



Ipswich Northern Fringe
Issues & Options
Report
Revision C

December 2012



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This report has been prepared for Ipswich Borough Council
 in collaboration with the Northern Fringe landowners
 and developers by David Lock Associates and Vectos.

THE VISION FOR THE NORTHERN FRINGE

- Ipswich Northern Fringe will be an exemplar 21st Century urban extension that will facilitate and encourage more sustainable patterns of living and lifestyle choices for future residents allied with a strong sense of community and local identity.
- It will be based on excellent standards of urban design, embrace best practice in terms of sustainability and seek to be an exemplar of its type that will raise the profile of Ipswich as a town in which to live and do business.
- It will deliver a wide enough choice of housing and facilities to ensure long-term value and create a balanced community over time.
- It will be well connected to jobs and services by foot, bike, and public transport.
- It will include places of different character that stand the test of time and appeal to different markets.
- It will be designed to conserve resources.
- It will benefit from hands-on management and long-term stewardship by responsible local organisations, both during development and after residents have moved in.
- The new development will be comprehensively planned and carefully phased to deliver a well-ordered expansion of the urban area that avoids piecemeal development and ensures any given phase has the necessary infrastructure to function well.
- It will engender local support by virtue of its clear vision, quality of planning and design, and community engagement.

The new development will be planned in accordance with four overarching Core Objectives:

- CHARACTER
- COMMUNITY
- CONNECTIVITY
- CLIMATE CHANGE

Character

- Given its peripheral location and the prevailing character of the adjoining urban area the 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 zones of the development area to give a distinct sense of identity to each zone.
- The character of the place will be landscape dominated, including street trees and hedges as the main boundary treatment between private and public space in the Garden City tradition of Hampstead or Letchworth.
- The street layout will generally tend to the formal grid (town) rather than organic (village) although this pattern will tend to distort towards the settlement edge and considerations of sustainable design will influence layout (e.g. designing for passive solar gain). Home zones will be a strong character element.

- Average net residential densities will not exceed 35 dph. However, densities will vary across the development area informed by urban design considerations. In general terms, densities will be highest around district or local centres, reducing towards the settlement margins. The impact on scale and character of developing at different densities will need to be clearly explored and illustrated in the SPD.
- This will be a 21st Century development and the architectural design will be contemporary and influenced by sustainable design considerations.
- The achievement of high standards of architecture will be an absolute requirement. Spacious, resource efficient homes will be designed to take account of changing demands and lifestyles by providing adaptable internal layouts and allowing for cost effective alterations.
- The new community will be designed to be carefully and sensitively integrated into both the existing adjacent residential areas and the open countryside. In the latter instance the development will have a carefully designed transitional character zone that ensures that it sits well in the landscape on approaching the town from the north.
- There will be a strong design focus on high quality public realm, and in particular good street design – streets will be designed primarily as places for people, as advocated in Manual for Streets, not primarily for cars.
- High quality and imaginative public art will be integrated into the public realm and will enliven the street scene at key locations.

Community

- The new community will meet a full range of housing needs through a varied housing offer which includes high quality social, affordable, and

market homes. There will be a choice of apartments in appropriate locations.

- The new housing will be supported by a comprehensive range of highly accessible community facilities that will respond to people's needs, create long-term value and enable a balanced community to grow over time. Such provision will also help to meet any identified deficiencies of provision in the surrounding area thus helping to build a more integrated community and encouraging local support for the development.
- A mixed use district centre (including shops, banks, building societies and restaurants, employment space, public facilities, residential space, and civic space), local centres, a new secondary school, and three new primary schools will provide a key focus for community life. Crèche, nursery, and space for community activities will be provided in schools.
- Good facilities will be provided for a wide range of outdoor recreation and sport to encourage healthy lifestyles and community interaction.
- Home zones, community gardens (allotments) and orchards will provide further opportunities for new residents to meet up and socialise (and grow some food).
- The community will be supported to nurture an active interest in creating a strong social fabric.
- Community trusts will be established to devolve power to run local facilities.
- Community facilities will be provided on a phased basis consistent with the pace of housing provision.

Connectivity

- Every opportunity will be taken in designing the new community to reduce the need to travel, especially by car. This objective will influence all aspects of planning and scheme design including land use mix, layout, and the design of movement in and around the Site.
- Opportunities for walking, cycling and the use of public transport will be prioritised. All streets will be designed to be pedestrian and cycle friendly.
- The main community facilities will be located so as to be within easy walking distance of as many homes as possible. The concept of walkable neighbourhoods will be central.
- There will be frequent bus services to the town centre and all homes will be within 400m of a bus stop.
- Opportunities for an extended Westerfield Station car park will be considered.
- Strategic cycle routes will criss-cross the Site including a key link from Westerfield Station through the Site and onwards to Ipswich Town Centre, potentially via Christchurch Park.
- The layout of the development will make it easy to find your way around and get to where you want to be.
- No streets will have design speeds of more than 20mph and many will be less.

- Opportunities for home-working will be provided together with optimal IT infrastructure links to make it easy for people to work from home.
- Great care will be taken to embody an effective parking strategy into scheme design to support good urban design.
- A new bridge over the Ipswich to Lowestoft/Felixstowe railway line will be provided to ensure a high level of connectivity between different parts of the Site.
- New recreational routes will provide easy access across the Site from the town out into the surrounding countryside for cyclists and walkers.

CLIMATE CHANGE

- All homes will be required to achieve the appropriate rating under the Code for Sustainable Homes (currently prescribed as Code level 5 / 6 in the Council's adopted Core Strategy) or an equivalent standard under other rating standards that may replace the Code in future years. The Council will encourage maximising low energy use and energy efficiency through passive design principles in the first instance.
- 15% of the overall energy requirements of the development will be provided on site from renewable sources. The Council will encourage and support the development of an Energy Service Company (ESCO) in pursuit of this objective.
- All homes will prioritise low energy use and (responding to increasing drought stress in East Anglia) water use, including rainwater capture and storage.

- There will be comprehensive facilities for domestic waste recycling.
- 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 greenspace and nature for both existing and future residents in combination with attractive and safe walking / cycling routes. (An aim should be to deliver better and more varied access to the countryside for existing residents for walking, cycling and other outdoor activities than currently exists.)
- The green infrastructure network will build on the existing asset of the field hedgerows and trees that are such a distinctive and attractive feature of the existing Site.
- Working with the Suffolk Wildlife Trust, every opportunity will be taken to create space for nature (including the creation of new nature reserves) and to significantly enhance the overall biodiversity of the Site.
- A new country park will be provided.
- The development will be laid out and designed to provide an appropriate urban edge in the wider landscape and a suitable separation distance and setting for Westerfield village.
- Community gardens and orchards will be provided in appropriate locations and supported with robust and sustainable maintenance arrangements.
- The design of movement, green infrastructure, and drainage strategies will be fully integrated from the outset, with surface water attenuation to manage flood risk providing associated amenity and biodiversity benefits.
- Landscape design will take full account of climate change objectives (e.g. shelter, shading, passive solar gain, flood management, biodiversity).

1.0 INTRODUCTION

- 1.1 The Ipswich Northern Fringe is a major opportunity to deliver the new housing and community facilities that Ipswich must supply if it is to grow and maintain a vibrant and economically stable community.
- 1.2 The Site is identified in Ipswich Borough Council's (IBC) adopted Core Strategy & Policies Development Plan Document (December 2011) as being capable of accommodating up to 4,500 homes alongside associated transport, open space and community infrastructure in the long term. Core Strategy Policy CS10 states:

"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.

However, due to the limited availability of previously developed land in the rest of the town, the delivery of 1,000 dwellings will be expected to commence prior to 2021 on land to the east of Henley Road and south of the railway line. 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:

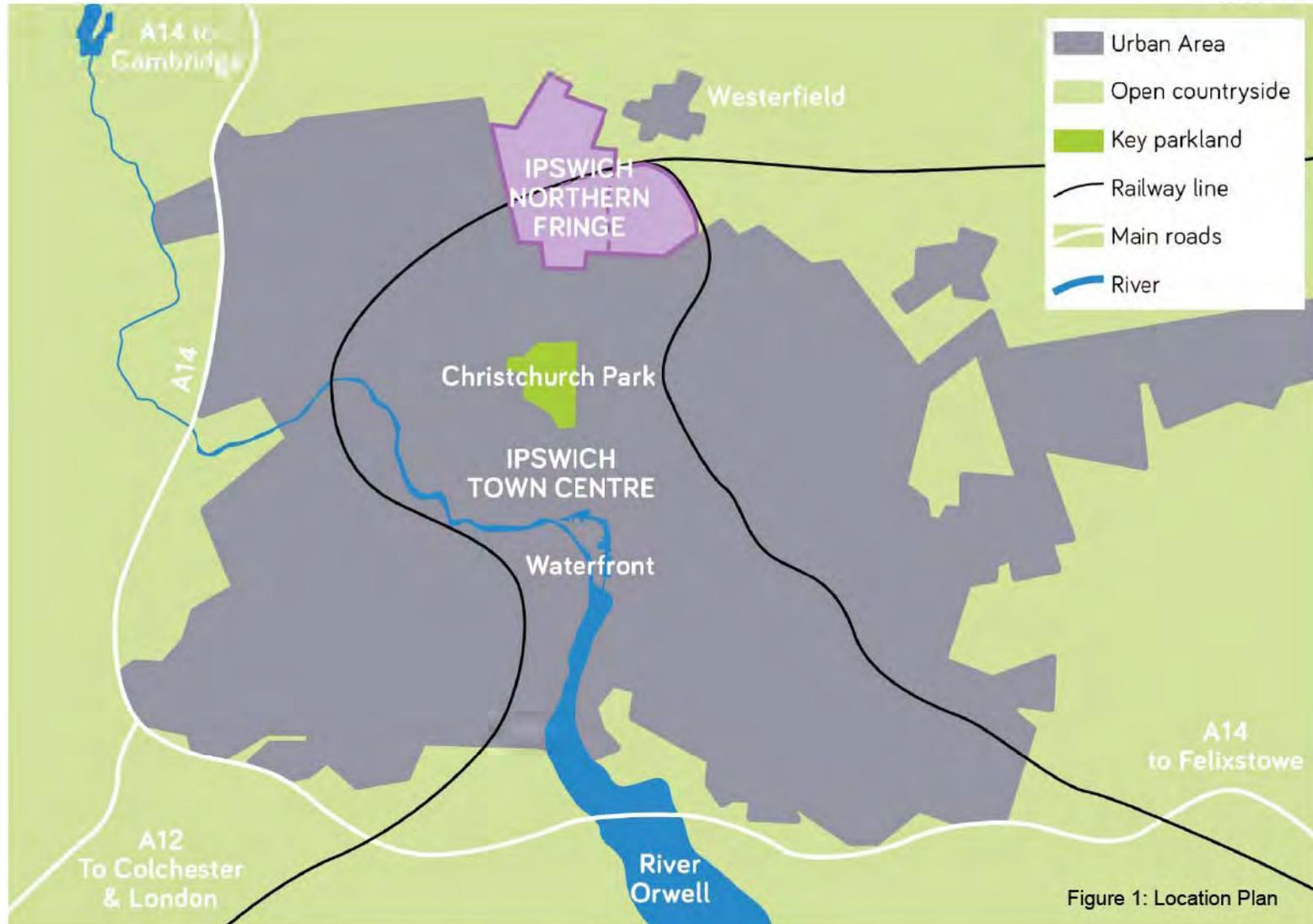
- a. guide the development of the whole Northern Fringe area;
- b. identify the infrastructure that developments will need to deliver on a comprehensive basis alongside new housing, including community facilities and, at an appropriate stage, the provision of a railway crossing to link the potential development phases, in the interests of sustainability and integration; 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, and provide the opportunity for the provision of a country park within the Northern Fringe as envisaged by CS16 and as shall be more particularly identified in the SPD.

Should housing delivery 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."

- 1.3 This Issues & Options report is a critical step in the preparation of the supplementary planning document. It underpins an informal consultation exercise, in accordance with the Council's adopted *Statement of Community Involvement For Ipswich* (11 September 2007), through which the views of the public and stakeholders on issues and options for the Northern Fringe development will be sought. The outcome of the consultation exercise will inform the selection of a Preferred Option, which will provide the basis for the Draft Supplementary Planning Document (SPD).
- 1.4 The Site with its existing location and rural character lends itself to a development in which the landscape is a dominant feature that provides structure and a sense of place. The Council has indicated that it wishes to see a form of development that is guided by Garden Suburb principles. This theme is explored further in this report.



Purpose of this report

- 1.5 The purpose of the Issues and Options Report is to highlight those known issues that will need to be considered and addressed by the SPD (or in more detailed cases, at the Outline Planning Application stage). The document refers to issues both on and off-site. It acknowledges where further studies into technical matters will be required as the work on the Framework Plan for the Site progresses; many of these will be statutory requirements at the Outline Application stage (for example, those matters to be included in the Environmental Impact Assessment).
- 1.6 It is important to acknowledge that the SPD is intended to amplify the Core Strategy policies relating to the Northern Fringe. It is not the role of the SPD to masterplan the Site in detail – this will occur at the Outline Application stage and through the subsequent submission of reserved matters applications. At each stage of this long term process, additional information will come to light that will continue to shape the master plan.
- 1.7 The report also identifies three feasible options for the planning of the Site and explores the sequencing and delivery implications of each option in order to inform the selection of a preferred option.

Methodology

- 1.8 Following the identification of the Northern Fringe as an area for urban expansion in the adopted Core Strategy (December 2011), the Council and the landowners have committed to a collaborative planning process to advance the SPD. David Lock Associates (DLA) was commissioned to assist with the preparation of the SPD, including this Issues and Options report and consultation.
- 1.9 A summary of that process to date includes:

- a sharing of relevant information by the Council and Suffolk County Council into the planning and development requirements of each authority;
- regular meetings between the local authorities, the DLA planning and design team, the appointed transport consultants, the landowners and representatives of the Government's Advisory Team for Large Applications (ATLAS) to discuss issues relevant to this stage of the planning and development process;
- several site visits were undertaken during 2012 to understand the Site and its physical characteristics;
- discussions with a range of statutory and non-statutory consultees in order to ascertain their views and requirements. This has included discussions with the Environment Agency, Sport England, Natural England, Suffolk Wildlife Trust and Anglian Water;
- a review of the findings of the 'Call for Ideas' that the Local Authority carried out during April and May 2012 in order to seek initial and unfiltered feedback from the public;
- a Community Planning Day held on 21st July 2012 with members of the public, the landowners, and elected members and officers from the local authorities. The workshop sought to establish objectives for the development and explore possible framework plan options for the Site (the results of this workshop are set out in a separate report which is available from the Council); and
- a parallel Sustainability Appraisal process that is being undertaken to inform the emerging ideas.

1.10 Based on the findings of these actions, the project team has:

- drafted a vision for the Northern Fringe to guide future development;
- identified site specific constraints and opportunities;
- carried out a study of the urban context of the Site in order to inform the planning and urban design work;
- understood where the development is likely to have a physical or environmental impact, which will trigger the requirement for detailed studies and possible mitigation measures at the outline planning stage;
- analysed the capacity of the Site;
- outlined the scope of the SPD, highlighting particular matters that will need to be addressed in some detail; and
- established several options for the strategic layout of the Site, including where key land uses should be located and what the relative merits and implications of each option will be.

Overview of the content of this report

Following the pre-amble and introduction, the report contains the following:

Chapter 2 "The Site and its wider context"

- Wider Context
- Understanding the Site

Chapter 3 "Aspirations & Objectives"

- Objectives at national, regional and local level
- Consultation Responses

Chapter 4 "Designing a 21st Century Garden Suburb"

- Garden Suburb Principles
- Urban Context Study
- A Framework Plan for the Site : Issues for the SPD

Chapter 5 "Framework Plan Options & their rationale"

- Overview of the Options
- Assessing the Options

Chapter 6 "Next Steps"

2.0 THE SITE AND ITS WIDER CONTEXT

2.1 Ipswich Northern Fringe is the only significant opportunity for the town to grow and accommodate a major urban extension within its administrative boundaries. Thus, this unique opportunity needs to be approached with care and consideration. In order to enable IBC to make an informed choice when deciding how the land will be developed, it is important that the existing circumstances on and off site are studied and the most significant challenges are identified early on, in order to design appropriate solutions.

