

IPSWICH GARDEN SUBURB
SUPPLEMENTARY PLANNING DOCUMENT

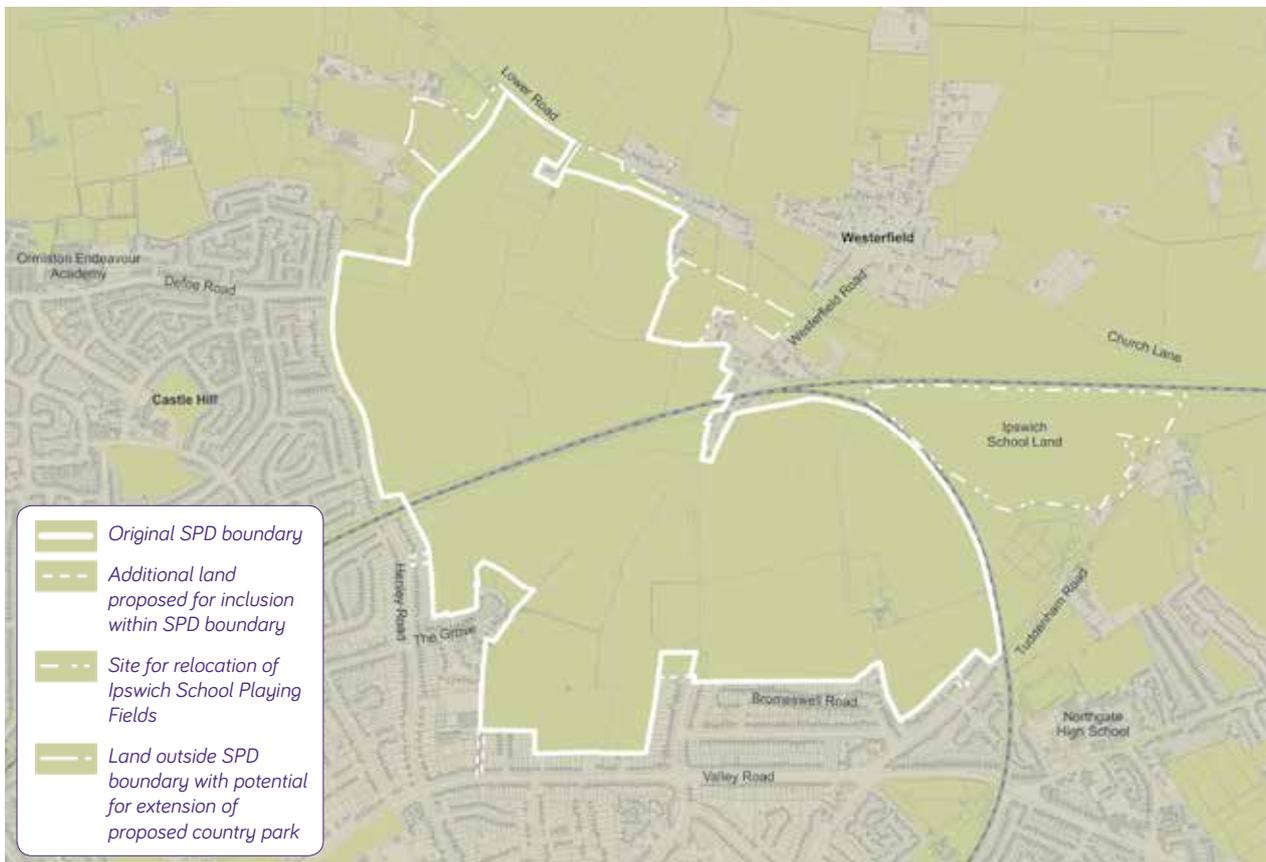
EXECUTIVE SUMMARY



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The SPD Boundary



Foreword from Councillor Carole Jones, Portfolio Member



“Ipswich is Suffolk’s county town and main urban centre. We have a growing population, and one of the Council’s most important responsibilities is to ensure that sufficient land is provided to house that population over the coming years.

The Council’s Core Strategy, adopted in 2011, allocates land between Henley Road and Westerfield Road and south of the railway for up to 1,000 dwellings prior to 2021 and defines the wider Northern Fringe area as the main source of supply of housing land in Ipswich after 2021. The current review of the Core Strategy will determine the precise extent of further development within this wider area beyond 2021 and make specific allocations for an appropriate mix of housing and supporting infrastructure.

In the meantime an over-arching framework of supplementary planning guidance is required for the whole of the Northern Fringe area to ensure that any early phases of development fit in with an area-wide plan and avoid a piecemeal approach, make provision for a good range of community facilities and other supporting infrastructure, and adhere to good standards of sustainability and urban design.

In line with current national planning guidance for large scale urban extensions, development at the Northern Fringe will be modelled on ‘garden suburb’ principles. This means generous provision of green space, a sustainable drainage system, a wide range of local facilities including shops, schools, allotments, community halls, health facilities, and a new country park to the north of the site. A wide choice of new homes will be provided to meet a range of needs, and super-fast broadband installed from its inception.

The SPD is currently a consultation draft. The Council invites views on the future of the site. All representations received will be carefully considered prior to the adoption of the SPD.”

Further information on any of the topics discussed in this summary can be found in the full version of the SPD.

The Role of the SPD

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The SPD is required to provide supplementary planning guidance in respect of policy CS10 of the adopted Ipswich Borough Council Core Strategy and Policies Development Plan Document and a draft revised policy CS10 included in the draft focused review of the Core Strategy and Policies Development Plan Document currently taking place.

The SPD provides guidance on how the development will be delivered both in spatial terms and in terms of sequencing. It is arranged in two parts: Part A: Planning & Design establishes the Council's vision and objectives, and the overall approach to, and principles to guide the detailed master planning and design of the development. Part B: Implementation & Delivery sets out the Council's expectations about how its vision and objectives can be realised in relation to infrastructure, community development, management and the planning application process.

How the SPD has been Prepared

The SPD has been prepared in accordance with the provisions of the Town and Country Planning (Local Planning) (England) Regulations 2012. It relates only to that area identified in policy CS10 (as amended by the Core Strategy Focused Review). It does not introduce any new policies.

The following key stages of work have shaped the draft SPD.

- July 2012: Community Planning Day to identify development principles and master plan options for the site. This event was reported in a summary document which is available to view at: http://www.ipswich.gov.uk/site/scripts/download_info.php?fileID=3728
- August – November 2012: Work on master plan options and preparation of Issues & Options Report (December 2012). This document contains much important background information that has informed the preparation of the SPD itself. Non-statutory consultation with the public and other stakeholders took place on this report during January and February 2013. This report can be viewed at: http://www.ipswich.gov.uk/site/scripts/download_info.php?downloadID=1534&fileID=4287
- The summary of the consultation responses to the Issues & Options Report can be viewed at: http://www.ipswich.gov.uk/site/scripts/download_info.php?downloadID=1534&fileID=4854
- March 2013 onwards: Identification of a preferred option and drafting of SPD. This was based on feedback from the consultation on Issues and Options

The Borough Council's Vision for Ipswich Garden Suburb

In March 2012, the Government published the National Planning Policy Framework (NPPF) which states that “the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.”

The Town and Country Planning Association's 2013 publication *Creating Garden Cities and Suburbs Today: A Guide for Councils* includes a number of garden city principles which the Council endorses. They provide good starting point for a vision for the Ipswich Garden Suburb:

- Strong vision, leadership and community engagement.
- Land value capture for the benefit of the community.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are affordable for ordinary people.
- Beautifully and imaginatively designed homes with gardens in healthy communities.
- A strong local jobs offer in the Garden City itself and within easy commuting distance of homes.
- Opportunities for residents to grow their own food, including allotments.
- Generous green space, including: a surrounding belt of countryside to prevent sprawl; well connected and biodiversity-rich public parks; high-quality gardens; tree-lined streets; and open spaces.
- Strong local cultural, recreational and shopping facilities in walkable neighbourhoods.
- Integrated and accessible transport systems.

