

Response to representations “Call for Ideas” Ipswich Northern Fringe

Note: A copy of the Draft Vision and Core Objectives for Ipswich Northern Fringe referred to is available on the Ipswich Borough Council Website.

Representations	Response
Policy	
<p>The intended review of the Core Strategy should be undertaken in parallel with the Northern Fringe SPD. Finalisation and adoption of the SPD should be made contingent upon the completion, publication and adoption of the Core Strategy Review</p>	<p>The Inspector’s report dated 17th November 2011 on the examination into the Ipswich Borough Council Core Strategy & Policies development states that ‘work on the supplementary planning document in relation to the Northern Fringe will start as soon as the Core Strategy is adopted’. The Core Strategy (CS) was adopted on 14th December 2011. The report also identifies the ‘review of the Core Strategy as being 2012/2013’. The Council is committed to beginning the review of the Core Strategy in this time period.</p> <p>Adoption of the supplementary planning document is not contingent on the review of the Core Strategy as the principle of housing development has been established at the Northern Fringe through the public inquiry and the adopted Core Strategy. The review of the Core Strategy is simply reviewing the housing and employment requirement to 2031.</p> <p>The Council aims to have a draft review of the Core Strategy in place by March 2013 that will take account of the best available evidence that the Council has at this point in time. The review will be focused on key strategic policies including housing, employment and infrastructure provision.</p>

Brownfield first principle should be applied

Policy CS9 of the adopted Core Strategy identifies that Planning Policy Statement (PPS) 3 required 60% of all new development to be on previously developed land. Policy CS9 states 'From 2010 to the end of the plan period in 2027, at least 60% of development will take place on previously developed land'.

Since the adoption of the Core Strategy, the National Planning Policy Framework (NPPF) was published on 27th March 2012 and this replaced the majority of Planning Policy Statements, including PPS3. The principle of brownfield first no longer applies. The NPPF in paragraph 111 states:

'Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land', as addressed in policy CS9.

The Council is going to allocate a significant number of brownfield sites for housing provision in the Site Allocations and Policies document incorporating the IP-One Area Action Plan to meet the Council's housing requirement set out in policy CS7 of the adopted Core Strategy. The Council is required to ensure a continuous supply of available and deliverable housing land and will consider brownfield land as part of the overall housing land supply in the Borough. It is necessary to ensure the Council can identify a supply of specific deliverable sites sufficient to provide five years worth of housing against the housing requirement identified in the adopted Core Strategy with an additional buffer of 5% as stated in paragraph 47 of the National Planning Policy Framework.

<p>Existing population accurately established as a driver for future development</p>	<p>'Since 1993, apart from a slight decline between 1993 and 1997, the population of Ipswich Borough has grown steadily. The ONS (Office for National Statistics) mid year population estimates show that the estimated population of Ipswich was 114,600 in 1993; by 2010 this had reached 128,300. This represents an increase of 11.9%.</p> <p>The population in Ipswich is projected to increase by nearly 20.6% over the next 25 years from an estimated 126,000 people in 2010 to 152,000 people by the year 2035' (Ipswich Strategic Housing Market Assessment Data Review June 2012).</p>
<p>An Environmental Impact Assessment (EIA) and DEFRA NEA (National Ecosystem Assessment) should precede any draft SPD</p>	<p>The Borough Council has commissioned environmental consultants Hyder Consulting to carry out a Sustainability Appraisal of the emerging Supplementary Planning Document to test the environmental, economic and social impacts of the brief.</p> <p>A report assessing the draft options displayed at the exhibition will be made available.</p> <p>A full Environmental Impact Assessment will be required to accompany any future planning applications.</p>
<p>Joint working with other LA's</p>	<p>Discussions are on-going with Suffolk Coastal and Mid Suffolk District Councils.</p>

Infrastructure	
Phasing /Key infrastructure should be implemented ahead of development	Phasing strategy to be developed; to include infrastructure, education, retail, provision.
Community facilities should be provided that complement and enhance existing ones	<p>Vision and Core Objectives for Ipswich Northern Fringe sets out the core community objectives: ‘new housing would be supported by a comprehensive range of highly accessible community facilities that will respond to peoples needs, create long-term value and enable a balanced community to grow over time. In addition such provision would also help to meet identified deficiencies of provision in the surrounding area’.</p> <p>Retail impact study undertaken by Nathaniel Lichfield to inform the retail provision required to serve the Northern Fringe and existing population is currently being assessed by Ipswich Borough Council.</p> <p>Informed decision on location of district centre and local centres to ensure viability.</p> <p>Education requirements being confirmed taking account of the new development and population growth / existing planning consents and capacity at existing primary and secondary schools.</p> <p>Consultation with PCT on going regarding health facilities, Suffolk County Council on library provision.</p>
Workable s106 Obligations and Community Infrastructure Levy (CIL)	Agreed.