Wider Context

2.2 Ipswich is the county town of Suffolk and a major centre of population, economic activity and growth in the Eastern Region. In order to safeguard the town's position as a key centre and engine of growth for the region, it is crucial to provide adequate infrastructure and facilities and to ensure that employment and housing growth are effectively planned.

2.3 In contrast to the urban character of the Borough of Ipswich with its district boundary drawn closely around its urban area, the surrounding areas are mainly rural and characterised by agricultural land and some dispersed woodlands and smaller settlements. Westerfield village, as the closest settlement to the Site outside of Ipswich, is a rural community that is well separated from Ipswich. It is one of the objectives of Core Strategy Policy CS10 to maintain an appropriate physical separation while providing links for cycling and walking to Westerfield Station.

2.4 This section rehearses some of the key issues within the existing town.

Population

2.5 The population of Ipswich is 133,400 according to the Census 2011, representing an increase by 13.8% from 117,200 in 2001, following a period of decline since 1971. It is projected to grow significantly "to 152,000 people by the year 2035" (IBC SHMA Data Review, June 2012).

2.6 Within Ipswich, natural increase is a more significant source of population growth than in-migration; the number of births each year has increased by about 20% since 2004. Of those migrating into the town, the vast majority originate from other parts of the UK. International immigration has decreased since 2004.

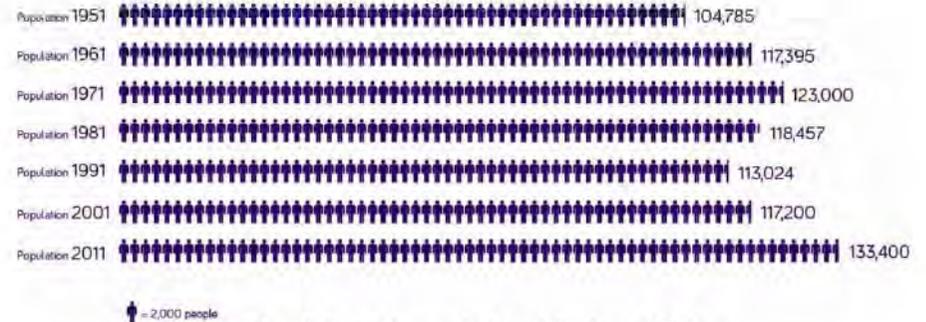


Figure 2: Population Change in Ipswich since 1951
(based on Census Data)

2.7 In addition to population growth, the number of households is increasing as people live longer, marry later, divorce more often, or simply choose to live alone. These trends create extra demand for housing, even where population levels are relatively stable. In Ipswich, between 2001 and 2011 the number of households grew from 49,869 to 57,300 (13%). The projections of the Department for Communities and Local Government indicate that between

2011 and 2031 the number of households could grow by a further 16,000.

- 2.8 The Council has a statutory obligation to plan for new housing in order to meet this growing demand.

Economic Context

- 2.9 Ipswich has a busy commercial sector, high levels of entrepreneurship and a wide range of skills within the workforce. While manufacturing jobs in Ipswich have declined over the past decade, Ipswich also provides a wide range of cultural, sporting and retail uses. It is also a centre for the university, and the maritime, telecommunications and financial industries. The majority of people work in Public Administration (31.4%). Finance, IT and business activities account for one-quarter of the workforce, with a slightly smaller proportion of distribution, hotel and restaurant jobs.
- 2.10 Between April 2011 and March 2012 about 49% of all people in Ipswich aged 16 - 64 were in employment (including self employment) while 8.6% of the economically active aged 16 or over were unemployed. The unemployment rate was 0.5% higher than in the rest of the country and 2% higher than in the region.¹

¹ Nomis based on ONS annual population survey

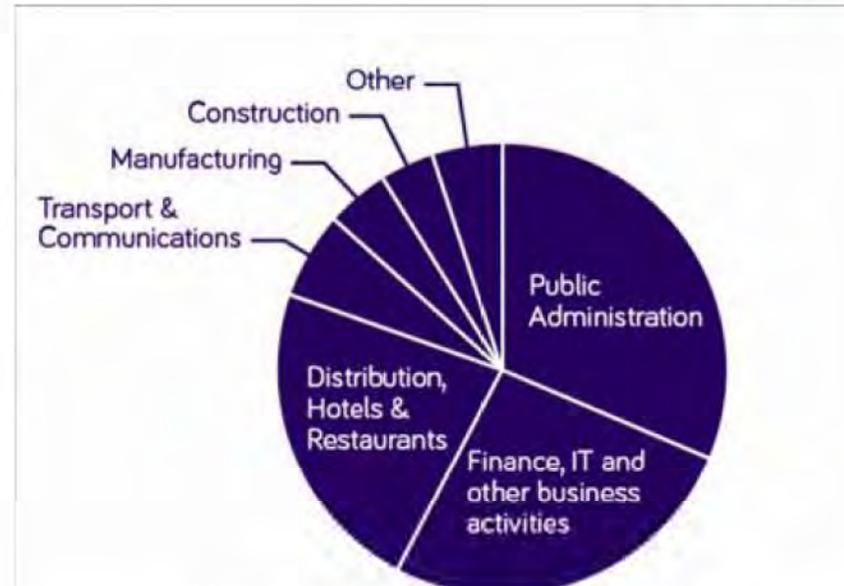


Figure 3: Employment sectors in Ipswich

- 2.11 Ipswich is facing the challenging task of boosting its job numbers which will require joint working and coordination of planning policies around the fringes of Ipswich as recognised in Policy CS6 of the adopted Core Strategy 2011, in order to make it a more attractive location for investment.
- 2.12 However, the town has an ongoing need for regeneration to address pockets of deprivation that are the result of a combination of factors that may include higher than average proportions of elderly residents, high unemployment, lower than average skill levels and income deprivation or crime. Job creation and

economic growth are critical to addressing these issues. New housing is an essential part of the infrastructure required to attract economic investment, retain skilled and professional workers and graduates, and stimulate demand for local services.

- 2.13 Ipswich is also identified as critical to the Suffolk Haven Gateway achieving its aspirations for future employment in terms of quality and quantity.

Accessibility

- 2.14 Ipswich is well connected with direct train links to London in just over an hour and Norwich and Peterborough as well as the East Coast and Felixstowe. The town is also easily accessible from the strategic road network including the A12 giving access to London, the M25, Stansted Airport and the A14 linking the Midlands and the Port of Felixstowe. As such the town is well connected to its wider region and other centres of economic activity.
- 2.15 The town experiences some localised junction queuing during weekday peak hours, but it does not suffer from severe traffic congestion. Maintaining this situation will be an objective of the transport strategy which will evolve alongside the SPD and the outline planning application.
- 2.16 The 'Travel Ipswich' major scheme (formerly "Ipswich – Fit for the 21st Century") aims to achieve a change in travel behaviour by changing existing patterns of travel and providing a foundation for Ipswich in the future. There are various improvements to public transport, walking and cycle routes and infrastructure along with improved information provision proposed. The town centre road network will benefit from a number of junction improvements and a centralised computer controlled traffic signal system known as an Urban Traffic Management System (UTMC). Overall the aim of

this scheme is to keep congestion levels at 2011 levels in the future.

- 2.17 Footways are provided along existing roads in the local area and there are uncontrolled crossings provided over Valley Road. There are established footpaths and off-road cycle routes to the town centre either along existing roads or through Christchurch Park.
- 2.18 At present the bus network in Ipswich operates in a spider formation with Tower Ramparts and Old Cattle Market serving as key transport interchanges for services from the surrounding residential areas. Passengers interchange in the town centre to access key facilities in the town such as the hospital and Ipswich railway station.

Open Space, Sport and Recreation

- 2.19 As set out in the adopted Core Strategy, Ipswich contains a variety of public and private open spaces, sport and recreation facilities. While the strategic open spaces contribute to the character and appearance of the town, the smaller local spaces and facilities are essential for the wellbeing of local communities.
- 2.20 The *Ipswich Borough Council Open Space Sport and Recreation Facilities Study* by PMP on behalf of IBC (2009) has identified that open space provision in the north of the Borough is generally lowest, with an under-provision of parks and gardens in the north-west and north-east, amenity green space in the north-east and natural and semi-natural green space in the north-west, central and north-eastern areas (Core Strategy 2011, para. 8.174). Other deficits affect more of the Borough, for example the shortfall in provision for young people across the Borough (e.g. skate parks, kick about areas and youth shelters).

2.21 The Council has stated that some of this existing shortfall should be met at the Northern Fringe. In particular, a new country park is required to provide access to semi-rural open space. This will be in addition to the open space requirements that will be triggered by the development of the Northern Fringe, and provided in accordance with Appendix 6 of the adopted Core Strategy (see Table 1).

| 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

| | |
|---|--------------------------|
| Parks and gardens | 0.04ha |
| 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 |

Table 1:
Standards for the provision of open space, sport and recreation facilities
(Table 10, Appendix 6 of the Core Strategy 2011)

Local Facilities & Education

- 2.22 North Ipswich is well served by a range of facilities and services, although there are inconsistencies in the quality of that provision. Within proximity of the Site there are several schools, local centres, places of worship, sports and leisure facilities, and community meeting places. These are identified in Figure 4.
- 2.23 Studies commissioned by the Council and the landowners have shown that there is scope for between 1,430sqm to 9,510sqm of gross retail floorspace within the scheme to provide local shopping facilities. Overall, the aim is to provide shops within three community hubs (two Local Centres and one District Centre) that will incorporate commercial and community facilities in accordance with Core Strategy Policy CS10.
- 2.24 Ipswich Hospital is just over 3km to the south-east of the Site and there are several doctor surgeries and pharmacies within the proximity of the Site. The doctor surgeries have reached their physical capacity and a new health centre of approximately 780sqm may therefore be required to meet demand for primary care within the Northern Fringe. A site for a new health centre could be accommodated within one of the intended community hubs.
- 2.25 In terms of schools, there are several primary and secondary (including 6th form) schools in reach of the Northern Fringe. However, forecasts predict that pupil numbers will continue to rise with the exception of state-funded secondary school rolls of pupils aged under 16 which are expected to be 5% lower than in 2011. Even without the Northern Fringe development the pupil forecasts for primary schools in Ipswich predict an increase of pupils by at least 19% and 29% of secondary school age. Therefore, by 2021
- the Ipswich secondary schools should be feeling the impact of existing primary pupils and a new secondary school will be required to accommodate pupils from the Northern Fringe.
- 2.26 Educational achievement across Ipswich is below the national average. This is set out in the Sustainability Appraisal (SA) Scoping Report (published 6 September 2012) prepared by Hyder Consultants for the Council. The SA Scoping Report therefore recognises the opportunity to improve educational attainment in the Borough, which could have wider social benefits and positive effects on the local economy (reference p.11 of SA Scoping Report). The local education authority has indicated a requirement for three primary schools and a new secondary school within the Northern Fringe. The former will cater mainly for pupils living within the development. The latter will serve the development and make some provision for pupils living within the existing residential area.
- 2.27 The Site is close to the town centre with its wide choice of comparison shopping, cultural and leisure facilities. The town centre is also the main employment centre for the town. The provision of retail, primary health and education facilities will create considerable local employment opportunities.
- 2.28 A range of public and private sports facilities are already provided within North Ipswich. The Council is currently reviewing its requirements for the provision of indoor and outdoor sports facilities within the development. In addition, financial contributions to the upgrade and maintenance of existing facilities may be required as part of a package of developer obligations, should outline planning permission be granted.

- 2.29 The new community will generate a demand for community centre facilities. Community meeting places will be required for local use; the scale of these facilities will be agreed with the Council, based on an assessment of need and future use.

Next page:

Figure 4: Local Facilities and Community Infrastructure in North Ipswich

Understanding the Site

- 2.30 The Ipswich Northern Fringe consists of three parcels of land that are identified in the Proposals Map of the adopted Core Strategy 2011 (Figure 5):
- the allocated Area for Delivery of Housing and Associated Facilities prior to 2021 located to the west of Westerfield Road and south of the railway line (also known as **Central Site**),
 - the Broad Area for Housing and Associated Facilities after 2021 located to the east of Westerfield Road and south of the railway line (also known as **Eastern Site**), and
 - the Broad Area for Housing and Associated Facilities after 2021 located north of the Railway Line and east of Henley Road (also known as **Northern Site**).

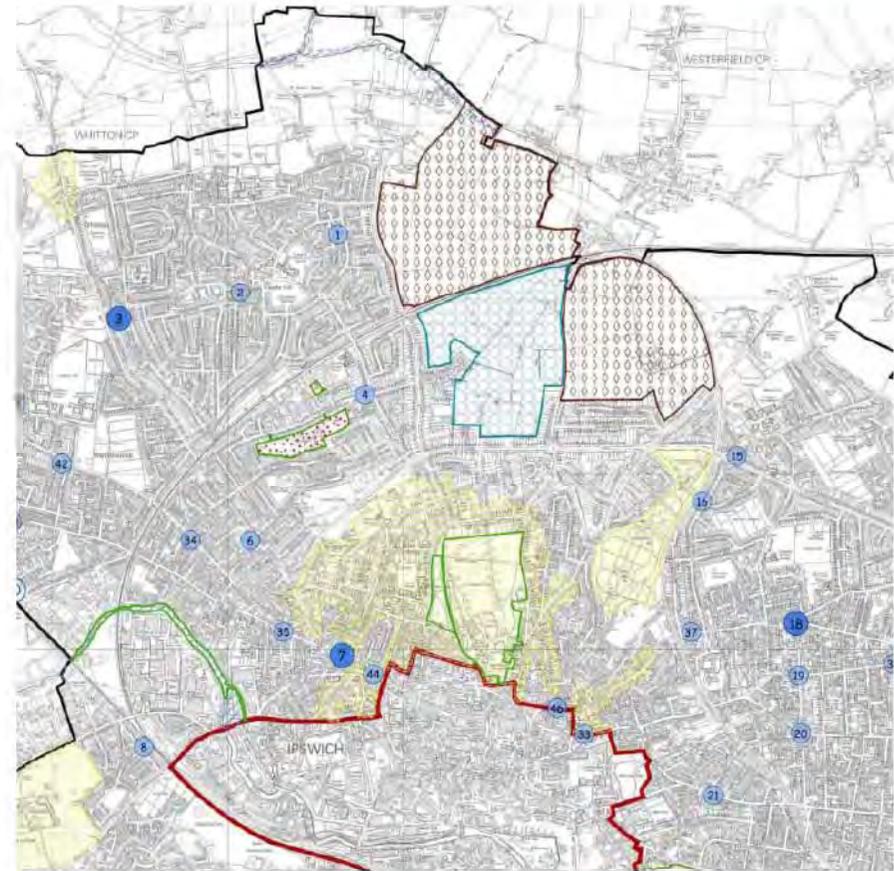


Figure 5: Extract of the Proposals Map of the Adopted Ipswich Core Strategy 2011

Physical characteristics

- 2.31 An understanding of the physical characteristics of the Site is essential to the successful planning of the development. Whilst there are constraints that will need to be addressed and managed, the Site also has a number of assets that, through the design process, can be successfully integrated into the scheme in order to enhance the quality of the new environment.



Figure 6: Walking times from the Northern Fringe

- 2.32 The proposed development area comprises some 195 hectares (482 acres) of land on the northern edge of Ipswich. From the town centre (Tower Ramparts), the southern edge of the Site is about 1.5km and the northern part just over 3km.



Figure 7: Distances from the Site

- 2.33 The land adjoins Westerfield Village to the north-east which is physically separate from the town.
- 2.34 The Site lies at the urban edge, where the town meets open countryside, and whilst it is flanked by suburban development to the west and south, its current character is determined largely by its agricultural use (predominantly Grade 2) with the exception of the playing fields to the south-west that are currently used for outdoor sports by Ipswich School. Ipswich School intends to relocate this facility thus releasing this land for development.

- 2.35 The streets that are defining the boundaries of the Northern Fringe are partly of suburban character with buildings on both sides, large setbacks and street trees (e.g. Valley Road, southern part of Henley Road, south-western part of Tuddenham Road and the southern part of Westerfield Road) and partly of rural character with buildings on just one side or not at all (e.g. northern part of Westerfield Road, Lower Road and north-eastern part of Tuddenham Road).