The Council's Vision is based on four key themes:

Character

Given its peripheral location and the prevailing character of the adjoining urban area the required essential design ethos will be that of a 21st Century garden suburb that combines the best aspects of accessible urban living with a strong emphasis on urban greening and contact with nature. Variations on that theme will, however, occur in each of the three main neighbourhoods of the development area to give a distinct sense of identity to each one.

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Community

The new garden suburb will be required to meet a full range of identified housing needs through a varied housing mix which will include high quality social, affordable, and market homes. There will be a choice of apartments in appropriate locations. Housing should be high-quality, spacious and imaginatively designed so that it can be easily adapted to meet households' changing needs over time. Opportunities for self-build should be created within each neighbourhood. The new housing will be supported by a wide range of community facilities including schools, shops, community halls and health provision. A focus on community development in the early phases of the garden suburb will also be a priority.



Connectivity

Ipswich garden suburb will be a well-integrated and connected place based on three distinctive, interconnected, walkable neighbourhoods focused around attractive community hubs accessed by a highly permeable network of safe, convenient and attractive walking and cycling routes, and new bus facilities. Improvements off-site will ensure good connections to the nearby town centre.



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Climate Change

The Council will encourage maximising low energy use and integrating energy efficiency. Measures to reduce water consumption, minimise waste during construction and manage domestic waste and recycling will be part of any scheme. Incorporation of extensive greenspace, wildlife habitats, tree planting, and sustainable drainage systems will be prioritised.



Development Framework Plan

The Development Framework Plan gives spatial expression to the land use budget for the Northern Fringe area as set out in the revised policy CS10 and provides more detail on the broad distribution of uses indicated on the Policies Map of the Core Strategy Focused Review.

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In preparing the Development Framework Plan regard has been paid to the main site constraints which will influence future development (most notably topography, drainage and areas subject to flooding, the railway, existing rights of way, and hedgerow and tree cover).

In keeping with the garden suburb tradition, **landscape character** and green open spaces will be the key defining feature of Ipswich Garden Suburb. The open spaces will vary in character and include a wide range of recreational facilities (e.g. play areas, youth facilities, allotments). The Council will require applicants to demonstrate high standards for the design, specification and maintenance of all landscape elements in order to secure an appropriate quality over the short, medium and long term life of the development.

A new **country park** will be a defining feature of the Ipswich Garden Suburb and an integral component of the development with a high priority attached to early delivery. The country park will also play a key role in maintaining the physical separation of Westerfield village from the built up area of Ipswich and in accommodating sustainable drainage.

At an assumed average net residential density of 30–35 dwellings per hectare this quantum of land would deliver between **3,000 and 3,500 new homes**. It is anticipated that the majority will be family homes of different sizes, but provision should also include starter homes, retirement units, self-build plots, and apartments in order to achieve a balanced community. Both Ipswich Borough Council and Suffolk County Council are keen to see the provision of general needs / market and affordable housing that meets the changing needs of people as they age.

The Core Strategy Focused Review allocates an area of land of approximately 3½ hectares to the west of Westerfield Road for a new **district centre**. This will occupy a broadly central location within the development and provide higher order facilities that will be easily accessible from both new and existing homes. The district centre is expected to include a foodstore and other shops, restaurant, pub, health centre, library, police office, community centre and some residential accommodation.

Provision is also made to accommodate **two local centres**; in the north close to Henley Road and in the east close to Red House Farm. In addition, the northern neighbourhood will provide a community centre and a visitor centre for the proposed country park. Secure cycle parking, unobtrusive provision for servicing and well designed vehicle parking should be integral to each local centre.

Land Use	Public Open Space	Country Park	Residential	District Centre	Local Centres	Secondary School	Primary Schools	Primary Road Infrastructure	Total
Approximate area in hectares	40.0	24.5	102.0	3.5	1.5	9.0	6.0	8.5	195.0



Three **two form entry primary schools** and **one secondary school**, including a sixth form, will be provided. The detailed requirements for each school will be subject to discussions with Suffolk County Council as the local education authority.

Primary vehicular **access** into the site will be taken from Henley Road and Westerfield Road. Limited vehicular access from Tuddenham Road may be possible.

Pedestrian/cycle access will be provided to surrounding areas wherever possible to optimise permeability for those modes and facilitate easy access to public transport. This will include accesses to Tuddenham Road, Valley Road, and Henley Road.

Connectivity within the site will be facilitated by the construction of a primary streets and a **new bridge over the railway** at the point indicated in the Framework Plan. The bridge will be open to all

modes of transport including buses and cars, and will make good provision for pedestrians and cyclists. The new railway bridge will be designed with a facility to prevent access by private cars at certain times should the need arise in the interests of good traffic management. Bus stops will be within easy walking distance of all homes.

Some limited provision for **employment** spaces is permissible within the local and district centres. In addition, homeworking should be encouraged through the provision of dwellings with flexible spaces and rooms.

Provision of a **community business hub facility** (i.e. flexible facilities and space in a managed environment available for use by small businesses and home-workers) in the District Centre will be encouraged to support local businesses and homeworking. This facility could be linked to a community library.

Spatial Strategies



The spatial strategies set out here identify the Council's preferred approach to the physical structure of the Ipswich Garden Suburb and the basis for ongoing masterplanning and design. The spatial strategies are important because they promote cohesion across the whole of the designated Northern Fringe area ensuring physical and functional connections between successive phases of development and continuity of character.

Place Making

The Council seeks a development which is sustainable, and makes every attempt to promote social, economic and environmental sustainability and equality at each stage of the design and development.

Central to achieving this objective will be the creation of three distinct but interlinked "walkable neighbourhoods", where the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in their local area.

Key design principles are:

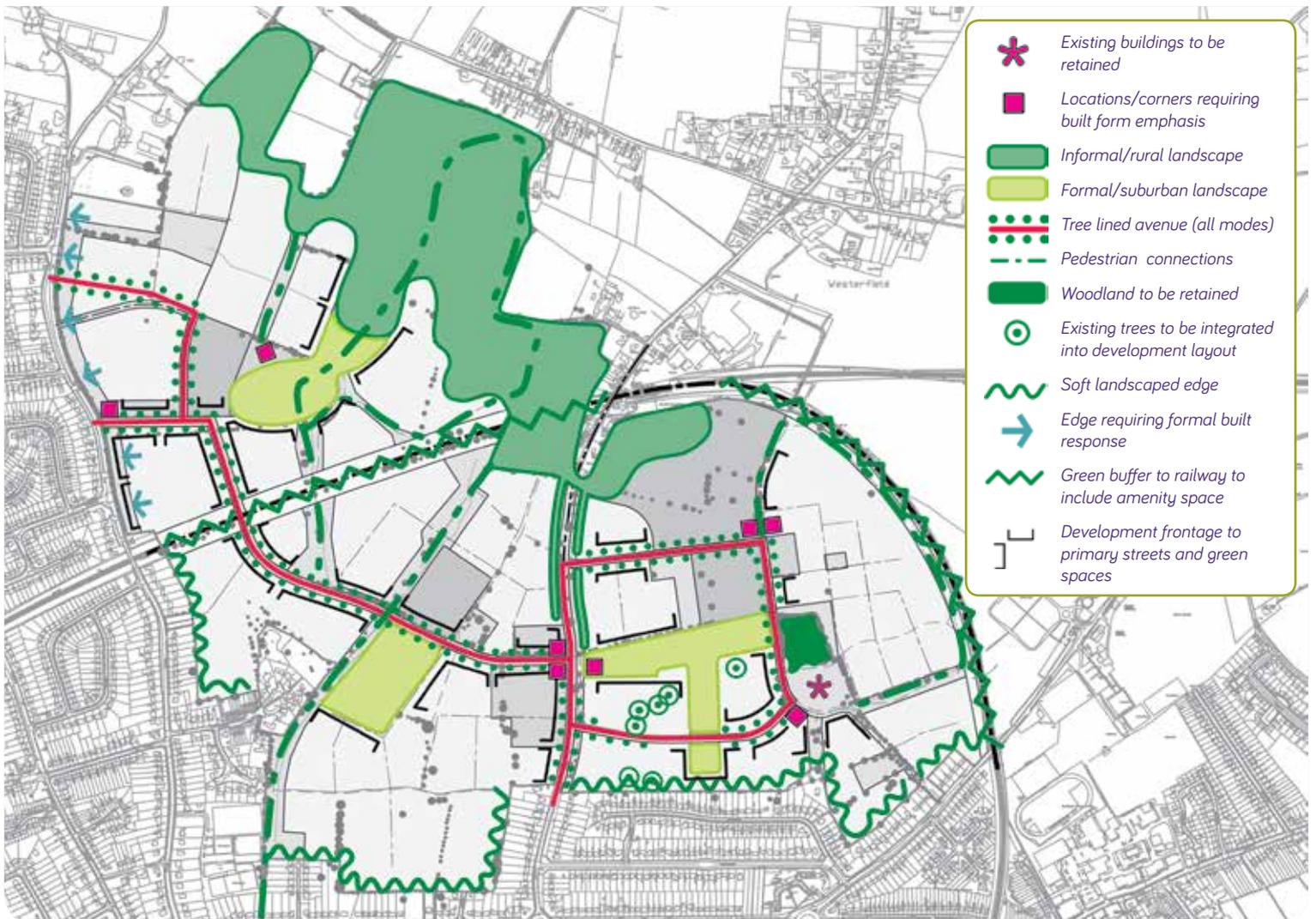
- The retention of historic buildings at Red House Farm, along with the retention of existing woodland, trees and hedgerows. Each of these will provide valuable character in the early stages of this phase of the development, and are seen as important place making assets.
- A network of informal pedestrian connections, linking centres and open spaces, to complement a network of inter-connected streets.
- A formal tree lined avenue to connect each of the proposed neighbourhoods. This will be formally planted with generous grass verges.
- Areas for formal and informal open space, to reinforce the garden suburb character and manage the transition between town and country.

