The Subdivision of Family Dwellings

Travel Demand Management

- Policy DC15 Travel Demand Management
- Policy DC16 Sustainable Transport Modes
- Policy DC17 Transport and Access in New Developments

Parking

- Policy DC18 Car Parking
- Policy DC19 Cycle Parking

Proposals in Retail Areas

- Policy DC20 The Central Shopping Area
- Policy DC21 District and Local Centres
- Policy DC22 Town Centre Uses Outside the Central Shopping Area
- Policy DC23 Major Retail Proposals outside Defined Centres

Proposals involving the Loss of Housing Units

Policy DC24 Loss of Residential Accommodation

Affordable Housing

Policy DC25 Affordable Housing

Employment Land

Policy DC26 Protection of Employment Land

Amenity

Policy DC27 Protection of Amenity

Policy DC28 Non-residential Uses in Residential Areas

Open Spaces, Sport and Recreation Facilities

Policy DC29 Protection of Open Space, Sport and Recreation Facilities

Policy DC30 Provision of New Public Open Space, Sport and Recreation Facilities

The Density of Residential Development

Policy DC31 The Density of Residential Development

Policy DC32 Conserving Local Natural and Geological Interest

Policy DC33 Protection and Provision of Community Facilities

E

APPENDIX 2

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

National and regional policy (particularly Planning Policy Statements and Regional Spatial Strategy policies) may also have a role in replacing policy contained in saved policies. Where this has specifically been referred to in the Core Strategy text, the policy source is noted in column 3 of the table below. It is not intended to give an exhaustive list of policy cross references.

TABLE 7

| Saved Local Plan Policy | Core Strategy Policy | National/Regional Policy |
|---|--|---|
| NATURAL ENVIRONMENT | | |
| NE1 - Safeguarding and enhancing landscape and views of the Town. | DC 11 - Ipswich Skyline. | |
| NE2 - Protection of Landscape and Countryside. | DC 32 - Conserving Local Natural and Geological Interest. | |
| NE3 & NE4 - Green Corridors | CS 16 - Green Infrastructure, Sport and Recreation | |
| NE5 & NE6 - Preserving open space. | DC 29, DC 30, CS 16 - Green Infrastructure, Sport and Recreation | PPG17 |
| NE8 - NE12 - Protection of trees. | DC 10 - The Protection of Trees and Hedgerows | |
| NE13 - NE14 | CS4 - Protecting our Assets, DC 32 - Conserving Local Natural and Geological Interest. | PPS9, PPG15, PPG16, Circulars 9/95, 1/97, 14/97 |
| NE15 - NE16 | DC 32 - Conserving Local Natural and Geological Interest. | |
| NE17 | CS 4 - Protecting our Assets | PPS9, PPG15, PPG16, |
| NE19 - NE23 | DC 4 - Development and Flood Risk, DC 32 - Conserving Local Natural and Geological Interest, DC 27 - Protection of Amenity | PPS25, PPG24 |
| NE25 - NE27 | CS 1 - Climate Change, CS 4 - Protecting our Assets | PPS1, RSS - ENG1, ENG2, PPS25 |

| Saved Local Plan Policy | Core Strategy Policy | National/Regional Policy |
|--|---|--|
| BUILT ENVIRONMENT | | |
| BE1 - BE47 (Except BE14, BE28, BE32, BE43, BE44) | DC 5 - Urban Design Quality, DC 7 - Public Art, DC 8 - Conservation Areas, DC 9 - Buildings of Townscape Interest, DC 20 - The Central Shopping Area, DC 12 - Extensions to Dwellings, DC 13 - Small Scale Infill | PPG15, PPG16, RSS - E13, ENV5, SS16, SS5 |
| WET DOCK | | |
| WD1 - Promotion of Redevelopment | CS 3 - IP-One Area Action Plan | |
| WD2 - Protecting Port Use | DC26 - Protection of Employment Land | PPS6, RSS |
| WD4, WD19 - Access | CS 3 - IP-One Area Action Plan, DC 17 - Transport and Access in New Development, CS 17 - Delivering Infrastructure | |
| WD14 - Provision for Education | CS15 - Education Provision | |
| RECREATION AND LEISURE | | |
| RL3 - RL7, RL9 - RL18, RL20. RL21, RL23 RL24, RL27 | CS16, DC30, DC29 - Green Infrastructure, Sport and Recreation, DC33 - Protecting Community Facilities, | PPG17 |
| RL22 | DC18 - Car Parking | PPG13, PPS3 |