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Figure 8: Environmental Site Features

ENVIRONMENTAL SITE FEATURES



- SPD Boundary
 - Conservation Area
 - Registered Parks & Gardens
 - Train Station
 - Listed Buildings
 - Public Rights of Way
 - Hedgerows (retained where possible)
 - Tree Protection Order
 - Tree Protection Order (approximate location)
 - ASTSWF Intermediate
- Reference: Areas Susceptible to Surface Water Flooding Data, Copyright Environment Agency (2008)

December 2012

INF001 / 033 / f

1:10,000@A3

0km 25m



- 2.36 The location of the Site suggests that it can have a role to play in managing the transition between town and countryside. This has not always been achieved successfully in previous developments, where often the town ends abruptly as the countryside begins.
- 2.37 Overall the land rises steadily from north to south by about 20m with significant level differences along the railway line and the adjoining roads. The topography of the Site provides scope for interest and variety within the new built form. It also highlights the potential inter-visibility between the new development and the open countryside to the north.
- 2.38 A report for Crest and Kesgrave Covenants by the Landscape Partnership in 2002 provides an analysis of views into the Site from the open countryside to the north. This assessment identifies which areas of the Site would be most visible should they be developed. View points on rising land to the north of Lower Road give views of the Site as foreground to existing development on the skyline.
- 2.39 Identifying the preferred means to manage and exploit views in and out of the Site will be critical to the design process. Careful consideration of the configuration of development, the landscape design and the location of the required country park will be required through the SPD process and at each subsequent design phase.
- 2.40 There are no buildings on site with the exception of a small pavilion and some storage buildings on the Ipswich School Playing Fields on the southern part of the Central Site and the Red House Farm complex on the Eastern Site (the farm house is locally listed). There are several listed buildings and two registered Historic Parks and Gardens in proximity to the Site but not within its boundary. There are also four Conservation Areas to the south

of the Northern Fringe urban extension area, these being the Park, Henley Road, Old Cemetery and Christchurch Street.

- 2.41 There has been a historic landfill on the south-western part of the Northern Fringe off The Grove. There is the potential for archaeological remains underground and it is therefore likely that archaeological fieldwork will be required to establish the baseline conditions at the Site prior to development. This issue will be addressed initially through an Environmental Impact Assessment, carried out in accordance with the *Town & Country Planning (Environmental Impact Assessment) Regulations 2011* (EIA Regs), to be carried out and submitted at the outline planning application stage.
- 2.42 There are some smaller areas prone to flooding (see Figure 9, not including development within the Northern Fringe). A Strategic Flood Risk Assessment for Ipswich was prepared in support of the Core Strategy. The SPD will need to consider more closely a drainage strategy for the Northern Fringe site to ensure that flood risk is not worsened by the development. In particular the required cubic capacity of the sustainable urban drainage systems (SUDS) and options for the location of SUDS areas will be explored. This work will inform the refinement of the preferred option to ensure that the SPD can accommodate an acceptable drainage solution. The SPD will also highlight the need for a Flood Risk Assessment and detailed drainage proposals to be undertaken as part of any outline planning application process.

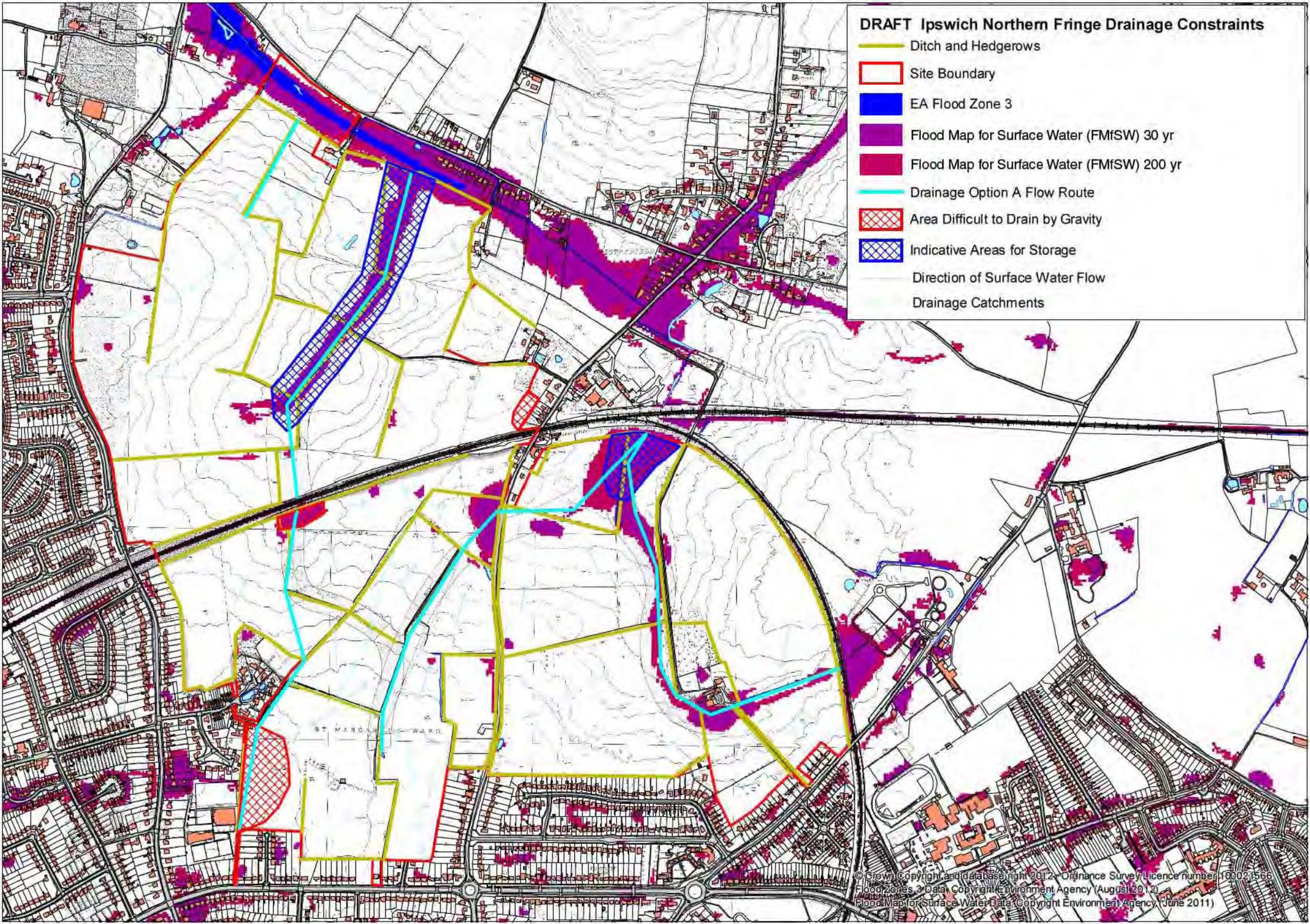
Next Pages:

Figure 9: Drainage

Figure 10: Topography

DRAFT Ipswich Northern Fringe Drainage Constraints

-  Ditch and Hedgerows
-  Site Boundary
-  EA Flood Zone 3
-  Flood Map for Surface Water (FMfSW) 30 yr
-  Flood Map for Surface Water (FMfSW) 200 yr
-  Drainage Option A Flow Route
-  Area Difficult to Drain by Gravity
-  Indicative Areas for Storage
-  Direction of Surface Water Flow
-  Drainage Catchments



TOPOGRAPHY



- 2.43 Fonnereau Way is an existing Public Right of Way (PRoW), running through the Site from Valley Road in the south to Lower Road in the north, which shall be retained. An improvement to the railway crossing of the PRoW, an at-grade pedestrian level crossing at present, is likely to be required; this will necessitate discussions between Network Rail and the land owners.
- 2.44 Overall the Northern Fringe is well connected to the local movement network, with access into the Site from Henley Road to the west, Valley Road to the south and Westerfield Road at the centre. Access to Tuddenham Road to the east is physically achievable but there may be ownership constraints. The town centre to the south is accessible both on foot or cycle with potential for provision of a route through Christchurch Park. The Northern Fringe development would provide an opportunity to improve this route with crossing facilities over Valley Road to provide a continuous link from the Northern Fringe site to the town centre.
- 2.45 The Ipswich to Lowestoft/Felixstowe railway line passes through the centre of the Site and creates a physical barrier for pedestrians, cyclists and vehicular movements from north to south. At present, Henley Road passes over the railway with narrow footways provided on both sides of the carriageway, whilst Westerfield Road crosses the railway at a level crossing with partial barrier control. Plans are currently being developed to upgrade this facility.
- 2.46 The railway line also presents a source of considerable noise, which must be mitigated in order to reduce its impact on future residents. The audibility of the trains varies according to whether it is in a cutting or an embankment, so design responses may

differ along its route in response to this. Potential methods for noise attenuation include acoustic fencing and greater setback distances.

- 2.47 Bus services currently operate along both Henley Road and Westerfield Road, connecting radially from Ipswich town centre. Westerfield Road is served by a rural bus service with an hourly frequency. Henley Road is served by the bus route which forms the service available for Broomhill, Castle Hill and Whitton. To promote sustainable travel to the town centre from the Northern Fringe, high frequency bus service/s will be provided from the outset.
- 2.48 Westerfield railway station lies to the north-east of the Site and is served by trains from Felixstowe and Lowestoft to Ipswich. Ipswich's main rail station is less than 3.5km from the middle of the Site providing rail services to London, Norwich and Cambridge. The direct connection between Westerfield station and Ipswich's main line station will enhance the travel choices for new residents.

Fauna and Flora on site

- 2.49 The Wildlife Trust has provided an initial assessment of the ecological value of the Northern Fringe. They highlighted that:
- the Eastern Site has more ecological interest than the two remaining sites west of Westerfield Road;
 - the main ecological value lies in the field margins, hedgerows and ancient trees;
 - all ancient oaks, mature trees and hedges should be retained for their wildlife value (as well as the grassland at the Northern Site);

- permanent wildlife corridors should be established (including the railway embankment, some hedgerows or tree belts as well as the watercourse to the north of the Northern Site);
- selected sections of hedgerows or tree belts could be widened by additional planting to form copses;
- hedge margins should be left to allow a grass edge to develop;
- a number of existing ponds should be restored;
- retained hedgerows and tree belts should remain unlit so that they can be used by bats;
- an ecological management plan should be prepared and implemented; and
- consideration should be given to the partly restoration of parkland on the Eastern Site (i.e. in locations where the greatest concentration of veteran oaks are, together with planting of additional oaks).

2.50 As part of any outline planning application, up-to-date ecological surveys will be required in order to assess the environmental impact of the development on fauna and flora, to inform the framework plan and enable the identification of appropriate mitigation measures where necessary. This process can also highlight opportunities for ecological enhancement through the development (for example, the cessation of farming activity and the creation of a new country park could lead to opportunities for new habitats and wildlife, and for the relocation of existing habitats).

2.51 As is typical with greenfield sites that have been farmed, this Site has a framework of hedgerows and some important trees, but large parts of the Site are without significant features. Significant specimens can be retained within the master plan, and in many cases may be able to serve as the basis for green corridors. Many trees are protected by a Tree Preservation Order (TPO), and will be retained within open spaces. Please note that due to mapping

inconsistencies, trees protected under the tree preservation order for Red House Farm (01_00007_TPO) cannot be individually associated with the aerial photograph used for constraints mapping – the TPO's on the Eastern Site shown in Figure 8 are therefore shown in approximate locations only. However, the principle of the protection of those trees applies equally to that part of the Site, as it does in others where individual specimens can be accurately identified.

2.52 Overall, the Site is not unduly constrained, and there are no reasons why development cannot proceed. This gives greater freedom to focus on 'opportunities' for good place-making, as opposed to being restricted to a master plan that is driven largely by constraints.

3.0 ASPIRATIONS & OBJECTIVES

3.1 This section sets out the aspirations and objectives for the Northern Fringe which will inform the SPD and the subsequent master plan for the Site. It includes aspirations from national to local level, all of which raise the importance of creating sustainable and viable development, as well as diverse and equitable communities.

National Planning Policy Framework

3.2 In March 2012, the Government published the *National Planning Policy Framework* (NPPF) which articulates a vision for growth in the context of sustainable development. It is committed to a presumption in favour of sustainable development and strives to “significantly boost” the provision of housing. As a result Local Authorities are required to provide a sufficient number of deliverable and developable sites through the identification of key sites which are critical to the delivery of the housing strategy over the plan period.

3.3 The concept of “sustainable development” is not uniformly defined. At a broad level it is generally described as development which “meets the needs of the present without compromising the ability of future generations to meet their own needs” (Brundtland Report in 1987 (“Our Common Future”) by the World Commission on Environment and Development).

3.4 The NPPF identifies three dimensions of sustainable development, these being:



Figure 11: Elements of Sustainable Development

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the needs of the community and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 3.5 To achieve sustainable development the NPPF establishes a number of objectives for planning and development:
- building a strong, competitive economy
 - ensuring the vitality of town centres
 - supporting a prosperous rural economy
 - promoting sustainable transport
 - supporting high quality communications infrastructure
 - delivering a wide choice of high quality homes
 - requiring good design
 - promoting healthy communities
 - protecting Green Belt land
 - meeting the challenge of climate change, flooding and coastal change
 - conserving and enhancing the natural environment
 - conserving and enhancing the historic environment
 - facilitating the sustainable use of minerals
- 3.6 The adopted Ipswich Core Strategy that is NPPF compliant, takes account of these objectives, and the SPD provides further scope to guide their implementation at the Northern Fringe.
- 3.7 It is a requirement of the NPPF that Local Planning Authorities identify an up-to-date supply of deliverable sites sufficient to provide five years' worth of housing against their housing targets. They also need to identify an additional buffer of +5% to ensure
- choice and competition (+20% where there has been a record of persistent under delivery of housing) (NPPF, para. 47). If the LPA cannot demonstrate a five-year supply of deliverable housing sites, its housing policy will not be viewed as up to date.
- 3.8 The NPPF advocates the use of large scale developments, which incorporate Garden City principles, as the best way of supplying new homes in certain circumstances (para. 52). Whether this is the appropriate way of achieving sustainable development should be established through working with local communities. National policy attaches great weight to the importance of good design of the built environment, creating a high quality inclusive development.
- 3.9 Under section 8 'Promoting Healthy Communities', the NPPF seeks to ensure an integrated approach to considering the location of housing, economic uses and community facilities/services. The Government seeks to plan positively for the provision of community facilities and open space with great weight being given to the provision of schools.
- 3.10 The NPPF also recognises the significance of financial viability in planning and decision making. It states that development sites should not be subject to a scale of obligations and policy burdens that render them unviable. Instead, requirements relating to items such as affordable housing and infrastructure should take account of the need for a willing landowner to achieve a competitive return in order to ensure the development is deliverable.
- 3.11 In transport terms, the NPPF highlights that the transport system needs to be balanced in favour of sustainable transport. The overarching objectives of new developments should be to offer sustainable transport, appropriate safe access and layouts and, where necessary offer improvements to the network to limit any significant impacts of the development.

National Design Guidance

- 3.12 Best practice in framework planning and urban design is well documented in a series of national publications from Government and its agencies. A summary of the main guiding principles which will be relevant to the Northern Fringe is set out here. The documents used in this exercise are listed in full in Appendix A.

Objectives for Requiring Good Design

1) Development to function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development

"A place that has a clear image and is easy to understand. Landmarks, gateways and focal points help people find their way. Vistas create visual links between places, visible routes and destinations, and a visible choice of routes. Places where form and layout make them easy to understand are likely to function well and to be pleasant to live in or visit." (p.28)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"The quality of the places we live in has an impact on all aspects of life..."

Good urban design is essential to deliver places which are sustainable on all counts: places that create social, environmental and economic value." (page 1)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"Housing developments should be: attractive, functional and sustainable." (p.3)

CABE: Building for Life (2008)

"Recognising the importance of the community function of streets as spaces for social interaction. Streets should integrate not segregate communities and neighbourhoods." (para. 1.2.1)

"Long term adaptability should be a design principle for town and city streets." (para. 2.3.9)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"Remodelling or removing vulnerable buildings and spaces makes places more liveable ...

The aim is well-defined and purposeful open space. Quality can be more important than the quantity." (p.22)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- legible
- distinct
- sustainable
- efficient
- responsive to context
- attractive
- functional
- long term adaptability

2) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.

"A place that has a clear image and is easy to understand..."