- The avenue, along with formal open spaces, will have continuous development frontage to provide a good sense of enclosure and create interest and activity on the street.
- Appropriate responses to the different site edges, including places where soft landscaping is required, and those where a formal built response is preferred.
- Corners and locations where built form emphasis can help with orientation and to create distinction between the neighbourhoods.
- A green buffer to the railway to ensure separation and, where appropriate, opportunities for noise attenuation.

The three planned neighbourhoods are:

- **Henley Gate neighbourhood** which will be located to the north of the railway line and bounded to the west by Henley Road. This neighbourhood will form the new northern edge to the town, and will accommodate the new country park, a local centre, and a primary school.
- **Fonnereau neighbourhood** will be located to the south of the railway and will straddle Westerfield Road. Its main focus will be the proposed district centre but it will also contain a primary school and district park.
- **Red House neighbourhood** will lie to the east of Fonnereau. The smallest of the three neighbourhoods it will be focused around the Red House Farm buildings, existing woodland, and the proposed primary and secondary schools.

The figures shown on pages 18 and 19 of this summary illustrate what it is envisaged will be the distinguishing features of each of the three new neighbourhoods.



Landscape & Open Space

Critical to the success of achieving garden suburb character, the landscape and green infrastructure strategy is a fundamental component of Ipswich Garden Suburb.

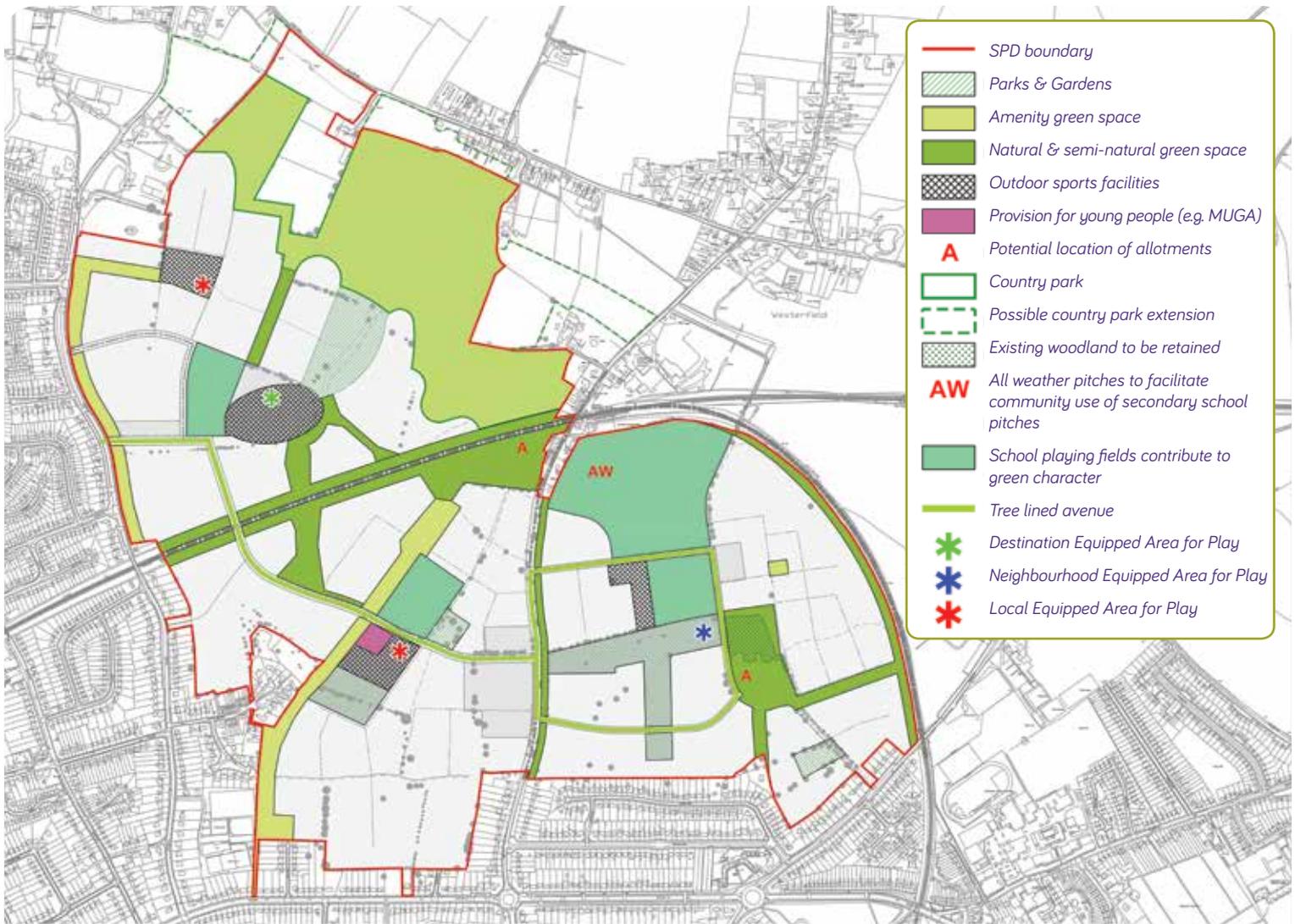
The strategy incorporates all key existing site features including hedgerows, woodland, trees, ponds and ditches, and rights-of-way; and sets out a green framework for the development that will be addressed in future planning applications.

Green infrastructure proposals in future planning applications should:

- ensure a well-balanced distribution of open space and facilities such as play areas across the three neighbourhoods to ensure easy access for all future residents.
- facilitate the management, conservation and improvement of the local landscape
- seek to protect, conserve and manage the historic landscape, archaeological and built heritage assets
- working in conjunction with the Suffolk Wildlife Trust, maintain and enhance biodiversity to ensure that development and implementation results in a net habitat gain
- offer new recreational facilities, particularly a country park to link urban and countryside areas
- understand and integrate natural processes and systems
- deliver extensive tree planting of an appropriate size and species to contribute to garden suburb character and biodiversity and landscape objectives.
- be managed and funded to accommodate nature, wildlife and historic and cultural assets, and provide for sport and recreation
- be designed to high standards of quality and sustainability to deliver social and economic, as well as environmental benefits
- be designed into the streetscape at every spatial level, in keeping with garden suburb principles which make use of private garden spaces as well as public areas and planting.