| Saved Local Plan Policy | Core Strategy Policy | National/Regional Policy |
|--|--|---------------------------------|
| COMMUNITY FACILITIES | | |
| CF1 - Local Community Facilities | CS19 - Provision of Health Facilities, DC33 - Protecting Community Facilities | |
| CF2 - Provision of Facilities in new Development | CS17 - Delivering Infrastructure | |
| CF4 & CF5 - Development of Health Facilities | CS19 - Provision of Health Facilities | |
| CF7 - Use of House for Community Facility | DC28 - Non Residential use in Residential areas | |
| CF8 - Provision of School places | CS17 - Delivering Infrastructure | |
| CF9- CF11 - Provision of Education Facilities | CS15 - Education Provision, CS5 - Improving Accessibility | |
| EMPLOYMENT | | |
| EMP1 - Provision of Employment Land | DC26 - Protection of Employment Land | PPG24 |
| EMP2 - EMP6 - Employment Land Use | DC26 - Protection of Employment Land | PPG24 |
| EMP9 - Employment Uses in Town Centre | CS2 - The Location and Nature of Development | PPS3, PPS6, RSS - E3 |
| EMP11 - Access for Disabled | CS5 - Improving Access | |
| EMP10 - EMP 12 - Location of Employment Land | CS9 - Previously Developed Land, CS2 - The Location and Nature of Development, DC26 - Protection of Employment Land. | RSS - SS2, PPS3, PPS6, RSS - E3 |

| Saved Local Plan Policy | Core Strategy Policy | National/Regional Policy |
|---|---|--------------------------|
| HOUSING | | |
| H7 - Non Residential Uses in Residential Areas | DC28 - Non Residential Uses in Residential Areas | |
| H8 - Use of Large Dwellings and Hotels/Guest Houses | DC22 - Town Centre Uses outside Central Shopping Area, DC28 - Non Residential Uses in Residential Areas | PPS6 |
| H10 - Mix of Dwelling Types | CS8 - Balance Between Flats and Houses, CS12 - Affordable Housing | PPS3 |
| H11 - Housing for those with special needs | CS8 - Balance Between Flats and Houses | |
| H12 & H13 - Housing for those with Disabilities | CS5 - Improving Accessibility | |
| H17 - Provision of Housing in Shopping Areas | DC20 - The Central Shopping Area | |
| H15 & H16 - Loss of Residential Use | DC24 - Loss of Residential Accommodation | |
| H14 | DC14 - The Subdivision of Family Dwellings. | |
| H18 - Town Centre Housing | DC20 - The Central Shopping Area | |
| H19 - Conversion of Dwelling to Flats or HMO's | DC14 - The Subdivision of Family Dwellings. | |
| H20 - Gypsy Accommodation | CS11 - Gypsy and Traveller Accommodation | RSS |

| Saved Local Plan Policy | Core Strategy Policy | National/Regional Policy |
|--|--|--------------------------|
| SHOPPING | | |
| S2 - S8 | CS14 - Retail Development, DC20 - The Central Shopping Area, DC22 - Town Centre Uses outside Central Shopping Area | PPS6 |
| S10 - S11 - Retail outside Town Centre | DC22 - Town Centre Uses outside Central Shopping Area, DC23 - Major Retail Proposals outside Defined Centres | PPS6, PPS4 |
| S16 - S22 - Local and District Centres | DC21 - District and Local Centres, DC22 - Town Centre Uses outside Central Shopping Area | PPS6 |
| INFRASTRUCTURE | | |
| INF1 - INF3 | CS17 - Delivering Infrastructure | |
| TRANSPORT | | |
| T1 - Infrastructure Contributions | CS17 - Delivering Infrastructure | |
| T2 - Transport for New Developments | DC17 - Transport and Access in New Developments, DC15 - Travel Demand Management, DC16 - Sustainable Transport Modes | PPG13, RSS |
| T4 - T6 | DC17 - Transport and Access in New Developments, DC15 - Travel Demand Management, DC16 - Sustainable Transport Modes | PPG 13, RSS |
| T8 - T10 | CS17 - Delivering Infrastructure, DC17 - Transport and Access in New Developments, DC15 - Travel Demand Management, DC16 - Sustainable Transport Modes | PPG 13, RSS |
| T12 & T13 | DC18 - Car Parking | PPS3, PPG13 |
| T15 & T16 | DC18 - Car Parking | PPS3, PPG13 |
| T18 | DC15 - Travel Demand Management, DC16 - Sustainable Transport Modes | PPG 13, RSS |
| T20 & T21 | CS17 - Delivering Infrastructure, DC15 - Travel Demand Management, DC16 - Sustainable Transport Modes | PPG 13, RSS |