Techniques for analysing the local context which include appraisal of:

- gateways and points of transition...;
- nodes...;
- landmarks and features...; views and vistas...; edges, seams and barriers..." (p. 39)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"Subdivide sites into areas of different character, where appropriate. If the characteristics are stated clearly they can influence subsequent design decisions." (p. 27)

"Places that grow true to their locality are likely to be sustainable, enjoyable and to attract investment – intellectual, cultural and financial." (p.41)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"The ability of a scheme to create a sense of place greatly depends on the quality of the buildings and the spaces around them... It is about character, identify and variety." (p. 21)

CABE: Building for Life (2008)

"Enhancing street environments through a high quality public realm incorporating local materials and historic street features, removal of clutter and pedestrian barriers, use of shared space where appropriate and enhanced street lighting can help to stimulate local economic activity, reduce street crime and encourage a sense of local community." (para. 1.4.2)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"Places should have a clear distinction between public, semi-private / communal and private space." (p.30)

"Good design of buildings and public space, including art and planting, creates a sense of place." (p. 73)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- Easy to understand/ legibility
- Visual links
- Landmarks
- Hierarchy of space
- Drawing on local vernacular
- Clear separation between private and public spaces
- Identification of character areas
- De-cluttering of streetscape
- Quality of parking rather than quantity

Objectives for Requiring Good Design

3) Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation

"The positive features of a place and its people contribute to its special character and sense of identity. They include landscape, building traditions and materials, patterns of local life, and other factors that make one place different from another.... Many places which we now think of as being pleasantly distinctive grew naturally in response to local circumstances." (p.19)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"An appreciation of local climate, urban form, culture, topography, building types and materials is necessary to nurture local distinctiveness." (p.41)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"The overall look and feel of a new development should be considered in relation to neighbouring buildings and the local area more generally." (p.17)

"New housing should promote or reinforce local distinctiveness without stifling innovation." (p.18)

CABE: Building for Life (2008)

"Street character assessment, including reviews of existing adjacent streets, can help to inform decisions on appropriate materials for new streets and it may be possible to draw from local designs in designing street furniture." (p.34)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"Much will depend on the characteristics of the local situation and the change envisaged, or being promoted, through the LDF." (p.48)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- consideration of historic, physical and social context
- reinforce or promote local distinctiveness without stifling innovation

Objectives for Requiring Good Design

4) Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks

"To promote diversity and choice through a mix of compatible developments & uses that work together to create places that respond to local needs." (p.15)

"A successful mix of uses is achieved where the uses help to create a balanced community with a range of services, without increasing reliance on the car." (p.32)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"Good urban design creates an environment that attracts a variety of users to interact with a variety of uses in a vibrant place..

When designing new places, we should locate uses which require the most footfall in locations which are the best connected to the surrounding street structure." (p.77)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"Appropriate community facilities and services ... are important... Services benefit from being close together so planning should allow for this in areas with greatest access." (p.7)

"A mix of accommodation provides opportunities where people can move home without leaving.." (p. 9)

CABE: Building for Life (2008)

"Centres that have successfully balanced movement and place functions have done so by prioritising pedestrian and cycle movement within the core, while making it straightforward to get to the edge of the centre by other modes. This means that busier routes around the town centre must be easily crossed by pedestrians and cyclists and should not form a barrier." (para. 2.3.8)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"Attracting the right mix of uses can generate greater activity and surveillance." (p. 36)

"Mixed use development, in this case homes, studios, offices and leisure, provides the ownership and surveillance that round-the-clock usage brings." (p. 65)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- mix of uses
- diversity and variety of uses
- mix of street types
- removal of movement barriers

Objectives for Requiring Good Design

5) Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion

"The convenience, safety and comfort with which people go to and pass through buildings, places and spaces play a large part in determining how successful a place will be." (p. 26)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"Accessibility and ease of use are essential in persuading and enabling people to take to walking, cycling and public transport." (p.94)

"Crime and fear of crime are often the single greatest considerations in determining the quality of life. Well designed places that foster a sense of safety through maximising natural surveillance, defensible space and community interaction can help." (p. 193)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"A neighbourhood that is easy to get around tends to feel safer and more secure. It will have a clear network of streets, courtyards and alleyways that are interesting, welcoming and people-friendly." (p.23)

CABE: Building for Life (2008)

"Providing direct access to buildings and public spaces is an important element in creating streets that are linked to their surrounding, rather than simply being conduits for passing traffic. Access is a key part of the place function of streets and should be facilitated where possible." (para. 9.10.1)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"Safety and security are essential to successful, sustainable communities. Not only are such places well-designed, attractive environments to live and work in, but they are also places where freedom from crime, and from the fear of crime, improves the quality of life." (Foreword, p.5)

"Attracting the right mix of uses can generate greater activity and surveillance." (p.36)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- encourage walking, cycling or use of public transport
- provide clear connections and links
- maximise natural surveillance
- accessibility and ease of use are important
- distinction between public and private spaces
- mix of uses creates activity and safety

Objectives for Requiring Good Design

6) Development to be visually attractive as a result of good architecture and appropriate landscaping

"Successful urban space (including street space) is defined and enclosed by buildings, structures and landscape. The relationship between buildings on a street, and between buildings and the street, are the key to this." (p.21)

By Design: Urban Design in the Planning System – Towards Better Practice, (2000) DETR and CABE

"Attention to detail is a key to the successful design of both buildings and places. There are details at all levels of scale, from the pattern of centres in a city region to the texture of building materials." (p.45)

Urban Design Compendium 2: Delivering Quality Places (2007) Roger Evans Associates, EP, Housing Corporation

"The building layout should be the priority in any new housing development. Buildings of an appropriate size, proportion, shape and layout will help create well-defined streets and spaces, which are attractive and user-friendly, improving resident's quality of life." (p. 27)

"Car parking should be designed into the scheme, making sure that the fronts of properties are not dominated by cars and that there is a good relationship between houses and the street." (p.29)

CABE: Building for Life (2008)

"A town or city's public image is shaped by the quality of its public realm. The beauty, safety and state of repair of its streets and spaces are very important to its success." (para. 2.3.3)

Manual for Streets 2 (2010) Chartered Institute of Highways & Transportation

"... the thorough consideration of design principles can help improve an area's security ... whilst also enhancing the quality of the local environment." (p.5)

"Sensitive placement and appropriate selection of physical barriers — gates, fences, walls and hedges — create safe places that are also attractive." (p.30)

Safer Places: The Planning system, and Crime Prevention (2004) DCLG

CRITERIA FOR NEW DEVELOPMENTS:

- careful design of relationship between buildings and street is important
- car parking to be designed into the scheme
- design of details important for overall impression
- design of public realm and streets is important for overall scheme

Regional Aspirations & Objectives

- 3.13 In May 2008 the Government adopted the *East of England Plan* (May 2008), which is the Regional Spatial Strategy (RSS) for the East of England up to the year 2021. The RSS seeks to reduce the region's impact on, and exposure to, the effects of climate change and puts in place a development strategy with the potential to support continued sustainable growth beyond 2021.
- 3.14 It is the Government's stated intention to revoke the *East of England Plan* (May 2008) through the provisions of the *Localism Act 2011*. However, at this stage the *East of England Plan* remains in place as part of the Ipswich Development Plan until at least such a time as the Strategic Environmental Assessment relating to the likely significant environmental effects of its revocation is concluded.
- 3.15 The East of England Plan identifies Ipswich as:
- a key centre where development and change will be focused (Policy SS3)
 - a priority area for regeneration (Policy SS5)
 - a regional town centre (Policy E5)
 - a regional transport node (Policy T5)
- 3.16 The Haven Gateway, of which Ipswich is part, is identified by the RSS as one of only four formal sub-regions in the East of England. The Haven Gateway Sub-Region spans part of north-east Essex and south-east Suffolk. It is focused on the key centres for development and change of Colchester and Ipswich, the towns of Clacton, Felixstowe, and Harwich and the major ports at Felixstowe and Harwich (Bathside Bay).

Figure 12: Haven Gateway and growth nodes
(source: Haven Gateway New Growth Point Submission)



3.17 The key issues regarding Ipswich in the East of England RSS include:

- provision of at least 20,000 new additional homes in the Ipswich Policy Area with at least 15,400 of them within Ipswich Borough (2001 to 2021) (Policy H1);
- provision of 30,000 new jobs between Ipswich Borough Council, Suffolk Coastal District Council and Babergh District Council (2001 to 2021) (Policy E1);
- identification of strategic employment site(s) in the Haven Gateway to support growth and regeneration - including in Information and Communication Technology in Ipswich (Policy E3).

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

Local Aspirations & Objectives

The adopted Core Strategy 2011

3.19 Ipswich Borough Council's *Core Strategy and Policies Development Plan Document* (DPD) and Proposals Map were formally adopted by the Council on 14 December 2011. It was prepared in the context of the East of England Plan and former PPSs and PPGs.

3.20 Following the publication of the NPPF, the Council may continue to give full weight to relevant policies in the Core Strategy. However, from 27 March 2013 the weight that can be accorded to

the Core Strategy policies will vary depending on their degree of consistency with the NPPF.

3.21 A review of the Core Strategy is to commence in 2012/13. This will take place in the context of the Localism Act and the NPPF. The focus of the review will be the housing figures for the Borough, rather than opening up the whole plan to scrutiny. The review will provide an opportunity to reconsider growth figures in the light of a range of factors, including the availability and deliverability of the housing land supply.

3.22 Ipswich Borough Council has a statutory obligation to plan for new homes and land for employment to meet growing demand. Overall, the Council is required to deliver at least 14,700 new homes between 2001 and 2022 and a total of at least 18,200 new dwellings by 2027 (at a rate of 700 dwellings per year; 6,903 of these new homes have already been provided in the period between April 2001 and March 2011) and 18,000 additional jobs between 2001 and 2025. In delivering growth in a sustainable way, the Council is committed to:

- high standards of design;
- reducing its carbon emissions and water usage;
- addressing local housing needs, including a rebalance away from flats to provide family homes and provision of affordable housing;
- supporting existing centres and enhancing the town centre;
- developing a new strategic employment site by 2021;
- planning for additional jobs;
- protecting and enhancing strategic and local open spaces;
- improving accessibility;
- enhancing flood protection;
- safeguarding wildlife and enhancing local biodiversity;

- retaining and providing high quality education and community facilities;
 - tackling deprivation;
 - creating safer places; and
 - working together with other local authorities (Core Strategy 2011, para. 6.8).
- 3.23 The adopted Core Strategy establishes the principle of an urban extension to North Ipswich on land between Westerfield Village, Henley Road, Tuddenham Road and Valley Road. The Northern Fringe is the only major development area that is available within the Borough to provide new homes within its boundary. The Central Site is allocated for development of 1,000 homes before 2021. A forthcoming review of the Core Strategy will determine the timing and scale of the delivery of the remainder of the Northern Fringe. Whilst the Core Strategy anticipated 4,500 dwellings this is now likely to be reduced to around 3,500 dwellings (for capacity reasons) along with necessary infrastructure, open space and local facilities.
- 3.24 The approach to the Northern Fringe as an 'Area for Delivery of Housing and Associated Facilities', as shown on the adopted Proposals Map, has been set out under Policy CS10. This is also the key policy within the Core Strategy allowing the Council to maintain a five year housing land supply, should the housing delivery be falling significantly short of requirements:
- "Should housing delivery 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."
- 3.25 Paragraph 8.109 of the Core Strategy indicates that additional land could be brought forward to deliver an additional 500 homes up to 2021.
- 3.26 Recent housing delivery rates confirm that there is a considerable shortfall in the number of units being brought forward within the Borough.
- 3.27 The adopted Core Strategy 2011 permits the principle of residential-led development at the Northern Fringe, and identifies the broad areas for development. In order to guide the future development of the Northern Fringe in a comprehensive way, the Council is committed to prepare a Supplementary Planning Document (SPD) that will act as a brief for future development proposals. The SPD (to which this report relates) will identify the infrastructure and community facilities required to deliver the Northern Fringe. It will also set out an appropriate phasing strategy to ensure that the development stages are delivered in a coordinated manner and alongside the necessary infrastructure and services.
- 3.28 The Core Strategy 2011 requires high standards of design in new developments. Developments 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 Ipswich in terms of design and environmental performance in line with national planning policy which makes clear that all new development should achieve high standards of design and environmental sustainability.
- 3.29 Policy DM5 of the adopted Core Strategy 2011 requires all new developments to be well designed and sustainable, meaning:

- 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 well and where possible integrate residential, working and community environments and fit well with adjoining areas;
 - c. the promotion of safe and secure communities;
 - 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 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."
- 3.30 Following the adoption of the Core Strategy, the Council has reaffirmed its commitment to delivering a high quality scheme and, in line with the NPPF, has stated its intention to achieve a Garden Suburb character at the Northern Fringe. Further exploration of this concept, its relevance to Ipswich, and its significance for the Northern Fringe, are set out in Part 4 of this report.
- 3.31 Core Strategy Policy DM30 requires residential densities, outside town and district centres, to be at an average of 35 dwellings per hectare. This is described in the Core Strategy as "low density". Policy DM30 also enables exceptions to be considered where site characteristics, constraints or sustainable design justify a different approach. In order to achieve the desired Garden Suburb character the Council is expecting densities across the Site to vary, provided that the average density is close to 35 dwellings per hectare.
- 3.32 A more detailed schedule of relevant Core Strategy policies is provided in Appendix B.
- The Local Plan*
- 3.33 Ipswich Borough Council adopted its Local Plan on 27th May 1997, which sought to guide development up to the year 2006. In November 2001 an update to the Plan, the Ipswich Local Plan First Deposit Draft was published but never adopted and therefore no policies have been saved.
- 3.34 In 2007, the Secretary of State issued a Direction saving a number of policies in the adopted Ipswich Local Plan. The majority of the saved Local Plan Policies have been superseded by the Ipswich Core Strategy, adopted in 2011, and are listed in Appendix 2 of the Core Strategy.
- 3.35 Since the publication of the NPPF, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF, following the 12 months transition period.

Statement of Community Involvement

- 3.36 The *Statement of Community Involvement for Ipswich (SCI)*, part of the Local Plan, was adopted in September 2007. It sets out how the Council intends to involve the community in the planning system, including preparation of plans and determination of planning applications.
- 3.37 The emerging Northern Fringe SPD will be prepared in three stages:
1. Pre-production and identifying issues with stakeholders
 - a. Meetings and telephone interviews
 - b. Framework Plan Workshop
 - c. Identification of Issues and Options
 - d. Notification of residents and interested parties
 - e. Public exhibition and opportunity for feedback
 - f. Assessment of responses
 2. Public consultation on the draft SPD
 - a. Publication of final draft
 - b. Notification of residents and interested parties
 - c. Receipt of feedback
 - d. Assessment of responses
 3. Adoption
 - a. Adoption by Council of the final draft in autumn 2013.
- 3.38 IBC decided to undertake a Sustainability Appraisal (SA) that assesses the social, economic and environmental impacts of the emerging Northern Fringe SPD to ensure that sustainable development is at its heart, despite it not being a legal requirement for SPDs. This appraisal does not reappraise the principle of development, which the Core Strategy established, but considers the nature and layout of the development.



Figure 13: Preparation Stages for SPDs (SCI, 2007, p.10)

Supplementary Planning Guidance

- 3.39 There is a series of Supplementary Planning Guidance published by Ipswich Borough Council providing more detailed design guidance that will become more relevant at the detailed design stage including:
- *Development Control Policies & Design Guidelines*, 1992
 - *The Provision & Maintenance of Children's Play Space*, 1999
 - *Accessible General Housing*, 1998
 - *A Cycle Strategy for Ipswich*, 1997
 - *Public Open Space*, June 1998
 - *Reducing the Environmental Impact of New Development*, 1999

Consultation Responses

Response from Statutory Consultees

- 3.40 Discussions have been held with a range of statutory consultees (a list of stakeholders that were contacted is provided in Appendix C) to identify any relevant issues. The issues that have been raised so far include the following:
- A financial contribution towards and provision of land for a new health centre to accommodate 6 GPs plus the necessary car parking and landscaping;
 - Coverage of the Site by the fire services is sufficient but buildings should be designed to deal with fire risk;
 - A new electricity substation as part of the Northern Fringe development;
 - A design which ensures water efficiency and, where possible the provision of SUDS;
 - Sewage network upgrading to ensure capacity;
 - Existing habitats and ecological valuable areas should be retained and connected where possible (e.g. field margins); attention should be given to the design and scale of the open spaces and related parking arrangements; new habitats should be created where possible;
 - Consideration should be given to the landscape character of the Site and green infrastructure should be an integral part to the future development;
 - The Sport England publication "Active Design" remains a key consideration for new developments; access to existing facilities should be enhanced; facilities should be retained in perpetuity for sports use; appropriate new facilities for sport and recreation should be provided on the Site;

- The principle of a new railway bridge is accepted by Network Rail subject to further discussion. Improvements to the existing pedestrian at-grade crossing should also be provided;
- Both Ipswich Buses and First Group have been consulted and would support the principle of a new town centre service between the Northern Fringe and Tower Ramparts.