The open space network will include the following components:

- A new country park, designed to serve the needs of the new community as well as residents of the existing town, and located to form a new interface between the town and the adjacent countryside.
- Natural and semi-natural greenspace to serve a range of functions including informal recreation, sustainable urban drainage measures, areas for food production and informal play.
- Children's play areas will cater for a range of children and young people of different ages. They will be located within easy access of homes, and will be planned and designed to be safe and welcoming.
- Outdoor and indoor sport facilities will ensure that a range of sports can be played. This could include tennis, football, informal cricket and a trim-trail. It is anticipated that some facilities will be provided at the proposed secondary school through a shared arrangement. Advice from Sport England will be followed in the design and location of sports facilities.
- Areas for food production including allotments and community orchards and gardens.
- Amenity green space close to and as part of the setting of new homes, and to function as part of the sustainable drainage network.
- A network of tree lined streets, in keeping with the garden suburb tradition.
- Places for wildlife and biodiversity to thrive.



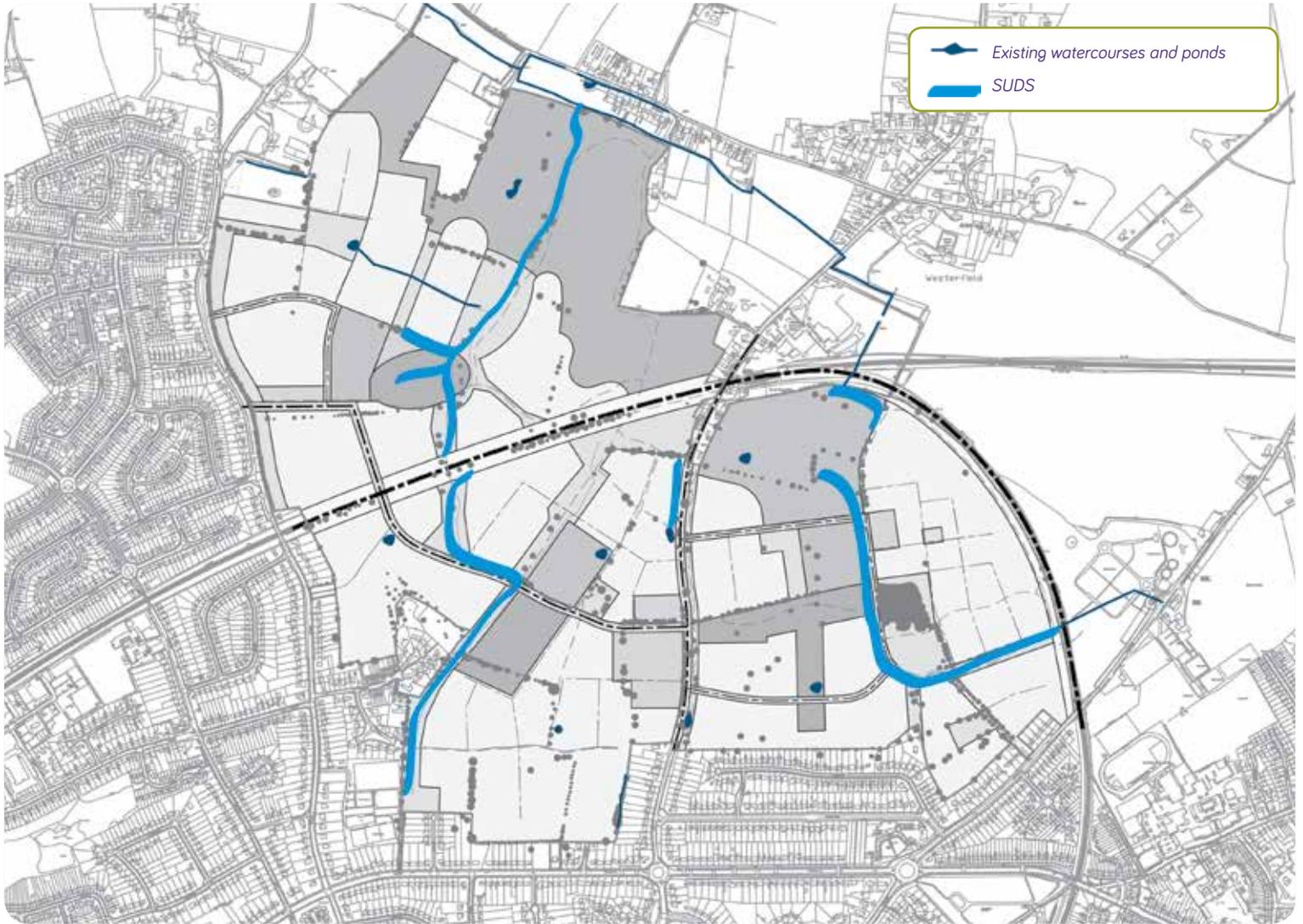
SuDS

The development of Ipswich Garden Suburb will be supported by an integrated sustainable drainage system (SuDS) / strategy that will require both planning consent and approval by Suffolk County Council in its capacity as the SuDS adoption body; the latter will approve surface water drainage proposals before any development can proceed.

The key objective is that the development must wholly contain its own surface water drainage and must not lead to increased flood risk or water pollution in adjoining areas.

As per the draft National SuDS Standards, a key principle is that wherever reasonably practicable surface water run-off should be handled at source by the use of swales and drainage basins rather than by way of end-of-pipe systems further downstream.