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APPENDIX 4

COMMUNITY FACILITIES IN DISTRICT AND LOCAL CENTRES

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

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

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

- 13 Wherstead Road - upgraded from a Local to District Centre
- 27 Clapgate Lane - deleted from the list
- 41 Grove Lane - deleted from the list
- 43 Norfolk/Suffolk/Tuddenham Road - deleted from the list
- 47 Ravenswood - addition of a new District Centre

APPENDIX 5

ACTIVITIES OR SERVICES RELEVANT TO EACH PLANNING STANDARD CHARGE HEADING

Transport

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

Education

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

Health

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

Environment

- Public Realm Improvements
- Waste Management
- Recycling
- Refuse collection and disposal
- Sustainable Urban Drainage Systems
- Flood Risk
- Flood defence

Culture

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

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Sport and Recreation

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

Community and Community Safety

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

Emergency Services

- Fire
- Ambulance
- Police

Conservation

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

Economic Development

- Inward Investment
- Business support services
- Skills training

APPENDIX 6

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

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

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

Minimum, recommended size thresholds for different types of facility

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| Parks and gardens | 0.4ha |
| Natural/semi natural green space | 0.05ha |
| Amenity green space | 0.04ha |
| Provision for children and young people | 0.04ha + 20 - 30m buffer |
| Outdoor sports facilities | 0.28ha |
| Allotments | 0.05ha |

APPENDIX 7

GLOSSARY

| Abbreviation | Term in full | Definition |
|--------------|---|--|
| | Adoption | The final confirmation of a plan as a statutory document by the local planning authority. |
| | Affordable Housing | Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. |
| | Amenity | Pleasantness of a place or circumstance. For planning purposes residential amenity is usually taken to include attributes such as privacy, access to daylight and sunlight, and absence of noise pollution. It does not include property values. |
| AMR | Annual Monitoring Report | Report submitted to Government on progress with preparing the Local Development Framework and the extent to which policies are being achieved. |
| AA | Appropriate Assessment | An appropriate assessment, also known as a habitat regulations assessment, is the process of considering emerging policies against the habitats directive. |
| AAP | Area Action Plan | A type of development plan document relating to specific areas of major opportunity and change or conservation. |
| AONB | Area of Outstanding Natural Beauty | A site with a statutory national landscape designation to provide special protection for the area's natural beauty. Designated by the Countryside Agency, the primary objective is to conserve the natural beauty of the landscape. |
| | Biodiversity | The variety of life on earth or in a specified region or area. |
| BfL | Building for Life | Building for life is a partnership between several national agencies, which sets standard for well-designed homes and neighbourhoods. It is led by CABI and the Home Builders Federation. |
| BREEAM | Building Research Establishment Environmental Assessment Method | It is a tool that allows the owners, users and designers of buildings to review and improve environmental performance throughout the life of a building. |
| BSF | Building Schools for the Future | It is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England. |