Call for Ideas 2012

3.41 The adopted Core Strategy establishes the principles of an urban extension to North Ipswich. IBC invited the public to submit their thoughts on this future development through a 'Call for Ideas' during April and May 2012. This 'Call for Ideas' generated a total 628 responses from interest groups, individuals, developers and agencies. The key issues are summarised below:

- whether the preparation of the SPD now is premature;
- necessary surveys to be undertaken early on (e.g. traffic);
- brownfield land and reuse of vacant buildings as well as revitalisation of Ipswich Town Centre should be priority;
- joint working of IBC with other Local Planning Authorities required to determine where new homes and jobs should be provided;
- infrastructure to accommodate maximum number of potential dwellings;
- comprehensive master plan for the entire development, including off-site proposals;
- sustainable transport infrastructure to cover a wider geographical area;
- provision and enhancement of footpaths, cycle ways and bus services;

- minimising effects from traffic and provision of suitable road infrastructure including bridge over railway;
- provision of adequate parking for railway users and consideration of safety at level crossings;
- consideration to be given to linkages with the town centre, adjoining residential areas and employment hubs;
- appropriate phasing is important;
- generation of community spirit;
- creation of sense of security;
- high standards of sustainability and minimal impact on environment (e.g. air quality);
- contemporary design to meet modern standards;
- provision of good housing mix;
- consideration of existing landscape and provision of strategic open space;
- provision of public art;
- provision of community facilities to complement and enhance the existing facilities (e.g. healthcare, schools, libraries, shops, leisure and green space);
- planning obligations in terms of S106 and CIL to be negotiated early on;
- provision of education facilities (e.g. primary and early years facilities and a secondary school if required);
- provision of a district centre;
- creation of new jobs;
- maintaining and improving access to the countryside;
- maintaining acceptable distance from Westerfield Village;
- protection of existing biodiversity;
- thoughts of the public to be considered properly;
- protection of productive farmland.

Community Planning Day

- 3.42 The purpose of the Framework Plan Workshop that took place on 21 July 2012 was to bring different groups together to discuss issues and principles for the development, and to begin to explore ideas about the future of the Northern Fringe. A summary account is provided here, while a full report is available from the Council's website².
- 3.43 The workshop was attended by 26 members of the public as well as 19 representatives from the following organisations:
- ATLAS
 - Big Lottery Fund Peoples Panel
 - Ipswich Borough Council
 - Ipswich Conservation and Design Panel
 - Ipswich School
 - Ipswich Society
 - Mersea Homes & CBRE
 - Northern Fringe Protection Group
 - Save Our Country Spaces
 - Suffolk County Council
 - Westerfield Parish Council
 - Vectos (Transport Consultants)
- 3.44 The workshop started with an introduction to the Site and its context as well as the key issues that need to be considered when designing master plans including:
- landscape character;
 - the physical and social environment;

²http://www.ipswich.gov.uk/downloads/Masterplanning_Workshop_Report_v5_Final_-_August_2012.pdf

- connectivity of the new development with its surroundings;
 - sustainable travel;
 - provision of local facilities;
 - community matters; and
 - design quality of the new development.
- 3.45 The day was divided into two parts, a morning session where design principles were identified and an afternoon session, where a concept master plan was designed by each group.
- 3.46 The key issues that were identified during the morning session included:
- existing traffic issues, in particular along Valley Road and Henley Road;
 - lack of choice of housing (e.g. types, sizes, tenures);
 - shortage of jobs in Ipswich;
 - lack of local community facilities or inadequacy of existing services in North Ipswich;
 - existing deprivation in parts of North Ipswich;
 - localised flooding on parts of the Northern Fringe;
 - loss of open space and the resulting impact upon existing residents through loss of space for recreation and exercise;
 - brownfield development should have priority over greenfield development.
- 3.47 The groups identified the following solutions to deal with these issues:
- Existing facilities should be enhanced and new facilities provided to cater for both existing and future residents to meet the growing demand (e.g. shops, local childcare and schools, doctor surgeries, hospital capacity, a library, a vet, a gym, a place of worship and leisure, sports and recreation

- facilities for all ages as well as community facilities to aid community building).
- Adequate infrastructure should be provided to cater for the new development, thereby increasing its sustainability and low carbon rating (e.g. energy, gas, drainage including natural solutions for surface water, water supply, traffic, broadband).
 - The proposed development should cater for the local housing needs and provide affordable housing as well as a choice of housing suitable for young families, the elderly and the disabled.
 - Existing and proposed houses need to be protected from adverse impacts arising from the proposed development over its lifetime (e.g. loss of residential amenities due to construction traffic and works) as well as neighbouring uses (e.g. railway line); adequate protection measures should be considered such as the provision of a buffer around Westerfield.
 - New jobs (including small scale jobs) should be planned for and improvements made to the local economy within Ipswich; local communities should also receive investment to improve integration and reduce deprivation (e.g. provision of community centres to aid community building).
 - Transport links to be planned from the start to ensure that the development is well linked to the surrounding areas (e.g. trains, buses, cars, cycles and pedestrians; provision of a bridge over the railway line and an upgrade of Westerfield station including increased parking facilities and a safe crossing); provision of public transport at a reasonable price is also considered to be important.
- Good links should be provided from the Site and the proposed development to destinations such as Westerfield Station, neighbouring areas, the town centre and the highways network; as part of this Fonnereau Way should be protected as a public right of way.
 - The proposed development should be designed to a high standard to increase the quality of life (e.g. garden suburb). This can be achieved by retaining and enhancing the existing landscaping, providing adequate and high quality housing in a low density and low rise development (including gardens, adequate parking, bungalows, broadband and adequate play space for children of all ages).
 - The proposed development, even though on greenfield land, should be environmentally friendly and protect and enhance the environment (e.g. protecting wildlife, improving air quality, addressing flood risk) and use low carbon and energy efficient technologies (e.g. insulation of existing buildings, photovoltaic, natural drainage solutions).
 - The provision of green spaces should be planned, including smaller parks, village greens, allotments, orchards and a country park (the latter could be located in an area prone to flooding; but should be part of Ipswich); ditches, hedgerows and trees should be retained as part of the development, thereby protecting the existing wildlife and the environment.
- 3.48 Following the morning's group discussion and site visit, the groups were invited to develop their own master plan option. These, however, had to adhere to a set of rules arising from existing constraints and an agreed quantum of development and open space.

3.49 The six options generated through the workshop explored different locations for and relationships between key land uses, in particular the country park, the schools, the district and local centre and residential (Figure 14). The following ideas are worth highlighting:

- All groups retained Fonnereau Way;
- Four out of six groups located the country park in the northern part of the Site while two groups located it within the eastern neighbourhood;
- Three groups located the secondary school within the central neighbourhood while two groups placed it on the eastern part of the site and only one group on the northern part;
- Five out of six groups located a primary school in each neighbourhood;
- The district centre was placed either adjacent to Westerfield Road, or on land adjoining/straddling the railway line. Most groups located it on the Central Site while two groups placed it on the Eastern Site and one on the Northern Site.
- Most groups identified opportunities for clustering community and commercial facilities, although this did not always occur in all neighbourhoods;
- All groups located some green space alongside the railway;
- All groups identified green areas to act as a form of buffering between existing homes and the development.

3.50 All of the ideas, and importantly the rationale behind them, have been factored into the establishment of the three Options put forward in this report.



Figure 14: Photos of framework plans developed during the Workshop, July 2012

4.0 DESIGNING A 21ST CENTURY GARDEN SUBURB

4.1 The Council's aspiration to create a development which follows the principles of garden suburb design is worthy of further exploration in order to understand those principles, explore their relevance to North Ipswich, and consider how they might be applied one hundred years after their conception.

Garden Suburb Principles

4.2 The concept of Garden Cities was developed by Ebenezer Howard as a new way of creating communities that combined the best of both town and country living to create healthy homes for working people in vibrant communities, centred on a green and leafy environment.

4.3 Garden Cities are described as.

'a town designed for healthy living and industry; of a size that makes possible a full measure of social life, but not larger; surrounded by a rural green belt; the whole of the land being in public ownership, or held in trust for the community'. (M. de Soissons: Welwyn Garden City: A Town Designed for Healthy Living, 1998)

4.4 Whilst Howard envisaged Garden Cities as new settlements, the approach was later applied to "Garden Suburbs" as a way of planning urban extensions.

4.5 The underlying principles are:

- generous green space linked to the wider natural environment and open spaces for community use;

- green tree-lined streets creating safe and convenient places to walk and cycle, linked by accessible public transport;
- limiting road length to create a community atmosphere; creating interest with crescents and gently sweeping curved routes;
- streets that provide opportunities for large gardens, recreation, and allotments for residents to grow their own food;
- homes set within a greener and more spacious environment;
- a variety of employment opportunities, cultural, recreational, and shopping facilities within walking distance of home;
- community involvement and ownership to generate funds for current and successive generations of residents; providing resources to maintain public areas and provide facilities (in Letchworth this enabled the provision of a local cinema, and a local health service);
- mix of housing and tenures that are affordable for ordinary people;
- low density affordable housing of high-quality;
- private front gardens which contribute to the green feel of the streets by favouring hedges and green space over the use of hard materials;
- strong vision, leadership and community engagement;
- community ownership of land and long-term stewardship of assets;
- high quality imaginative design (including homes with gardens), combining the very best of town and country living to create healthy homes in vibrant communities;
- and more recently an acknowledgement of the modern day requirement for adequate, carefully integrated car parking.



Lichfield Way, Hampstead Garden Village –
demonstrating some of the principles of the Garden City movement

- 4.6 These principles were first applied in the design of Letchworth and Welwyn Garden Cities. Over the last century these applied principles have proven to be outstandingly durable. Places like Letchworth, Welwyn Garden City and Hampstead Garden Suburb have stood the test of time and remain highly desirable today.

- 4.7 Many of the same challenges which the Garden City principles aimed to resolve are still relevant today:

- meeting housing shortage;
- generating jobs; and
- creating beautiful and inclusive places.

- 4.8 Recognition of the principles of the Garden Cities in recent Government thinking shows that these principles are still as relevant as ever, and with some adjustment, can be used to meet new challenges of adapting to, and mitigating the impacts of, climate change.

- 4.9 The Town & Country Planning Association (TCPA) publication *Reimagining Garden Cities for the 21st Century* (2012) reinforces the relevance of the Garden City model for new developments, and highlights the importance of lessons learned in relation to governance, planning and design of a scheme and implementation. The report can be downloaded from the TCPA website at http://www.tcpa.org.uk/data/files/reimagining_garden_cities_final.pdf.

Urban Context Study

- 4.10 Historically, Ipswich has embraced the Garden Suburb model, and it is evident that much of the existing town has been designed around Garden Suburb principles.
- 4.11 As part of the Issues & Options stage of the SPD process, a more in depth examination of the history of Ipswich has been carried out. A summary of the findings of that study is set out here in order to highlight the typical characteristics of several Ipswich neighbourhoods. It is important to note that many of the findings concern design details which are relevant to the ongoing work beyond the Issues & Options stage, but nonetheless are useful in conveying the Council's aspirations for the Northern Fringe and in stimulating ideas about the nature of the guidance that might be contained within the SPD.

Urban Context Study: Introduction

This urban context study has been prepared to help inform the preparation of the framework plan for North Ipswich. The study investigates **urban morphology** within Ipswich to understand how the town has grown and managed expansion with planned development in the past. The Borough's large post-war housing estates on the edges of the town demonstrate one method of planned growth and some of these (Whitton,

Rushmere) are studied in more detail in this **Urban Context Study**. Other urban context study areas include residential areas of interest that are close to the North Ipswich site, including the environs of Valley Road and Christchurch Park. The purpose of the urban context study is not about copying, it rather aims to develop an understanding of what makes these study areas work and what the planning and urban design lessons are

that can be carried through to inform the development of the Northern Fringe Framework Plan.

Key lessons for the planning of North Ipswich are identified in each urban context study and in conclusion the most important key lessons are identified at the end of this section. These key lessons can provide design cues to inform the development of the Northern Fringe.

Garden Suburb Character

One design aspiration for the Northern Fringe Framework Plan is to develop the area as a planned Garden Suburb. The study areas have been chosen as they demonstrate elements of Garden Suburb character – for instance, planned street networks and block patterns which accommodate generous public realm, and a variety of residential densities, all set within a rich, green landscape character which has matured over time. Such issues can present design cues for the development of the Northern Fringe Framework Plan.



Common Sized Area of Study

Each study area is contained within a commonly sized area to enable true comparison between the study areas and the plans presented for each. The study area used is a square area measuring 750m x 750m – this size was chosen after analysis of each location and selecting areas of specific interest, for instance street patterns that may provide design cues for the structuring of the Northern Fringe Framework Plan. At this size of study area a range of street types can be examined, whilst developing an understanding of the form and structure of the area, for instance the balance between the density of built development compared with the landscape features, public and private space; as is illustrated in the aerial photographs, figure grounds and block structure plans of each study



Urban Context Study: Study Areas

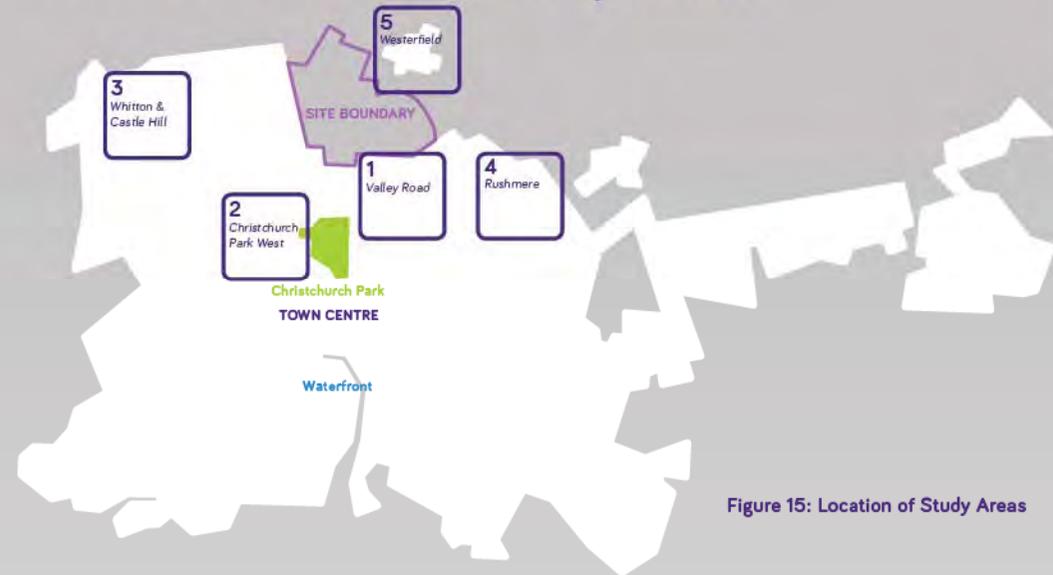


Figure 15: Location of Study Areas

The location plan shows the position of the Urban Context Study Areas in relation to the Northern Fringe Framework Plan site and the wider Ipswich Borough. The sites were chosen for their planning and urban design interest

and their relative proximity to the Northern Fringe site. Four sites focus on residential areas within the town that demonstrate elements of Garden Suburb character. The fifth urban context study – Westerfield – is included to

study the village as a contrast to urban character, which is relevant as the Northern Fringe Framework Plan has the opportunity to blend from the urban fringe to the rural edge. The context study areas comprise:

1. Valley Road – the area around Valley Road is an important location for study given its immediate proximity south of the Northern Fringe site, and its suburban low density residential character.



2. Christchurch Park (west) – located between the Northern Fringe and the town centre this area is of interest as it demonstrates a greater density of residential development (as appropriate for the urban location), whilst retaining a rich, green character with its landscape elements in the public and private realm.



3. Whitton & Castle Hill – areas of post-war housing which demonstrate planned residential expansion, with elements of garden suburb character. Residential estates located to the west of the Northern Fringe site.



4. Rushmere – similar to Whitton & Castle Hill another post-war housing extension with generous public realm and landscape character. Located to the south east of the Northern Fringe site.