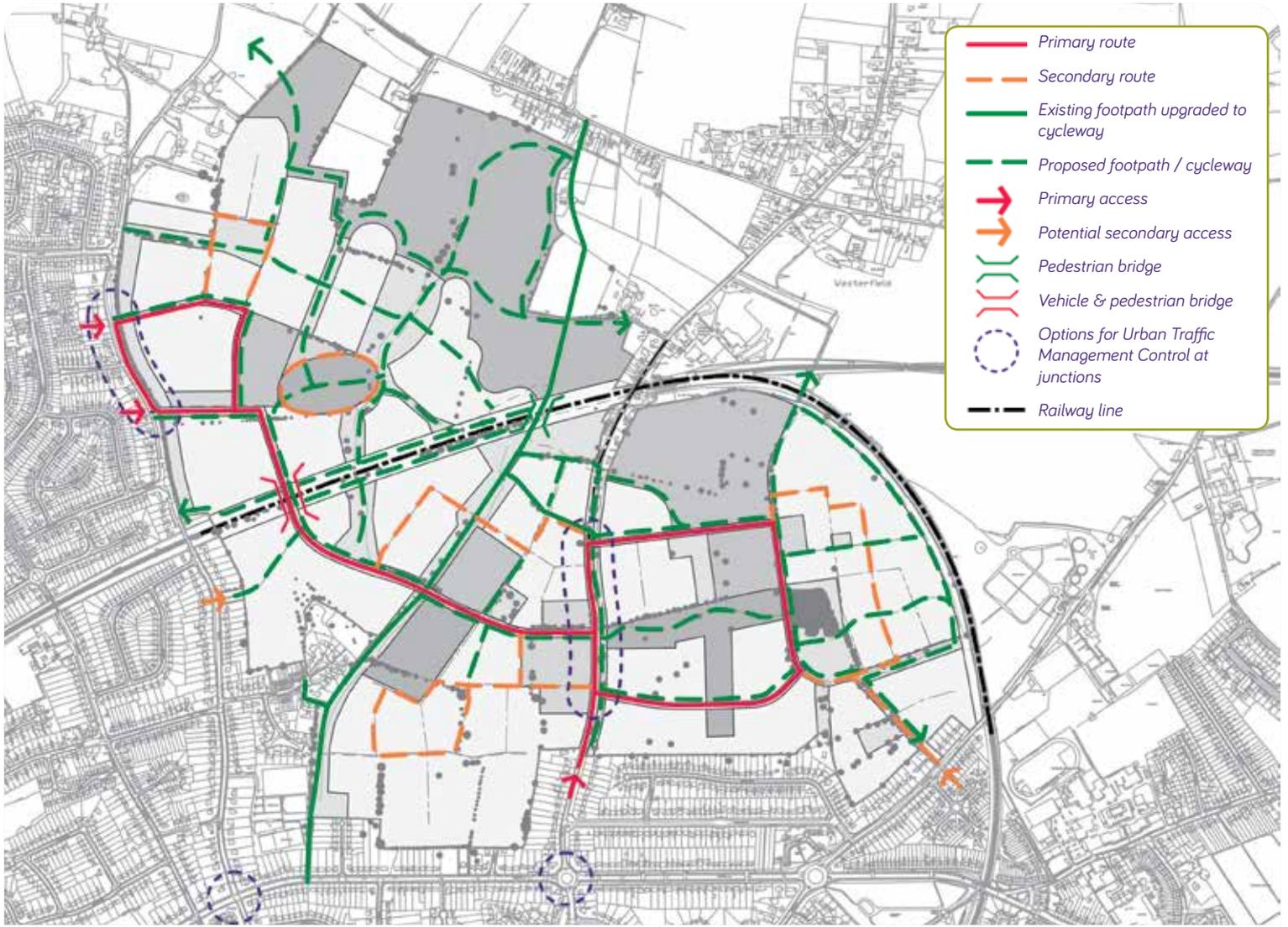


Access & Movement

Whilst Ipswich Garden Suburb Garden Suburb will be a planned community, it should seek over time to become an integral part of the wider town. This will be achieved through the interactions between residents and the communities and services already in existence across Ipswich.

The following principles will inform the planning of access and movement across the site:

- Prioritise movement by walking, cycling and public transport over the car by creating a connected network of high quality, attractive and safe streets which provide direct links from homes to local destinations such as schools and shops. Cycle routes will be provided on-street, however on primary streets and bus routes, separate provision will be made for cyclist safety;
- Design a network of routes that makes clear the status of the individual routes, so that way finding is easy and the streets function is easily understood by users;
- Contain trips within the development as far as possible by ensuring local services and facilities are provided in close proximity to homes, thus reducing the impact on the existing network;
- Prevent the use of the site as a short cut for local traffic to preserve the amenity and safety of the area and enhance the environment for sustainable modes;
- Create effective links into and from the existing footpath and highway system to provide improved accessibility from existing communities to facilities within the Ipswich Garden Suburb. Routes should be attractive so people living nearby are encouraged to utilise the new services in preference to those further afield, and travel by sustainable modes. New routes should establish physical connections to existing streets, footpaths and cycleways to establish maximum pedestrian and cycle connectivity;
- Design routes that embody best practice in urban design, affording a high quality public realm that is fronted and overlooked by development. The Department for Transport's Manual for Streets should inform the design of the streets and encourage low traffic speeds;
- Encourage the use of public transport for access to the town centre and places of employment in order to limit the impact on the existing network. This should be achieved by locating bus stops within walking distance of all homes, and ensuring bus priority within the site and at key junctions. Convenience for users should be increased by the provision of bus shelters and real-time information systems;
- Integrate existing public rights of way into the movement network to ensure it provides an alternative form of access for leisure and recreation, and for connecting to the planned country park and open countryside to the north.
- Make appropriate provision for emergency access.



Delivering a Garden Suburb Character: Design at Every Scale

Ipswich has a history of garden suburb style development; indeed much of the existing housing within North Ipswich was planned and designed in a garden suburb manner. Lessons from the locale and from other garden suburbs and garden cities such as Letchworth, have informed the design guide provided in the SPD, which addresses design at every scale.

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The Illustrative Master Plan



Red House Farm Local Centre Illustrative Perspective



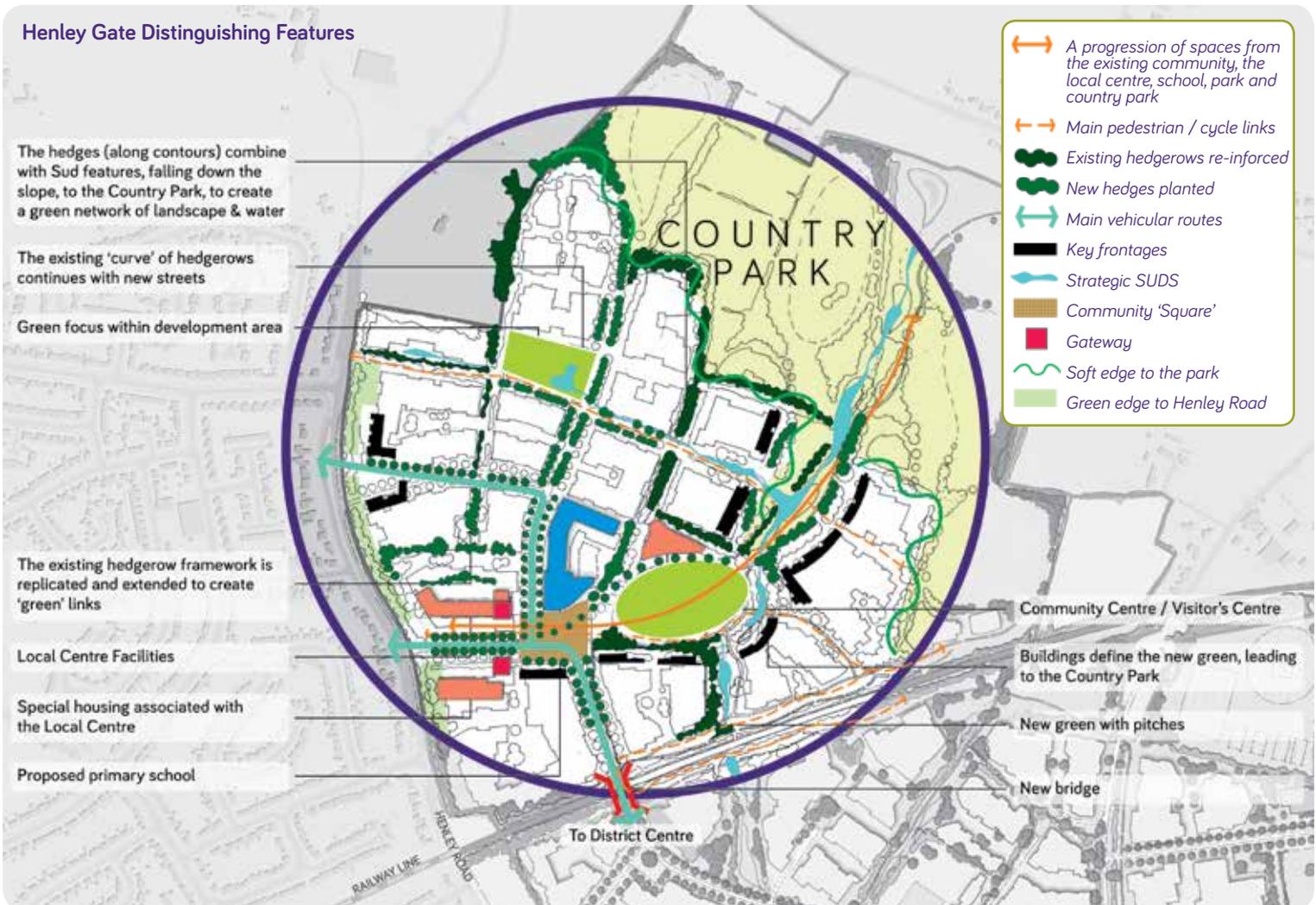
Henley Gate Local Centre Illustrative Perspective