<p>Education provision</p>	<p>Education requirements have been identified taking account of the new development and population growth / existing planning consents and capacity at existing primary and secondary schools.</p> <p>Community use of educational facilities would be encouraged. The schools are considered to be major community focal points for new community.</p>
<p>Country Park</p>	<p>Will be incorporated into all options. It is a key part of the vision for the Northern Fringe development.</p>
<p>Transport Issues</p>	
<p>A full independent not developer funded traffic analysis to be undertaken to determine the best traffic solutions</p> <p>Minimise impact on surrounding roads</p> <p>New bridge over railway line</p>	<p>Vectos Transport Planning Specialists are developing a transport strategy in consultation with SCC Highways</p> <p>Key to which is a reduction in demand through providing local facilities, encouraging the use of non-car modes of transport and managing remaining traffic impact to ensure that there is no severe residual impacts.</p> <p>Historic traffic flow data is available from Suffolk County Council permanent loop counter on Valley Road between Westerfield Road and Henley Road. This data has been incorporated within the study (data is collected monthly).</p> <p>A review of the strategy is being undertaken by Suffolk County Council Highways.</p> <p>Location of new bridge has been confirmed and will be shown in options.</p>

<p>Developer funded investment in sustainable transport</p> <p>Pedestrian first policy</p>	<p>Discussions indicate it is likely that there would be two bus services to the site from the town centre via Westerfield Road. One looping to the east and one to the west.</p> <p>It is acknowledged that it is important to ensure the bus service operates from day one and expands with the phasing of the site. With bus priority traffic control system/ features incorporated as necessary.</p> <p>Strategies for pedestrians and cyclists are key elements of the transport strategy and would be developed in more detail once the deposition of uses on the site is known to ensure connectivity within the site and to surrounding areas.</p> <p>The streets would be designed primarily as places for people, as advocated in the Manual for Streets, not primarily for cars.</p>
<p>Fully integrated and interconnected community</p>	<p>Masterplan would include; Railway bridge, network of footpaths, cycle paths linking residential areas with country park, key destinations such as education and community faculties within the site. Linking to off site destinations such as Westfield Railway Station, Ipswich Town centre, employment and leisure facilities.</p>
<p>Provision of car parking for railway users</p>	<p>Opportunities for an extended car park at Westerfield Station will be considered.</p> <p>Good pedestrian and cycle connectivity from new the development to the station would be developed.</p>

Air Quality	
No decrease in air quality	Work on air quality being undertaken as part of the local plan site specific document.
Employment	
Creation of employment opportunities	Opportunities in retail, education and health. No large scale employment allocation included due to proximity of priority employment areas and traffic impact.
Design	
Self contained eco-village type format High standards of sustainability Low carbon/ water use	Vision and Core Objectives for Ipswich Northern Fringe (NF) states that 'The vision for NF is for an exemplar 21 st Century urban extension which would facilitate and encourage more sustainable patterns of living and lifestyle'. Ipswich Borough Council drainage engineers are fully engaged in development of sustainable urban drainage solutions for the development. Development will be energy efficient and low-carbon to meet National and Development Plan policies.
Good mix of housing to include affordable housing and housing for elderly Contemporary architecture meet needs of modern living with good housing mix	Vision and Core Objectives for Ipswich Northern Fringe seek a high standard of architecture, spacious resource efficient homes which would take account of changing demands and lifestyles.

<p>Medium density – adequate off road parking</p>	<p>Vision and Core Objectives for Ipswich Northern Fringe states that design the design ethos will be that of ‘21st Century garden suburb’ including planned street networks and block patterns which accommodate generous public realm, and variety of residential densities, set in green landscape . Densities to average 35 dwellings per hectare.</p>
<p>Need to create; Sense of community</p> <p>Sense of Place good (village) centre</p> <p>Sense of security</p> <p>Public Art</p>	<p>Community facilities would be provided on a phased basis consistent with the pace of housing to provide for the new and existing communities.</p> <p>A variety of uses and built form would be sought to express the functions of the local and district centres to create a sense of place.</p> <p>Strong focus on high quality public realm, good street design. Streets designed primarily as places for people, as advocated in Manual for Streets, not primarily for cars. To provide a sense of security and place.</p> <p>Public art would be integrated into the public realm in key locations to enliven the street scene</p>
<p>Landscape</p>	
<p>Account should be taken of existing trees, hedges</p>	<p>High priority will be given to the creation of a strongly defined green infrastructure network that will define the character of the place and provide good access to a wide range of high quality greenspaces and nature. The green infrastructure network will build on the existing asset of the field hedgerows and trees.</p>
<p>Minimise impact on natural environment</p>	<p>Working with Suffolk Wildlife Trust, every opportunity will be taken to create space for nature and to significantly enhance biodiversity.</p>
<p>Country Park</p>	<p>Will act as transition between town and open countryside.</p>

Maintain green separation between built development on Northern Fringe and Westerfield Village	The development would be laid out and designed to provide an appropriate urban edge in the context of the wider landscape and a suitable separation distance and setting for Westerfield Village
Maintain and improve access to the countryside	New residential routes will provide easy access across the site from the town out into the countryside for cyclists and walkers
Public Consultation	
	On-going in accordance with adopted Statement of Community Involvement.