5. Westerfield – the village is chosen as a comparison and contrast to the urban study area sites. Design cues taken from looking at Westerfield Village are intended to help the framework plan to blend from the urban to rural, in recognition of the Northern Fringe site location on the urban / rural fringe.



Urban Context Study: Urban Morphology



Figure 16

1905: The first in our sequence of historic maps illustrates the extent of the development within the Ipswich Borough at the start of the twentieth century. The map clearly illustrates the still predominately compact form of development centred on the historic core of the town. The densest development is clearly around the town centre and Wet Dock, which at the time would have been the beating industrial heart of the town. Relatively little development had taken place around Christchurch Park, with the single streets of residential homes lining the north and eastern edges of the park providing the northern edge to the town.



Figure 17

1928: This historic map of the inter-war period illustrates that the urban core has expanded with densification of urban development in the heart of the town, notably expanding south-west across the river at a higher density than the residential streets constructed on the eastern side of the town. Ribbon development along key routes show a strong pattern of expansion, particularly along Woodbridge Road (north east from the town centre) and Felixstowe Road (south east from the town centre), and streets extending from Norwich Road (north west from the town centre). Some smaller settlements including Westfield and Rushmere remain separate from the town, with large areas of open agricultural land wrapping around the north and east of the town.

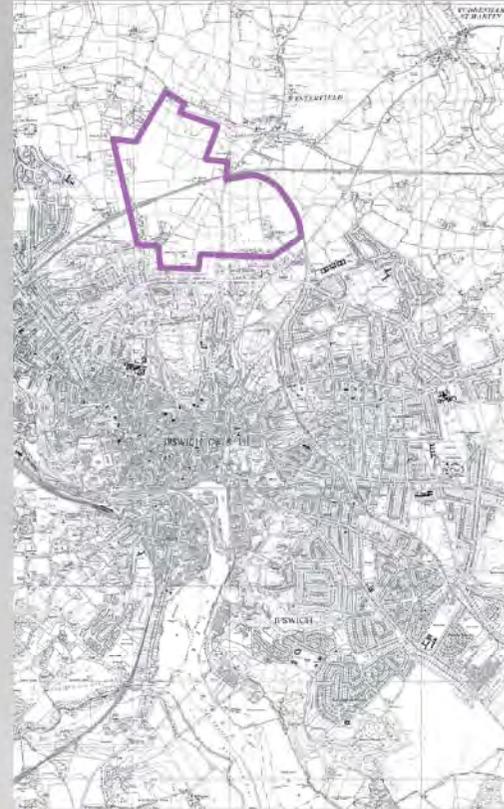


Figure 18

1957: The first map in the post-war period illustrates how the development of Ipswich continued in an increasingly suburban form. The density of residential development is notably lower in the latest phases of expansion on outer edges of the then town boundaries. Large areas of post-war development are illustrated with the significant expansion of the town in the form of planned housing estates including Rushmere to the north-east and Whitton to the north-west which take the area of the Ipswich Borough north of the railway line. Similar large housing estates grow to the south-east of the town at Gainsborough / Priory Heath. A notable infrastructure development adjacent to the North Ipswich land is the construction of the Valley Road – Colchester Road route which created a northern relief road around the town.

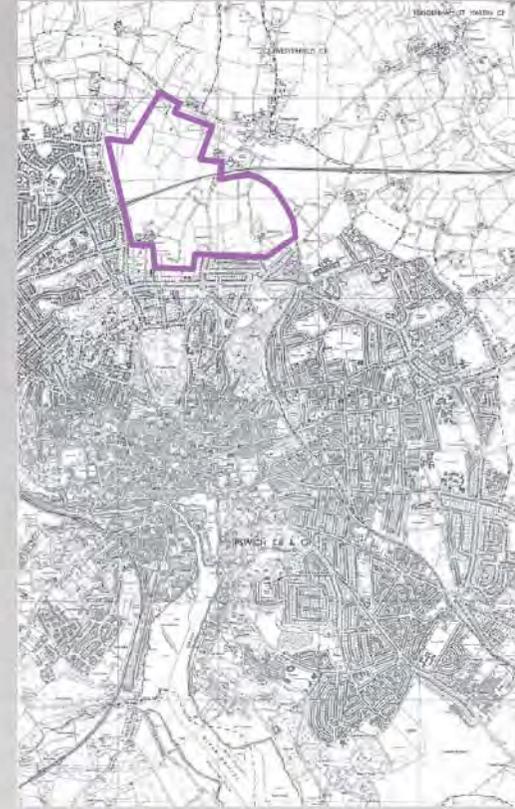


Figure 19

1973: This map illustrates an expansion of the post-war housing estates on the outer edges of the town. The Castle Hill housing estate is developed adjacent to the Whitton estate and immediately to the west of the North Ipswich site boundary. The Rushmere housing area continues to grow on the north-east edge corner of the town and infill development occurs up to and along the Valley Road – Colchester Road route. Other examples of housing estates expanding include the Foxhall area to the east and Chantry – Stoke Park to the south-west.

Urban Context Study: Urban Morphology

The historic maps on the previous pages illustrate the gradual development of Ipswich during the twentieth century, and to supplement this further, figure 20 below illustrating the growth of Ipswich, presents an overview of

the sequential development of the town. Understanding the pattern of development in the town can help inform the understanding of the shape and form of the Northern Fringe Framework Plan. By understanding how the town has grown it is clear

that the North Ipswich expansion area is the next logical step in the process of town development, following the established pattern of planned Garden Suburbs.



Figure 20

- River Orwell
- Town parks
- Rail line
- Strategic road routes
- Town development phase 1: Historic Cores
- Town development phase 2: Christchurch Park and suburbs
- Town development phase 3: Expansion and ribbon development
- Town development phase 4: Planned expansion of post-war housing estates
- Town development phase 5: Urban infill and expansion
- Town core development phase 5: Waterfront regeneration
- Town development phase 6: North Ipswich Framework Plan

Sequential development overview: numbers correspond with annotations on diagrammatic plan on page opposite.

1. The Historic Town Core

The town has grown from the banks of the Orwell (see 1a on plan opposite), with early development focused on the bridging of the river and the adaptation of a strategic curve in the river to create the Wet Dock and thus enable the development of an industrial port (1c) which brought trade to the town, dealing with exchange between the exports from the agricultural lands of East Anglia and the imports from continental Europe, notably the Netherlands. The town centre (1b) with its rich collection of medieval churches and market places grew to the north of the river and port along regional trading routes – east to the fens, west to Woodbridge and the coast, north to Norfolk and south to London.

2. Early expansion from the core

Expansion of the town saw the development move north from the historic town core with grander housing and affluent residential streets set on the higher ground to the north (2a), removed from the industry south of the town centre. The grandest residential development was set around the town park, Christchurch Park (2b), immediately north of the town centre. Other settlements noted on the plan include Westerfield village to the north of town and Martlesham to the east.

3. Wider town development

Further development in the late nineteenth and early twentieth century focused around expansion from the town core along key routes predominately in the form of ribbon development, with infill blocks and streets creating interconnections (3a). Further town parks were established

to create a setting for development such as Holywells Park to the east of the town core (3c). Villages expanded (such as Westerfield and Martlesham) and Kesgrave (3b) grew as a large ribbon settlement on the Woodbridge Road route between Ipswich – Martlesham – Woodbridge.

4. Large Scale Planned Housing Expansion of Inter-war and post-war periods

The next major phase of development was the planned expansion of the town in the form of large residential housing estates on all sides of the town. Developed inter-war and post war these large suburbs include:

- Whitton and Castle Hill to the north west (4a);
- Rushmere (4b) and Foxhall area (4c) to the east;
- Gainsborough and Priory Heath to the south east (4d); and
- Chantry, Stoke Park and Maidenhall to the south west (4e).

All of these large estates include characteristics of garden suburbs with residential housing developed around a Local Centre with schools and community facilities. The family housing (predominantly semi-detached and detached, with some terraces) is largely set in landscaped private gardens with wide streets and tree lined public spaces. Further town parks were established including Gippeswyk Park (4f) and Chantry Park (4g). The overall feel is spacious with wide streets, public spaces and buildings set back – all offering design cues for the Northern Fringe.

5. Urban Regeneration and infill

Development at the end of the twentieth century and early twenty-first century has largely focused on urban infill development and regeneration and a few planned housing schemes. The

most significant urban regeneration project has been the transformation of the former industrial wet dock and hinterland south of the Town Centre into the Ipswich Marina area (5a). Just to the west has been the regeneration of industrial land creating the Ipswich village area and additional housing infill projects (5b). Other examples of urban infill include the redevelopment of infill land between Bramford Road and Sproughton Road (5c). All of these sites have delivered higher density residential development, with the Marina in particular focussing on apartments and high-rise living. The other urban infill sites have predominantly delivered townhouses, terraces and apartments. Large scale family housing sites have been in shorter supply with the notable exceptions including Ravenswood, a masterplanned community developed on the urban infill site of the former Ipswich airfield (5d). Ribbon development along the Woodbridge Road has continued with the expansion of Kesgrave and the Grange Farm family housing estate (5e), and prior to that the planned estate of Martlesham Heath (5f). East of the A12 lies Adastral Park and Martlesham Business Park (5g).

6. North Ipswich – the next phase of Ipswich's planned expansion in the form of a garden suburb.

Urban Context Study: Study Area Content

Urban context studies are presented for the above listed areas on the following pages. A consistent method of study is used for each location, with the following content:

Aerial photograph illustrating the context study area, with key routes annotated and the location of typical character area photographs identified. The aerial photograph gives a strong illustration of the character of the study area, showing the richness of green space, depth of gardens and public space, in relation to built form and road infrastructure.

Location map – identifying the position of the context study area within the context of the Ipswich town location plan, and the Northern Fringe Framework Plan area.

An **introduction** to the study area, including an overview of its key characteristics, what defines it as a place and what are its distinguishing design features – which may provide design cues for the development of the Northern Fringe Framework Plan.

Density analysis – an indicative residential density (dwellings per hectare) is given for each study area to allow comparison between the sites.

The **figure ground plan** illustrates the pattern of built form in relation to the proportion of open space. This creates a powerful image demonstrating the density of built development compared with the amount of public and private open space. Strategic green spaces (parks, woods etc) are highlighted in green and schools are highlighted in blue. The location of the street cross section drawings are also annotated on the Figure Ground plan.

Block Structure – this plan highlights the scale of the development blocks within the study area – illustrates if the blocks are large (more common with suburban development with larger private gardens) or a finer grain of block structure more commonly found in historic cores.



Key Spaces – key spaces are identified within the study areas to highlight particularly interesting public realm interventions that may inspire similar designs in the Northern Fringe Framework Plan. The width of the key spaces are annotated on plan. The quality and quantity of landscaped public open spaces is an important design consideration in the design and delivery of Garden Suburbs.

Character Photographs – are presented to give an illustration of the overall character and appearance of the study area. Photos are chosen to best reflect the most common characteristics of the study areas, including the types of streets, landscaping, public realm, the depth and quality of set back for development from the street and variety of housing and built form.

Street Section – the street section diagram is presented to illustrate a cross section through a typical street in the study area. The sections clearly demonstrate the width of public realm in relation to the private realm, and commonly demonstrate the importance of landscaping in both the public and private realm. Sections give an important design cue for the Northern Fringe Framework Plan by identifying the importance of including landscaping within the street scene, including tree lined streets with verges, and front gardens of sufficient depth.

Materials – each study area has a key materials palette identified. This section seeks to identify the important materials and design details used in each area, which when applied consistently to built form can help to unify a development character and contribute to the sense of identity.

N.B. The plans presented (figure ground, street pattern, block structure and aerial photograph) all use the same area coverage to allow meaningful relative comparison between the Context Study Areas.

Context Study Area 1: Valley Road



Introduction/overview:

The area around Valley Road is an important location for study given its immediate proximity south of the Northern Fringe Framework Plan site, and its suburban residential character. Whilst Valley Road is a busy, strategic route through Ipswich the residential development along its route, and streets adjacent to it, present many positive characteristics of garden suburb development, providing design cues for the Northern Fringe. Wide streets and front gardens provide the space for landscaping that has matured over time to contribute much to the streetscene.

Indicative Residential Density circa 15-25dph



Aerial Photo: Tree-lined streets create an attractive setting for development. Housing is low density with generous building setbacks from the street, well defined plot boundaries and landscaped gardens to the front and rear of plot.

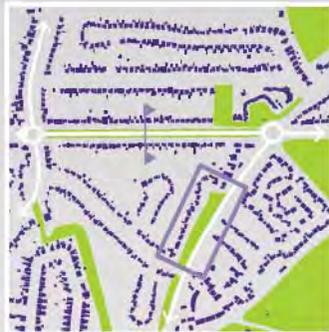


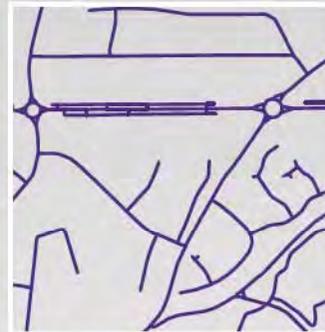
Figure Ground:

Low density housing development is clearly illustrated with the large areas of private gardens within the housing blocks. Ribbon development along Valley Road is mirrored in streets to the north, with more organic cul-de-sacs and closes to the south.



Block Structure:

The residential blocks are large in scale, reflective of the low density housing typologies comprising mainly large detached properties set in deep gardens to the front and rear.

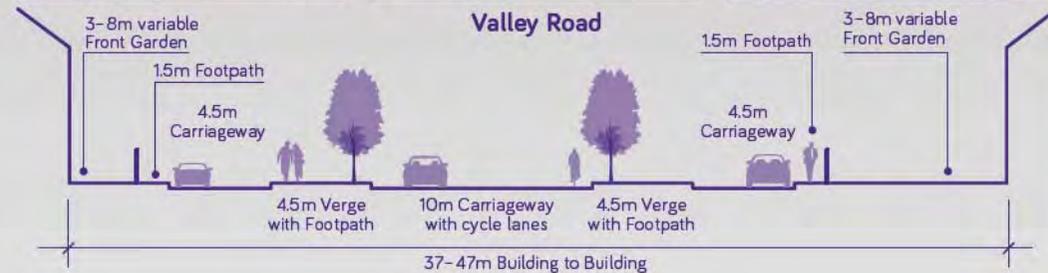


Street Pattern:

Valley Road is clearly dominant as a major circulation route, and the tree-lined slip roads running parallel to Valley Road provide a strong precedent for managing development adjacent to busy streets. Cul-de-sacs to the south offer limited connectivity.

Key Space:

Tuddenham Road (south of Valley Road) presents an attractive example of a landscaped setting for development: houses are set back from the main through-route behind a linear green space comprising mature trees. In common with Valley Road a lower order slip road is used to access the houses, parallel to the main route.



Materials/Design

Details: Red brick is the predominant building material in the Valley Road environs. Low brick walls are used to define front gardens and plot boundaries, sometimes supplemented by evergreen hedges.



Example tile and brick detailing on residential homes.



Lighter colour variants for bricks used in homes and walls.



Grass verges: important contribution to the streetscape.



Low brick walls and hedging defines front gardens.

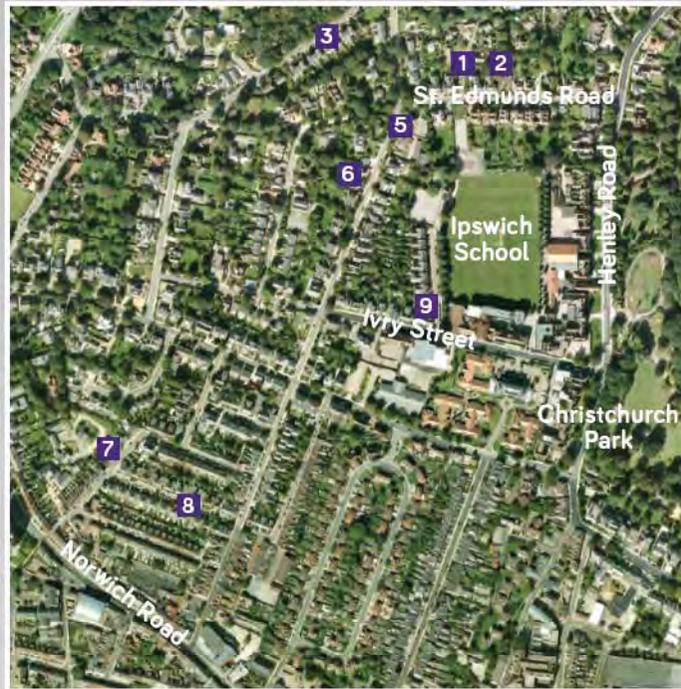
Context Study Area 2: Christchurch Park West



Introduction/overview:

Located between the Ipswich Northern Fringe and the town centre this area is of interest as it demonstrates a greater density of residential development, (as appropriate for the urban location) whilst retaining a rich, green character with its landscape elements in the public and private realm. The southern end of this study area is urban with the rich mixture of uses along the Norwich Road on the western edge of the Town Centre. Moving north the character is urban to suburban, with larger blocks and greater landscaping elements further north. Front gardens contribute landscape richness to the streetscene.