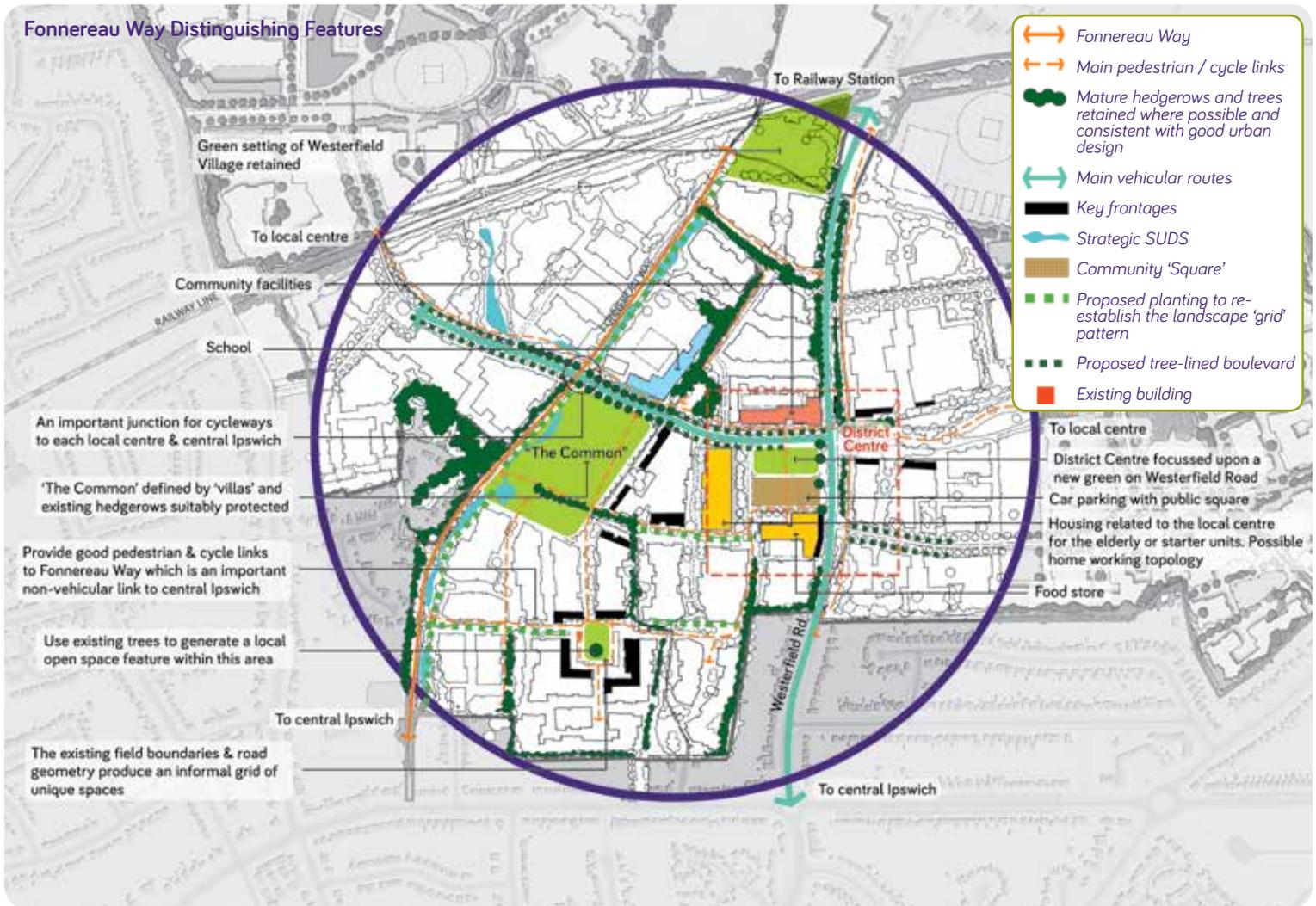
Creating Distinctive Neighbourhoods

The three neighbourhoods of Henley Gate, Fonnereau and Red House will have separate identities which are derived from the existing site characteristics and proposed land uses. At Henley Gate, the design of the interface with the new country park and Henley Road present particular place making opportunities. At Fonnereau, the incorporation of

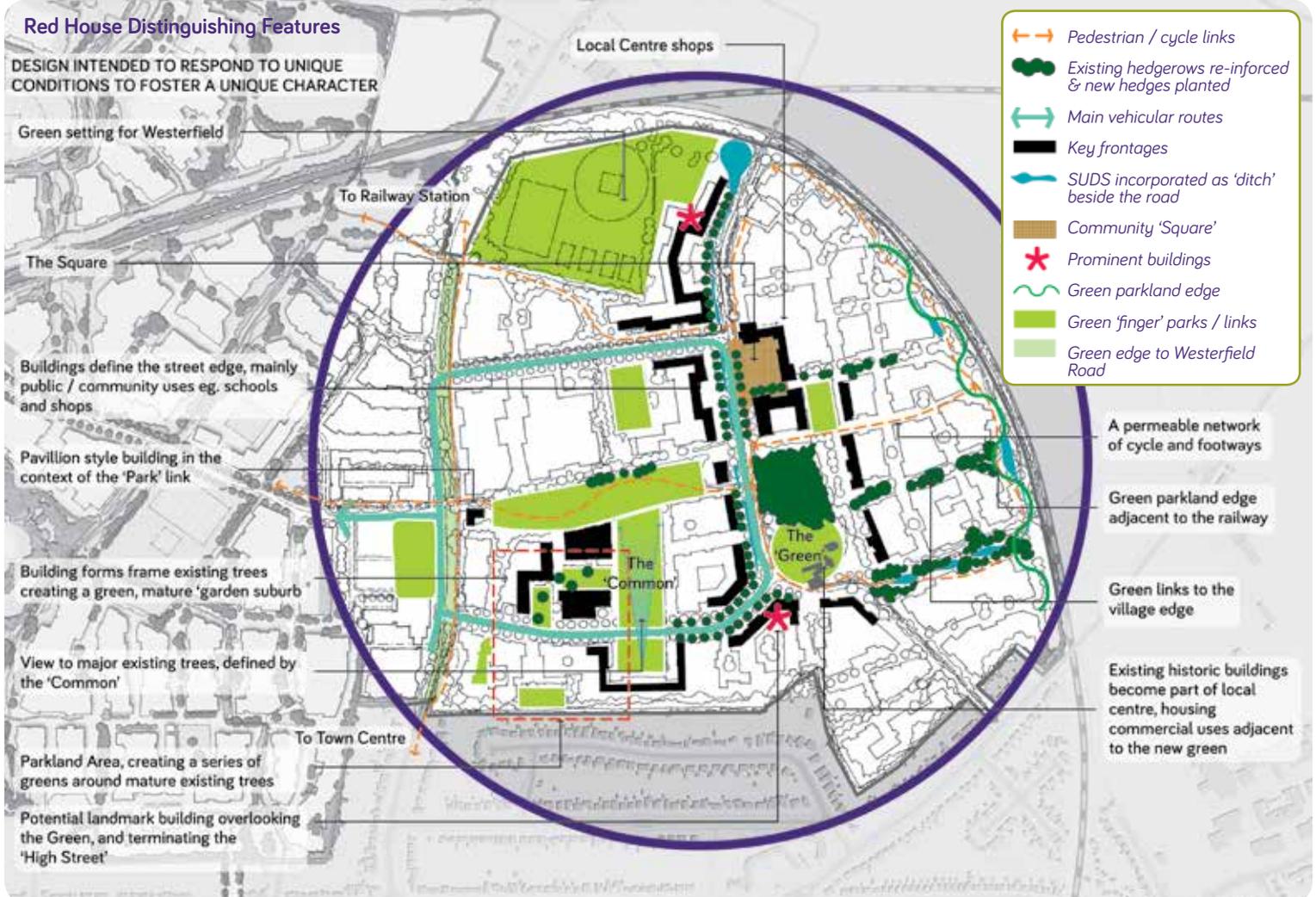
Fonnereau Way, and the design response to it, as well as the design of the new district centre will add to the unique character of this neighbourhood. And at Red House, the inclusion of the remaining trees from the Red House estate, and the integration of Red House Farm buildings as part of the local centre will help to create a new identity.



Fonnereau Way Distinguishing Features



Red House Distinguishing Features



Designing Garden Suburb Streets

Streets will follow the site contours where possible, with swales and footpaths running alongside. Private front gardens will be integral to the design approach. Street trees and verges will be required. The SPD provides clear guidance on a hierarchy of streets aimed at distinguishing main routes for public transport and through movement from quiet local residential streets. Dimensions are set out for each street type.