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| BID | Business Improvement District | It is a public-private partnership in which businesses in a defined area elect to pay an additional tax in order to fund improvements to the district's public realm and trading environment. In Ipswich the BID is called Ipswich Central. |
| CRed | Carbon Reduction | Community Carbon Reduction Project is based in the East of England and is addressing the biggest environmental challenge of Climate Change. CRed is building a community of partners who are deciding how they want to cut their emissions of carbon dioxide (CO2) to meet a target of 60% reduction by 2025. |
| | Circular | A Government publication setting out policy approaches. |
| CfSH | Code for Sustainable Homes | It is a national standard for key elements of design and construction, which affect the sustainability of a new home. It is used by home designers and builders as a guide to development, and by home-buyers to assist in their choice of home. |
| CABE | Commission for Architecture and the Built Environment | CABE is a statutory body sponsored by the Department for Culture, Media and Sport (DCMS) and funded by them and the Office of the Deputy Prime Minister (ODPM). |
| CIL | Community Infrastructure Levy | Local authorities will be empowered to set a charge for most developments, through a simple formula related to the scale and type of scheme. The proceeds of the levy must be spent on local and sub-regional infrastructure to support the development of the area. |
| | Community Strategy | Strategy for promoting the economic, environmental and social well-being of the area and contributing to the achievement of Borough wide sustainable development. |
| | Comparison shopping | Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods |
| | Convenience shopping | Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery. |
| | Curtilage | It is the enclosed area of land around a dwelling. It is distinct from the dwelling by virtue of lacking a roof, but distinct from the area outside the enclosure in that it is enclosed within a wall or barrier of some sort. |

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| | Development brief | Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site. |
| | Development Plan | Documents setting out the policies and proposals for the development and use of land and buildings. Under the new planning system it comprises the Regional Spatial Strategy and Development Plan Documents. |
| DPD | Development Plan Document | A local development document in the Local Development Framework which forms part of the statutory development plan. The Core Strategy and Policies is a DPD. |
| | Edge of centre | <p>For retail purposes it is a location that is well connected to and within easy walking distance (up to 300 metres) of the primary shopping area.</p> <p>For all other town centre uses, it is likely to be within 300m of a town centre boundary.</p> <p>For office uses, it may also mean outside the town centre but within 500m of a public transport interchange, within the urban area.</p> |
| | Geodiversity | The variety of rocks, fossils, minerals, landforms and soils along with the natural processes that shape the landscape. |
| | Green Infrastructure | Sub regional network of protected sites, nature reserves, green spaces and greenway linkages, including river corridors and flood plains, migration routes and features of the landscape, which are important as wildlife corridors. |
| | Green roof | The term to describe both intensive ornamental roof gardens and extensive roofs with more naturalistic plantings or self-established vegetation, which can provide a habitat for biodiversity. |
| | Greenways Project | Countryside Management Project for Ipswich and the surrounding area. |
| | IP-One | Central part of Ipswich including the town centre, the Waterfront, Ipswich Village and the Education Quarter. |
| | Ipswich Standard | A standard applied to all housing owned by Ipswich Borough Council. It includes energy efficiency measures such as efficient combi boilers, double glazing and insulation. |

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| | Key Diagram | The key diagram illustrates the spatial strategy set out in the DPD and may show links and relationships with other strategies and neighbouring authorities. |
| | Listed Building | A building or structure designated by the Secretary of State for the Department of Culture, Media, and Sport as being of special architectural or historical interest. |
| LAA | Local Area Agreement | A Local Area Agreement (LAA) is normally a three year agreement, based on the SCS vision, that sets out improvement targets for the priorities of a local area. The agreement is made between Central Government and local authorities and their partners on the LSP. |
| LDD | Local Development Document | A general term for a document in the Local Development Framework. It includes the Core Strategy and Policies and other development plan documents, the Statement of Community Involvement, and supplementary planning documents. |
| LNR | Local Nature Reserve | Sites of special natural interest which are designated under the National parks and Access to the Countryside Act 1949. |
| LPA | Local Planning Authority | The Local Authority that is empowered by law to exercise planning functions. Normally this is the Borough or District Council. |
| LSP | Local Strategic Partnership | A local strategic partnership is a partnership of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single, multi-agency bodies, which aim to bring together locally the public, private, community and voluntary sectors. |
| | Mixed Use Development | A well integrated mix of land uses (retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes. |
| | Out of centre | In retailing terms, a location that is not in or on the edge of a centre but not necessarily outside the urban area. |
| | Place shaping | 'Place shaping' is the name the government gives to the role that local authorities have in leading their communities, creating prosperity and fostering local identity and civic pride. It involves working with the local public, voluntary, community and private sectors to develop coordinated strategies to tackle the area's problems, needs and ambitions. |