Indicative Residential Density circa 35-45dph



Aerial Photo: Christchurch Park is the dominant public open space, with other significant land uses including Ipswich School and the district centre function of Norwich Road. Landscaped gardens enhance the character of the area.



Figure Ground: The transition from higher density development in the south adjacent to the town centre and Norwich Road, blends to medium-lower density development to the north of the area with larger properties set in deep plots.



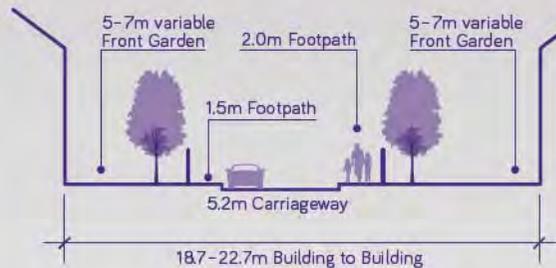
Block Structure: Shallower blocks of back-to-back rows of terraced properties to the south. Wider blocks accommodating larger detached and semi-detached homes to the north. The school with its playing fields occupies the large block in the north-east.



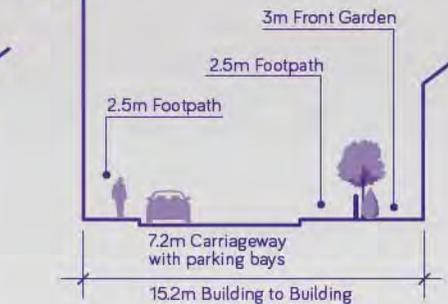
Street Pattern: Well connected traditional pattern of streets, with tighter urban grain of terraced rows to the south and wider perimeter blocks to the north. The oval shaped Geneva Road presents an interesting street typology.



St. Edmunds Road



Ivry Street

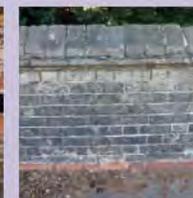


Materials/Design

Details: A limited range of brick colours gives the defining colour and material palette for the area. Light cream / buff and red are two predominant themes, offset by use of black and white to define edges and details.



Contrasting red and black brick course detail.



Weathered buff brick with red brick footing detail.



Brick boundary walls with hedging define plot frontages.



Fenestration picked out with white edging and black sill.

Context Study Area 3: Whitton & Castle Hill



Introduction/overview:

Whitton and Castle Hill are two neighbouring areas of post-war housing that demonstrate planned residential expansion. The layout of both estates includes elements of garden suburb character, comprising lower density family housing set in good sized private gardens (front and rear). Wide streets have space to accommodate street trees and verges and the street network is planned to allow inter-connectivity, whilst including more interesting crescents and gently curved routes. These residential estates are located to the west of the Northern Fringe site and provide a locally relevant precedent to study.

Indicative Residential Density circa 25-30dph



Figure Ground:

The planned suburb form is demonstrated in the clearly arranged form of streets, blocks and the consistent depth and set-back of residential properties from the street.

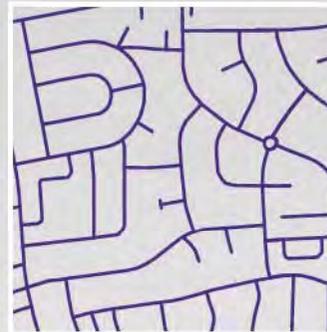


Aerial Photo: The garden suburb character is clearly apparent with green verges parallel to main routes creating a landscaped public realm, complimented by housing set in generous plots allowing for landscaping in front & back gardens.



Block Structure:

The depth of residential blocks is broadly consistent throughout the area, demonstrating the application of a (generous) common depth of private gardens for all homes.

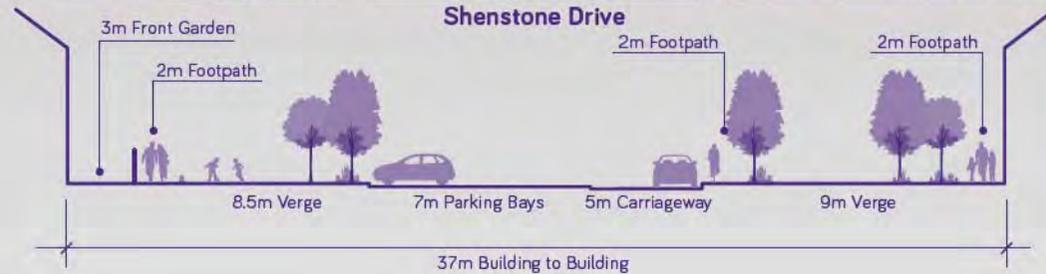


Street Pattern:

A well-connected network of streets permeates throughout the area, with some small cul-de-sacs in larger blocks. Interest is created in the street scene with crescents and gently sweeping curved routes.

Key Space:

Shenstone Drive presents a strong precedent for linear landscape features in the public realm. A wide grass verge of sufficient depth to accommodate street trees and car parking runs parallel to the lower-order road carriageway the length of the street. This creates a rich green setting for the housing that fronts the wide streetscape space.



Materials/Design

Details: The garden suburb character is emphasised by the key materials - consistent use of red brick and brown-red roof tiles, some elevations picked out with light colour painted render. Hedges define plot boundaries.



Evergreen hedge-rows used to define plot boundaries.



Dominant red brick character with brick work detailing.



Red brick detail line through white painted render.



Chimneys and front gables emphasise family housing form.

Context Study Area 4: Rushmere



Introduction/overview:

Rushmere displays similar characteristics to Whitton and Castle Hill as another planned post-war housing development. Generous public realm landscaping and residential homes set in good plots with green front gardens combine to create garden suburb identity. The comprehensive planning of Rushmere is demonstrated by the good provision of local shops, services and schools, and public spaces including playing fields and a larger area of allotments. Rushmere is located to the south east of the Northern Fringe site.

Indicative Residential Density circa
25–30dph



Aerial Photo: The red roofs of lower density residential development are set in green private gardens and tree-lined streets and spaces. Playing fields south of Dumbarton Road. Allotments to the east of Rushmere Hall school.

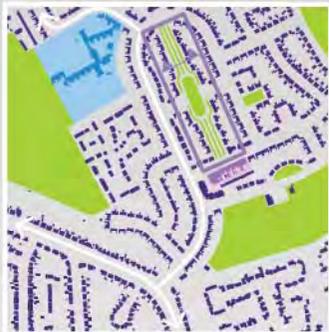


Figure Ground:

Lower density housing is arranged around a connected network of streets. Significant open spaces (including allotments and sports pitches) emphasise the green, garden suburb character. Schools and local centre facilities are centrally located.



Block Structure:

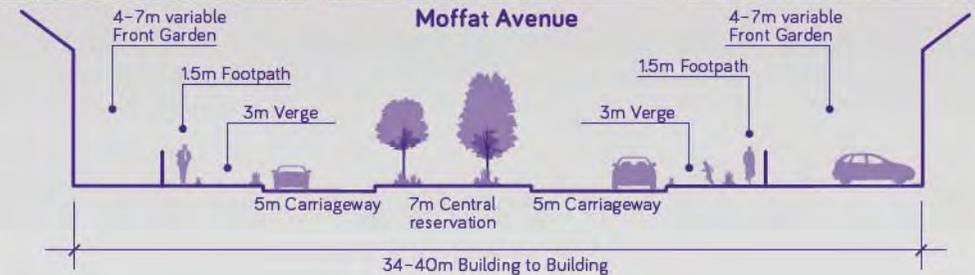
The significant land areas for the allotments, playing fields and Rushmere Hall Primary School are evident in the 'negative space' shown in this diagram. The block structure of Renfrew Road / Moffat Avenue presents an interesting precedent for North Ipswich.



Street Pattern:

The planned 'loop' route of Renfrew Road is the most dominant street form, accessed from the primary infrastructure through route of Colchester Road. The linear space of Moffat Avenue is visible as the route dissecting the Renfrew Road block.

Key Space: Moffat Avenue is a central boulevard street that runs through the residential block to the east of Renfrew Road. The Boulevard is a strong precedent for North Ipswich with its central median of grass verge and street trees, complemented by a verge on either side of the parallel street corridor. Houses fronting the boulevard benefit from the wide green streetscape setting.



Materials/Design Details: Red brick and red-orange roof tiles are the dominant material palette components for built form. Low brick walls define block boundaries, particularly front gardens.



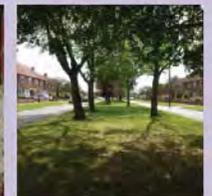
Low red brick walls and hedging define plot boundaries.



White render used as contrast to red brick.



Red brick and concrete plinth detail in brick pier.



Tree lined boulevard character of Moffat Avenue.

Context Study Area 5: Westerfield



Introduction/overview:

The village of Westerfield is chosen as a comparison and contrast to the urban study area sites. Design cues taken from looking at Westerfield village are intended to help the framework plan to blend from the urban to rural, in recognition of the Northern Fringe site location on the urban-rural fringe. The study uses the same scale grid as the urban sites, and thus focuses on the village core at the cross roads of Westerfield Road and Lower Road / Church Lane. The village extends further than this study area, notably to the south with Westerfield rail station and public house.

Indicative Residential Density circa 10dph



Aerial Photo: The rural setting of Westerfield is apparent with agricultural fields surrounding the village.



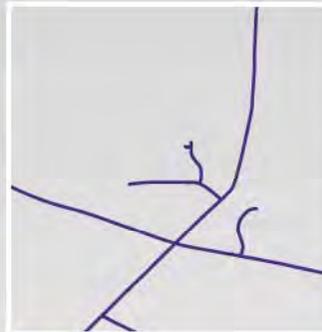
Figure Ground:

The village demonstrates a considerably lower density of development than the urban context studies. Residential density is lower, with less homes in total within the study. Ribbon development along the main streets has been supplemented by infill behind.



Block Structure:

Four core block quarters correspond with the street pattern of the village cross roads. Blocks are divided in some parts by short cul-de-sacs.



Street Pattern:

The village crossroads is the simple street structure, comprising the main north-south Westerfield Road route, dissected by the east-west route of Lower Road-Church Lane.



Materials/Design

Details: It is notable that the material palette is broadly consistent with the urban study areas, with red brick the core material. Painted render is an additional material feature applied to some elevations.



Low brick walls and hedging define some plot boundaries.



Painted render in light pastel shades contrasts with brick.



Red brick is the dominant material for homes.



Light buff brick is an alternative material.

Urban Context Study: Key Lessons

Block Layout

Garden Suburbs can accommodate a variety of housing types within well proportioned development blocks that are of sufficient depth to provide front and back gardens for all properties. Block layouts should incorporate the principles of perimeter blocks and connected streets, but should avoid repetitive grid-iron patterns, looking more towards gently curving streets and crescents that create interesting vistas and attractive settings for homes.



Street Trees & Verges

Streets need to be of sufficient width to accommodate landscape design elements including street trees, grass verges and central medians. Green streets with these landscape features can make positive contribution to the streetscene, establishing an attractive setting for development. Tree-lined verges are a good means of screening lower order slip roads from higher order routes.



Front Gardens – Building Set Backs

Housing plots and blocks should be of sufficient depth to accommodate gardens to the front and rear of homes. Front gardens make a particularly important contribution to the street scene, especially where sufficient depth is provided to allow landscape features to mature and enliven the street scene. Front gardens and consistent building set backs from the street are important characteristics of Garden Suburbs.



Materials Palette

Consistent application of a small but well defined material palette can help unify development and reinforce the sense of identity. The precedents identified in the context studies give clear guidance on the core materials and colours that should be used to maintain consistency with existing built form in North Ipswich. Red and buff brick are the key materials, with some edged details using dark brick and light render.



Boundary Definition

A strong sense of identity and ownership can be established by ensuring homes and plots are defined clearly using consistent boundary treatments. North Ipswich can ensure consistency with existing areas by using low brick walls to define front and side gardens. Hedgerows and trees planted in front gardens compliment the low brick walls and make an important contribution to the Garden Suburb character.



Landscape Character

Provision of space for integrating landscape elements in both the public and private realm is an important design tool in the creation of garden suburb character. Front gardens offer the potential for individual variation in landscape design. Common street tree planting and landscape verges in wider streets create a consistent approach to the whole street scene. Street trees and low evergreen hedgerows in front gardens are key.



A Framework Plan for the Site: Issues for the SPD

- 4.12 By exploring those issues that are relevant to the Northern Fringe, a remit for the Framework Plan for the Site is established – what follows here in effect forms the scope of the forthcoming SPD.
- 4.13 The following matters are relevant to the master plan, and should be included in the SPD :
- Land Use
 - Access & Movement
 - Character
 - Landscape & Green Infrastructure
 - Community
 - Environment
 - Infrastructure

Land Use

- 4.14 The SPD will identify appropriate land uses for the Northern Fringe. It will provide guidance as to where these land uses might best be located and how they relate to each other.
- 4.15 In the light of the findings of this report, the following land use requirements are considered appropriate to provide a set of working assumptions for the draft SPD. It is anticipated that the volumes of development set out in Table 2 will be refined further in order to achieve the right balance between housing, open space and infrastructure.

| Land Use | Area required | % of site area |
|--|---------------|----------------|
| Net Residential Area | 100 ha | 51.3% |
| Schools | 14 ha | 7.2% |
| District & Local Centres (including provision for food shopping, community facilities and primary healthcare) | 6 ha | 3% |
| Physical Infrastructure (including primary road access) | 10 ha | 5.2% |
| Green Infrastructure including country park & open space | 65 ha * | 33.3% |
| Total | 195ha | 100% |

Table 2: Northern Fringe Land Use Budget

*with the agreement of neighbouring authorities the Country Park could be extended by a further 8ha.

- 4.16 Overall, the Site is expected to have a capacity of around 3,500 dwellings, with about 1,000 – 1,500 dwellings to be delivered prior to 2021.
- 4.17 Further studies will need to be undertaken to identify a suitable mix and tenure as well as dwelling sizes that are appropriate for the Northern Fringe. Affordable housing will be provided in accordance with the Core Strategy (Policy DM24 requires 35% affordable housing to be provided in larger schemes).
- 4.18 Whilst the Northern Fringe will be a residential-led development some associated employment uses will be provided, mainly in relation to the Local and District Centres, schools and other services such as the health centre. Due to the size and longevity

of the project, it is crucial that there is sufficient flexibility in the master plan to ensure that the development can accommodate various types of uses including businesses. The master plan should therefore seek to identify locations that can accommodate a range of employment uses.

- 4.19 In general, commercial and community services should be located around local and district centres to enable customers and employees to travel by sustainable modes of transport and combine trips.
- 4.20 The Northern Fringe is expected to incorporate a district centre and two local centres to meet the existing and future demand for shopping and a range of services and other community facilities. It is important that these Community Hubs are easily accessible for residents and visitors and include uses such as schools, a community centre, and a health centre.
- 4.21 The SPD process should consider the preferred mechanism for:
- the provision of retail facilities at the beginning of the first phase to support the first residents; other facilities such as a pharmacy may be beneficial;
 - the new facilities should complement rather than directly compete with Ipswich Town Centre and other local centres.
- 4.22 In order to deliver a sustainable mix of uses in this location, the SPD will need to address existing constraints such as accessibility, traffic, infrastructure, drainage. This will be central to the planning and design process.