Blocks

The development will be laid out in a series of development blocks to ensure a connected network of streets. Blocks will vary; some will be formal, for example, closer to the district centre, whilst some, for example towards the urban edge, will be informal in character. The SPD includes a range of examples about how these objectives can be achieved. Block design should facilitate an appropriate mix of both off-street and on-street parking.



Home & Plot Design

A variety of house types will be provided to support the growth of a mixed community. The SPD includes a range of house types, and illustrates the principles for layout and design. All homes should address the streets and benefit from private outdoor space. The Borough Council's standards for private outdoor amenity space should be followed in the design of individual plots.

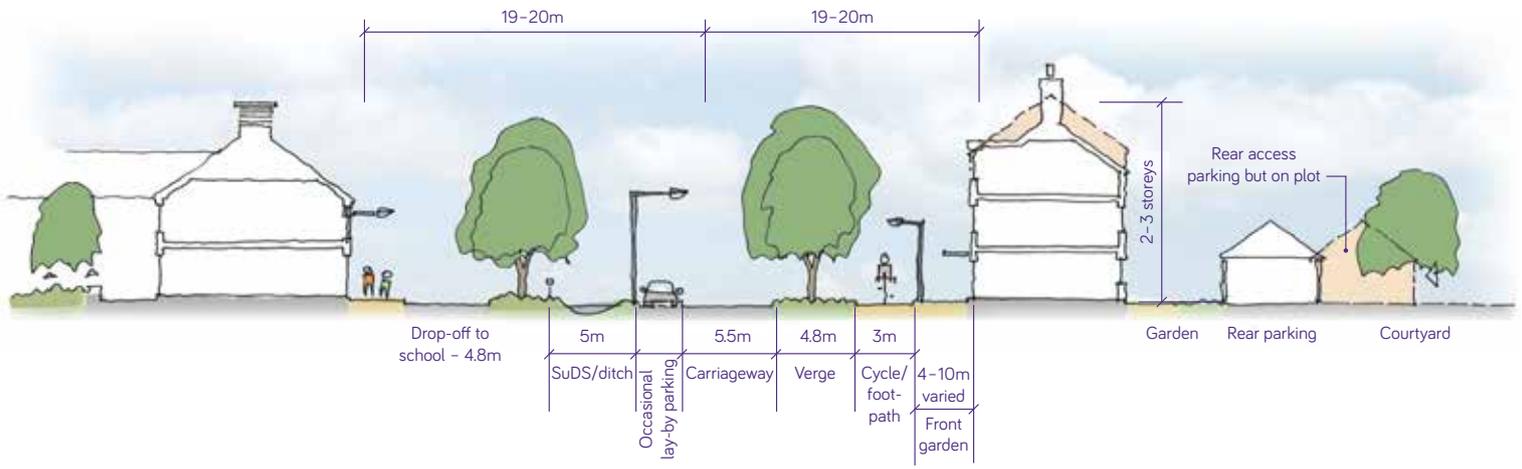


Residential Car Parking

The SPD requires the careful planning and integration of car parking to ensure that it does not visually dominate the streetscene, and does not give rise to parking on footpaths and verges. A range of parking solutions is illustrated in the SPD to ensure that different types of dwellings can benefit from off-street car parking.



Sample street design



Sample block design



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Homes with private gardens

Small mews homes clustered around central courtyard

Terraces with 'on-street' or courtyard parking

Larger apartment buildings with dedicated courtyard parking

Sample plot design



Transport Strategy

The Transport Strategy provides guidance to ensure that Ipswich Garden Suburb is a fully integrated sustainable urban extension which offers real travel choices for its residents and retains travel demand within the development, insofar as possible, through the provision of key community services and facilities and a well-connected internal street network.

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Key to the successful integration of the development will be the introduction of the Urban Traffic Management Control system (UTMC), which will provide computerised signal control and traffic management across the town centre and wider area. This system will be extended to cover the junctions around the site and will assist in giving priority to pedestrians, cyclists and public transport over private vehicles, in order to encourage travel by sustainable modes.

The transport strategy effectively combines incentives to encourage sustainable travel, and disincentives to discourage car use. Where travel by car is necessary, its impact on the local network will need to be carefully managed.

Incentives to travel by sustainable modes will include:

- The provision of safe and convenient routes for pedestrians and cyclists, as part of a comprehensive network of routes throughout the scheme, along with the enhancement of existing signed cycle routes between North Ipswich and the town centre. A new pedestrian and cycle bridge over the railway will be provided. Westerfield Road will be designed to enable speeds to be reduced to 30 mph with new safe crossing points to integrate and link development on either side of the road and encourage walking and cycling and the existing Fonnereau Way will be integrated into the development layout. Signalised crossings will be provided to link the site with the cycle network in the existing town;

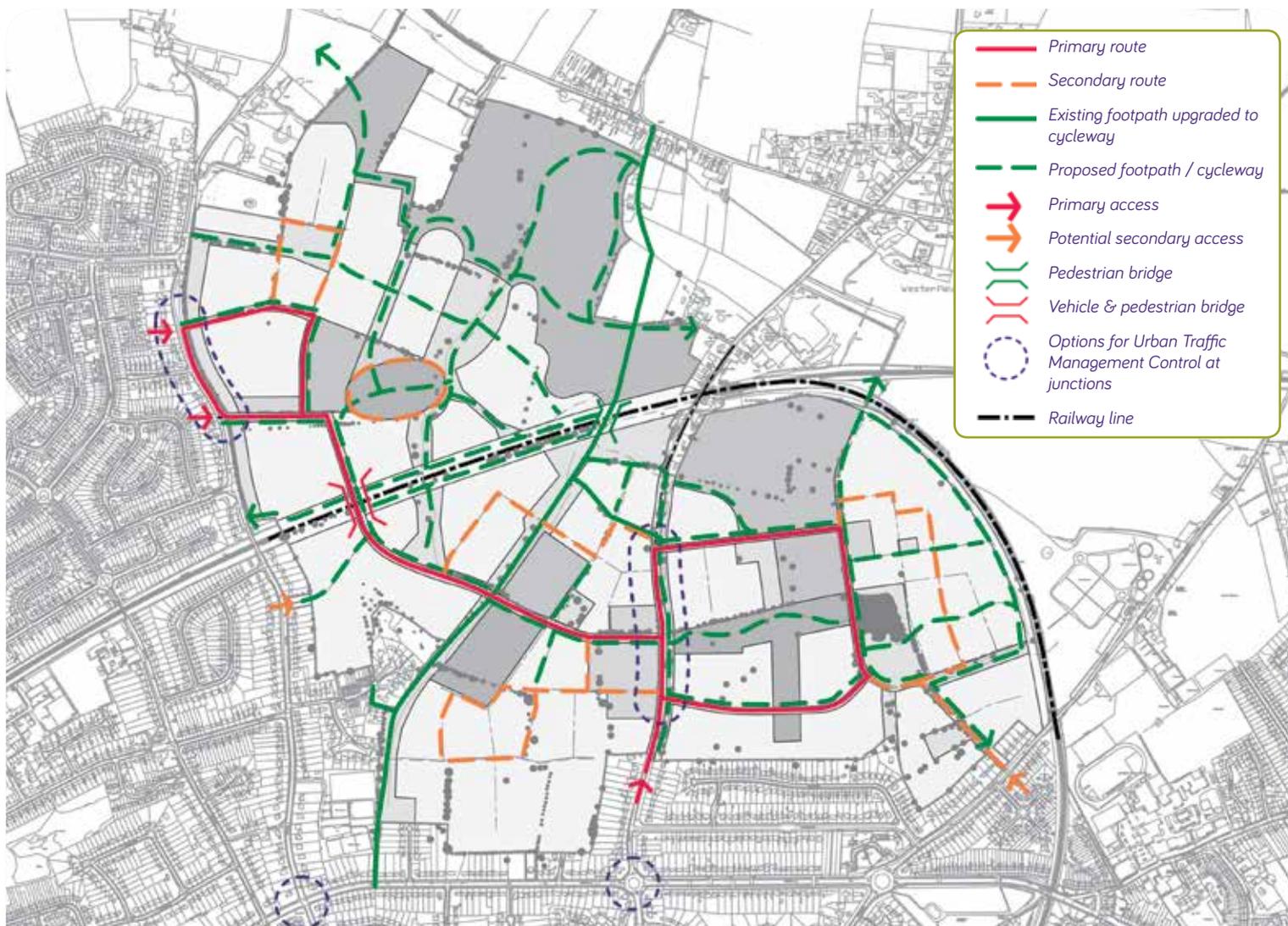
- Good provision for bus travel through the creation of direct bus routes, high frequency services and conveniently located bus stops. Priority measures will be introduced at key junctions to reduce journey times into the town centre. Discussions with bus operators have confirmed that a frequency of 10–15 minutes may be achieved. Bus services should be in place from the first phase. New direct bus routes to Ipswich town centre and the main railway station will be provided. The feasibility of providing other new services linking the garden suburb directly to Whitehouse, Ipswich hospital and Martlesham will be investigated within the context of future transport assessments and travel plans and secured where possible;
- Measures to improve access to and facilities at Westerfield Station to encourage travel by train;
- Travel planning and the introduction of Smarter Choices programmes to improve information and opportunities for travel by sustainable modes. This is in line with the 'Travel Ipswich' initiative, which aims to change travel behaviour through a range of measures. An area wide travel plan for the garden suburb will be required as part of any planning application;