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| | Planning Application | An application for permission from the local planning authority to commence building work or change of use of buildings. |
| | Planning Permission | Approval required for the development of land from the local planning authority. |
| PPG | Planning Policy Guidance Note | Government documents providing policy and guidance on a range of planning issues such as housing, transport, conservation etc. PPGs are currently being replaced by Planning Policy Statements. |
| PPS | Planning Policy Statement | Government documents replacing PPGs and designed to separate policy from wider guidance issues. |
| PDL | Previously Developed Land | It is land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. |
| | Primary Frontage | Primary frontages are lengths of shop frontage within a defined shopping centre (e.g. the Central Shopping Area) that are likely to include the highest proportion of retail uses. |
| | Proposals Map | An obligatory component of a local plan showing the location of proposals in the plan on an Ordnance Survey base map. |
| | Public examination | The process by which an independent Planning Inspector publicly examines the soundness of a DPD and any representations made against it before issuing a binding report. |
| | Ramsar Site | Wetlands of global importance, listed under the Convention on Wetlands of International Importance (signed in Ramsar, Iran). |
| | Regeneration | Renewal, rehabilitation of former derelict or under used sites. |
| RSS | Regional Spatial Strategy | Statutory regional planning policy forming part of the Development Plan and prepared by the regional planning body. The Local Development Framework must be in conformity with the RSS. |
| | Retail Frontages | A term given to areas within the Town Centre where shopping is the primary function. The front of the shops facing the street is used to calculate the retail frontages within the Development Control Policies DPD. |
| RIGS | Regionally important geological or geomorphological site | Sites identified for their geological or geomorphological interest, according to certain criteria. They are protected through the statutory development plan. |

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

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| | Submission | The stage of preparation of a development plan document covered by Regulation 30 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. It involves submitting a DPD to the Secretary of State. |
| SPD | Supplementary Planning Document | A local development document that provides further detail of policies in the development plan documents or of saved local plan policies. They do not have development status. |
| SPG | Supplementary Planning Guidance | Providing additional guidance expanding policies in a local plan. SPGs will remain relevant where they are linked to saved policies but will ultimately be replaced by supplementary planning documents. |
| SA | Sustainability Appraisal | Identifies and evaluates social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process. It incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive. |
| | Sustainable Development | Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. |
| | Tests of Soundness | Statutory Local Development Documents are subject to an Examination in Public by an Inspector appointed by the Secretary of State. The purpose of the Examination is to assess whether the document is 'sound'. This means that those who wish to make a representation seeking a change to the document will need to show how that document is unsound and what needs to be done to make it sound. In order to assess this, the Inspector will assess the document against certain 'Tests of Soundness'. The purpose is to ensure that the whole plan is 'sound' in relation to all the legal and policy criteria it has to meet. |
| | Urban fringe | Predominantly open land on the edge of an existing urban area. |

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| Use Classes Order | <p>The Town and Country Planning (Use Classes) Order 1987 and subsequent amendments.</p> <p>Uses are defined as follows:</p> <p>A1 Shops</p> <p>A2 Financial and Professional Services</p> <p>A3 Restaurants and cafes</p> <p>A4 Drinking establishments</p> <p>A5 Hot food takeaways</p> <p>B1 Business</p> <p>B2 General industrial</p> <p>B8 Storage or distribution</p> <p>C1 Hotels</p> <p>C2 Residential Institutions</p> <p>C3 Dwellinghouses</p> <p>D1 Non-residential institutions</p> <p>D2 Assembly and Leisure</p> <p>Sui generis - uses not covered by the above including theatres, scrap yards, petrol filling stations, amusement centres and taxi businesses.</p> |
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TABLE 9
List of organisations / Government agencies

| Abbreviation | Term in full |
|--------------|---|
| EERA | East of England Regional Assembly |
| GO East | Government Office for the East of England |
| SNC | Suffolk New College |
| SCC | Suffolk County Council |
| UCS | University Campus Suffolk |