Disincentives to travel by car, and to manage traffic impact will include:

- An approach to car parking provision at destinations within the development (such as schools and the district centre) which balances practical and commercial needs with the ability to walk, cycle and travel by bus. A site-specific parking strategy will be produced in negotiation with the County and Borough Councils. Secure cycle parking should be provided at the district and local centres and at the schools;
- Limiting points of vehicle access onto the existing highway network to a small number of controlled junctions at Henley Road and Westerfield Road,

and potentially Tuddenham Road. This will assist in managing the flow of vehicles onto the wider network at peak hours. This will be coupled with a series of improvements to existing junctions near the site to improve traffic flow and traffic capacity; and

- Measures to manage traffic speed in near-by Westerfield village and on surrounding residential streets to discourage their use as alternatives to the strategic highway network.



Infrastructure to Support the Growth of a Community

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The SPD develops the planned approach to be taken to identify the appropriate supporting infrastructure required to be delivered on a comprehensive basis alongside new housing in the interest of sustainability and integration. It provides a definite framework for delivery of infrastructure in the Fonnereau village in accordance with the allocation in the adopted policy CS10 and provisional guidance for delivery of infrastructure in the rest of the SPD area which may need to be refined following completion of the Core Strategy Focused Review.

The best option for securing infrastructure for the Garden Suburb site would be through planning conditions and legal agreements known as Section 106 Agreements, both attached to planning permissions granted to the landowners to ensure that their commitment of either direct delivery of or financial sums towards infrastructure that relates directly to the development site.

Housing Delivery

It is assumed that the development in the Garden Suburb could start on site in 2015 and that following initial site preparation and enabling works, new homes could be completed from 2016 onwards. It is currently estimated that the rate of delivery would be 50 in the first year, potentially increasing to 200 per year from 2018 onwards assuming more than one house builder being active on site at any one time.

It is estimated that development of the site will take up to 20 years to complete.

Housing mix and population profile

Local Plan policy requires that new residential developments include 35% affordable housing, subject to development viability. It is expected that affordable housing will be distributed throughout the Ipswich Garden Suburb, and that each neighbourhood will have a proportionate share of affordable housing.

It is anticipated that the garden suburb will provide much needed family housing, but it will also cater for smaller households, starter homes and housing for the elderly.

The potential housing numbers and mix envisaged for the garden suburb, and the patterns of household occupancy associated with large-scale new developments in Suffolk (at approximately 2½ residents per household) have been used to inform the sequencing and timing of delivery of new infrastructure to support new housing development within the garden suburb.

Development Sequencing

In general, the approach seeks to avoid development of isolated parcels of land as far as is feasible, and secure delivery of a well-planned and logically sequenced development (acknowledging that this may necessitate multiple starts) with the supporting infrastructure it needs in the interests of sustainability and integration and to establish a sense of place for the new garden suburb as a whole.

The overall approach taken to infrastructure delivery in the interest of securing sustainable and integrated development is to ensure that each neighbourhood is as self-sufficient as possible in terms of infrastructure to support its residents while ensuring that the more strategic elements of infrastructure are delivered in a timely way to mitigate the cumulative impacts of the Garden Suburb development.

For this reason, the infrastructure required for the garden suburb development and set out below has been divided into two categories:

- **Strategic infrastructure** (e.g. secondary school, country park, new rail bridge) that may be located in a single neighbourhood but is required to mitigate the cumulative impact of and serve the whole of the Garden Suburb development (and in some cases the wider community), and therefore is likely to require a comprehensive approach from all landowners to secure its delivery.
- **Neighbourhood infrastructure** (e.g. primary schools, local centres, district parks) which refers to local infrastructure required primarily to serve the needs of the residents of the village or neighbourhood in which it is located and which will be delivered by the landowners / developers developing in a specific neighbourhood.

The full version of the SPD includes a number of tables which establish the triggers for the provision of different items of infrastructure. Basing triggers on housing occupations makes a direct link between the needs of the new population arising and the measures needed to mitigate their cumulative impacts. However, it will also require close monitoring to ensure that targets are met. The triggers would reflect the latest point by which the relevant infrastructure element is required, and they may be delivered before that if desired.

Viability & Delivery

Paragraph 173 of the National Planning Policy Framework emphasises consideration of viability and costs in plan-making and decision-taking – plans should be deliverable.

Given the long timescale for delivery of the site and uncertainty about the economy over that period, it will be appropriate to retest the viability of the scheme at later stages, likely when subsequent planning applications are submitted.

Where landowners/developers wish to review scheme viability, the Council will require an open book approach to be taken. Any such viability appraisals will be validated by an independent assessor to be appointed by the Council and whose fees will be paid by the landowner/developer.

The outcomes and implications of viability testing at application stage will be evaluated by the Borough Council in light of the aspirations and requirements set out in this SPD.

To oversee the delivery phases of the garden suburb, IBC intends to establish a Delivery Board comprising the key landowners, developers, stakeholders and community representation.

Community Development

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The Council will look to work with the promoters and developers of Ipswich Garden Suburb to devise a Community Development Strategy, which will centre on creating a place where people choose to live and on promoting community well-being. A key factor to delivering the Strategy will be funding to support community development, including the appointment of a Community Development Officer.

Long Term Management & Maintenance

Management Arrangements

To maintain a high quality of green infrastructure and community facilities at Ipswich Garden Suburb it is important that robust and consistent management arrangements are put in place. These will need to be holistic and flexible, given the range of open space types and community infrastructure requirements, and the long construction phase of the development.

This will be achieved through a Management Plan which will be required prior to the development commencing which has been jointly prepared by IBC and the landowners. The Management Plan should cover all open spaces and buildings and cite all management objectives. The aim of this approach is to deliver effective integration of management objectives and management activities.

The Management Plan should establish medium and long-term objectives and set management procedures. The effectiveness of the plan should be reviewed at regular intervals

Arrangements for the on-going management of the sustainable urban drainage systems, including road side swales, will need careful consideration and agreement.

Governance Structure

In conjunction with the landowners and community, the Council will explore the feasibility of transferring the open space and community assets of the garden suburb to a management trust(s) which will be responsible for protecting them in perpetuity. A key factor in this will be the submission of comprehensive estate management strategies designed for self-sustaining stewardship. A management company would then implement these with appropriate funding on behalf of the trust, which should have a board of Trustees comprising local stakeholders.

Funding

Revenue will be generated from an annual service charge levied upon residents and business occupiers. Hire costs or permanent shared uses of community buildings should cover general upkeep and overheads.

Revenue should be subsidised by the developer in the early stages of construction to cover the cost shortfall until sufficient revenue is derived from the site occupants. Additional revenue sources should also be explored (e.g. grant funding, sponsorship and commercial opportunities).

Further information on any of the topics discussed in this summary can be found in the full version of the SPD.

Fonnereau District Centre Aerial Perspective





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