Access & Movement

- 4.23 The SPD will identify the most appropriate means of securing high quality, safe and sustainable access to and from the Site, and within the Site. In particular the following will need to be addressed:
- access to and improvement of Westerfield railway station (including additional car and cycle parking), in order to accommodate increased demand that is likely to arise as a result of the development;
 - the routing and frequency of bus travel, as the Site is built out, in order to ensure all residents live within walking distance of a bus route, and to provide feasible and alternatives choices about how journeys beyond the Site (particularly to the town centre) are made. Initial discussions with operators have so far suggested that two new bus services and a frequent service between the Site and the town centre may be possible;
 - the location, design and delivery of a new permanent railway crossing to provide connectivity within the Northern Fringe;
 - the creation of a highly permeable environment through the implementation of a connected network of routes for walking and cycling. This includes functional routes for those travelling to a destination, as well as recreational routes which can, where appropriate, be aligned with existing hedgerows and proposed swales;
 - the creation of walkable neighbourhoods and the provision of a wide range of community facilities to meet day to day needs of residents thus reducing the need to travel;

- the retention of Fonnereau Way and its integration into the wider layout of the Site. In addition, the crossing of the railway at Fonnereau Way will need to be addressed to provide safe access for pedestrians and cyclists;
- the precise location and design of the access points into the Site from Henley Road and Westerfield Road, and how traffic will be controlled, managed and prioritised at these points;
- speed reduction measures incorporated into the design (e.g. 20mph zones, car parking strategy); and
- safe crossing points of Westerfield Road for school children and others to be provided.

Draft Transport Strategy

- 4.24 The Draft Transport Strategy has been prepared to provide an overview of the transport related aspects associated with the Northern Fringe development. It identifies the intended approach for the Northern Fringe Supplementary Planning Document (SPD) that is being prepared including the issues and options associated with certain aspects of the strategy.
- 4.25 This draft strategy has been developed by the Transport Working Group including representatives from Ipswich Borough Council (IBC), Suffolk County Council (SCC) and the landowners. Separate discussions have also been held with the local bus operators, Ipswich Buses and First Group and with SCC's consultant, AECOM. SCC has also held discussions with Network Rail. Work continues to resolve outstanding transport matters.
- 4.26 The Transport Working Group has been reporting to the wider Steering Group for the SPD to ensure that transport is not

considered in isolation from other issues such as the spatial planning and urban design elements of the SPD.

- 4.27 The draft Transport Strategy has also been prepared in the light of the comments made by the Community Steering Panel.
- 4.28 The strategy will be finalised to become part of the SPD following the upcoming consultation exercise on the Issues and Options Report to allow consideration to be given to any comments raised.

Transport Vision

- 4.29 The Transport Working Group has agreed the following objectives for the Transport Strategy. These are set out in their order of importance with the strategy seeking to:
- minimise the demand for travel from the Site – through the provision of ancillary uses, e.g. local shops, on site;
 - encourage non-car modes of transport – pedestrians/cyclists/public transport users by designing an environment which supports these modes; and
 - identify car use generated by the development and manage this to ensure there is no severe residual impact on the local highway network.

Policy Considerations

- 4.30 The Transport Working Group agreed that the appropriate overarching policy guidance is the NPPF and the principles of this document on transport will guide the transport strategy that forms part of the SPD.

- 4.31 *Manual for Streets (MfS)* and *Manual for Streets 2 (MfS 2)* design principles will be used to inform the design of the Site encouraging low speed streets with permeability across the Site for pedestrians, cyclists and public transport.

Background

- 4.32 As part of the evidence base for the Core Strategy the local highway authority, Suffolk County Council, appointed AECOM to develop a strategy for accommodating the proposed level of housing in the Northern Fringe. This involved developing a strategic traffic model to assess the transport implications of 5,000 houses and ancillary facilities at the Northern Fringe in March 2010. This modelling covered the whole town including trips to all major employment areas including the town centre. The outcome of this modelling informed the transport strategy that was put forward.
- 4.33 The key elements of this overall strategy were summarised in a Technical Note prepared by AECOM in July 2011 and included the following:

Pedestrian and Cyclist Strategy

- The objective of this strategy is to build on existing facilities, tackle existing barriers and to provide potential new attractive routes which could be promoted. These actions are aimed at providing good interconnectivity within the development to the adjacent area and to Ipswich Town Centre.
- Provide on-site facilities and infrastructure to ensure that the site is permeable and the new homes are within walking distance of local facilities and bus services. The strategy would also provide good connections to surrounding roads and crossing facilities at the railway line and Westerfield Road

between the areas within the Northern Fringe and Valley Road, together with good links to Westerfield Station.

Public Transport Strategy

- Provide “Express Town Centre Link” to link the Northern Fringe to the town centre. This would be a high frequency service with low journey times and a connection to both the town centre and to onward high range of alternative public transport routes which cover an extensive area of Ipswich.
- The route of the bus services to the Site would be designed to ensure good penetration into the new development with the objective of no dwelling being more than 400m walking distance for a bus service. The most appropriate route identified was to use Westerfield Road with loop service to the various parts of the Northern Fringe to provide the shortest route to the town centre. This would require a new railway bridge to reach the land to the north of the railway line.
- This route would be supported by bus priorities messages at the Site accesses onto Westerfield Road, at the Westerfield Road junction with Valley Road and on Bolton Lane on the approach to St Margaret’s Street.
- Bus stops would be provided on the Site with shelters and, in compliance with DDA standards, with Real Time Passenger Information at selected stops.

Travel Planning

- A Travel Plan for the whole of the Northern Fringe will be developed to promote bus, cycle and pedestrian movement in preference to vehicle use.

Traffic Management

- The general focus of highway improvements is to manage the network and to achieve more control over existing capacity to ensure that attractiveness of facilities for sustainable modes are optimised. This approach is consistent with the Travel Ipswich project which includes the creation of an Urban Traffic Management and Control (UTMC) system across the wider town to allow real time remote control over the signal operation to improve the management of movement of all road users by connecting with the town wide system.
 - The key traffic management measures identified as part of the transport strategy were:
 - signalisation of the Valley Road/Westerfield Road Junction to control and prioritise traffic movement and queues;
 - to provide for pedestrians and cyclists and to facilitate bus priority measures, potential signalisation of the Valley Road/Tuddenham Road junction;
 - UTMC facilities should be implemented at all site access locations, the Valley Road Westerfield Road junction, Valley Road/Henley Road/Dale Hall Lane Junction; and
 - new toucan crossings to prevent rat-running through the development.
- 4.34 As a result of this strategy, Suffolk County Council as the local highway authority supported the potential capacity of the Northern Fringe being identified as 4,500 houses in the Core Strategy. The statement was made that "The study (strategic modelling) found that it was possible to manage and mitigate the growth without the need for major new road investment".

- 4.35 This means that as testing was carried out with 5,000 new homes which was found acceptable in highway terms, therefore a very robust position has been assessed. If the final scheme is reduced by 30% to 3,500 homes a suitable strategy to match the number of homes will need to be secured.

Local Facilities

- 4.36 By providing local facilities on the Site such as schools, shops and community facilities the transport demand from the new housing will be reduced and a higher proportion of journeys should be made on foot and by cycle.
- 4.37 A balance will need to be found to ensure that while the provision of new facilities on site will bring benefits for both new and existing residents and will attract people to the Site, this does not lead to a material increase in traffic demand. Existing residents who choose to use the new facilities will already be travelling to existing facilities elsewhere and there may be an overall reduction in transport distances.
- 4.38 This is the first element of the strategy to reduce transport demand arising from the Site.

Pedestrians and Cyclists

- 4.39 A network of pedestrian and cycle routes will be provided throughout the Northern Fringe site to ensure that the proposed housing is well connected to the other uses proposed on the Site including the schools, shops and community facilities. This network of routes will incorporate the existing Fonnereau Way which crosses the Site and will connect into the surrounding facilities.

- 4.40 Subject to appropriate design, the majority of routes for cyclists within the Site will be provided on the roads where the speeds of traffic will be controlled. On the main bus routes segregated facilities may be provided.
- 4.41 Key offsite routes have been identified including the provision of a signalled controlled crossing on Valley Road to provide a connection to the town centre.
- 4.42 Christchurch Park is considered to offer a direct and convenient potential route for cycling between the Site and Ipswich town centre. It is acknowledged that the park has restricted opening hours but this will form part of the cycle strategy for use at certain times. Making use of The Avenue and Christchurch Park as a cycle route to the town centre is recommended by Suffolk County Council. There is a section of The Avenue that is under private ownership and the road is not smooth paved. However, this is a short section of roadway that can be navigated on cycle.
- 4.43 There is a network of on-road signed cycle routes from northern Ipswich into the town centre provided at present.
- 4.44 Cycle Route 12 commences within the Castle Hill residential area to the west of the Northern Fringe development area. It crosses Valley Road at the Dale Hall Lane junction and enters the town centre along Henley Road to the west of Christchurch Park.
- 4.45 Cycle Route 2 commences in Rushmere and enters the town along Tuddenham Road/Bolton Lane. Both route 2 and 12 provide access to the town centre at St Margaret's Street.
- 4.46 Bridle Way is signed as an alternative route to Cycle Route 12 to access the town centre. Opportunities for improving this route will be explored as part of the Northern Fringe cycle strategy to the town centre.
- 4.47 Detailed consideration will also be given to how to improve pedestrian links to Westerfield Station which provides a connection to Ipswich Station and to the coastal ports. This is a requirement of Core Strategy Policy CS10.
- 4.48 Subject to further consideration, Westerfield Road will be reduced to a 30 miles per hour speed limit and pedestrian crossings will be provided along its length primarily uncontrolled to maintain the rural nature of the road. Interconnectivity between the east and central land parcels of the Northern Fringe site for both pedestrian and cyclists is fundamental to the development and Westerfield Road will be designed with this in mind.
- 4.49 Further work will be needed to determine more precisely the routes of the pedestrian and cycling network and how it connects to facilities proposed around the Site. Once the disposition of uses within the Site including the district centre, secondary school and other uses have been decided then the routes can be looked at in more detail to ensure that they best meet future needs. For example, for the primary schools walking routes from the surrounding housing are key.
- 4.50 In addition to this the network of footpaths will be co-ordinated with the location of bus stops within the Site to ensure that there are direct connections of all areas of houses to the stops. The aim is to ensure that all the areas of the Site are within a 5 minute walk (400m) of a bus stop.
- 4.51 At this stage it is agreed that improvements will be made to the Fonnereau Way footpath within the Site and in the vicinity. A signalised pedestrian crossing will be provided over Valley Road to link the Fonnereau Way footpath with surrounding pedestrian routes and a pedestrian footbridge over the railway line may be provided to replace the existing level railway crossing.

- 4.52 Enhancement to existing, and the provision of new, facilities for pedestrians and cyclists will benefit both new residents on the Site and existing residents in the areas around the Site.

Public Transport

Buses

- 4.53 The transport strategy prepared by Suffolk County Council at the time of the Core Strategy identified a high frequency of bus services between the Northern Fringe and the town centre with bus priority measures at the site accesses and at the key junctions along the route. This is considered to be the type of services that will encourage the use of buses rather than travelling by private car.
- 4.54 Meetings have been held with local bus operators (First Group and Ipswich Buses) to discuss the proposed approach to bus provision. Both operators are supportive of the approach that is being taken and see the main objective being to secure loop services between the town centre and the Site at a frequency of between 10 -15 minutes with bus priority measures at the Site accesses, Valley Road and onto the town centre gyratory. Other destinations in the town can be served by connecting services from the town centre.
- 4.55 It is likely that there would be two services to the Site from the town centre. Both would run between the bus station at Tower Ramparts and the Site using Westerfield Road with one looping to the east and another looping to the west and north making use of the new railway bridge crossing. This will ensure that all parts of the Site are served by frequent, direct services.
- 4.56 Both bus companies have stated that at the present time they believe that it will be more efficient for bus passengers to interchange at the bus station and then go onto the railway station rather than providing a direct service to the railway station due to the capacity issue for buses at the railway station. If the capacity at the railway station for buses is improved then this could be re-examined.
- 4.57 Tower Ramparts offers an interchange facility with other bus services serving Ipswich hospital as well as the railway station, surrounding residential and employment areas. Existing bus services in Ipswich operate with a “spider-web” approach, whereby high frequency direct services are provided between peripheral areas to the town centre. In the town centre, Tower Ramparts acts as a hub allowing interconnected journeys to be made across the town.
- 4.58 The exact alignments of the bus routes will be determined once the locations of the District Centre and the secondary school are known. These are both seen as key destinations which the proposed bus routes must service.
- 4.59 Priority for bus services will be provided at the accesses to the Site and at key offsite junctions. This will be co-ordinated with the proposed introduction of an Urban Traffic Management Control system (UTMC) which is discussed in more detail below.
- 4.60 The bus services need to be in place from an early stage of the development as new houses are occupied. This ensures that as new residents move to the Site that the buses are already in place. This can be achieved through running shorter bus routes or temporary services during the early stage of development, potentially with at lower frequencies with service subsidies being needed.

4.61 Local bus operators have committed to work in partnership with the developers to encourage new residents to use the services through the provision of free/subsidised fares and the provision of good information.

4.62 New bus services will also benefit existing residents along the routes of the services.

Rail

4.63 Pedestrian and cycle routes to Westerfield Station will be provided. The services from the station provide a connection to Ipswich Station in 8 minutes. In the future the increased demand from the Northern Fringe could lead to a review of the frequency of services at the station.

4.64 Through the bus services to the town centre connections to Ipswich Station can also be made by bus and this provides access to the services to London Liverpool Street and other destinations, with the faster services to London taking just over an hour.

Travel Plan

4.65 A Travel Plan will be prepared with the aims of reducing transport demand, reducing vehicular traffic and encouraging the use of non-car modes of transport such as pedestrians, cyclists and public transport. This is consistent with the strategy prepared by Suffolk County Council.

4.66 The primary objective of the Travel Plan will be to set out a long term strategy to facilitate and encourage modes of travel within and from the Site by means other than the private car, which reflects current central and local government policy.

4.67 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, government initiatives and changes in individual attitudes.

4.68 The initiatives and measures are a mixture of 'hard' and 'soft' measures.

4.69 The hard measures may include signalised junctions and safe and secure cycle parking.

4.70 The 'soft' measures include initiatives such as providing information on public transport services. This can be achieved through the provision of this information as part of the "Welcome Pack" given to new residents.

4.71 The Travel Plan would be finalised and agreed prior to the occupation of the proposed development

Parking

4.72 Car parking provision will be in line with the adopted Council's standards.

4.73 Parking will be provided to ensure that it is well located in relation to the houses that it serves to ensure that on-street parking does not occur to any significant degree unless it is in specifically designed areas where the primary purpose would be to cater for visitors. Any such areas will need to be considered in terms of achieving a good urban design solution and avoiding creating an environment that is dominated by cars. This means that access to all parts of the Site will be maintained at all times for larger vehicles (refuse lorries and delivery vehicles) and for the emergency services.

Vehicular Access

- 4.74 The vehicular access strategy has been the subject of debate at the Transport Working Group with a number of options being considered within the context of ensuring good access to the Site in line with the objectives of *Manual for Streets* and *Manual for Streets 2* and the wider UTMC system that it programmed to be implemented across the town.
- 4.75 The objective of the access strategy is to ensure adequate access is provided to the new housing whilst minimising the impact on existing traffic using the surrounding roads. The accesses also need to be consistent with the overall design philosophy for the Site and minimise the impact on existing trees and hedgerows.
- 4.76 The number of accesses has been agreed by the Transport Working Group with two accesses from Westerfield Road to both the central and eastern parcels of land and two accesses from Henley Road to the land north of the railway line. A new railway bridge will also be provided to connect the northern and central areas.
- 4.77 In addition to this there are potential accesses that could be provided to both Henley Road south of the railway line and to Tuddenham Road to the west parcel of land. These accesses would be provided for pedestrians and cyclists and could be used for emergency vehicles. There is the potential for them to be used to access some of the proposed housing and this is discussed further below.
- 4.78 The type of junction to be provided from the Site at each of the identified locations will be the subject of ongoing discussions

within the Transport Working Group. There are a number of options available, which are presented below.

Traffic Signal Controlled Junctions

- 4.79 The first option has been developed from the work undertaken by SCC at the time of the Core Strategy. At this stage 4,500 units were proposed in the Northern Fringe, but this has now been reduced to around 3,500 units. As set out above, the modelling undertaken at the Core Strategy actually considered 5,000 units at the Northern Fringe which is 30% more units that currently proposed.
- 4.80 As an overview the philosophy of this approach is to limit access to/from the Site to try and control vehicular traffic flows from the new houses.
- 4.81 In this option the two junctions from Henley Road to serve the land to the north of the railway line would be signalled controlled junctions.
- 4.82 On Westerfield Road the proposed approach would be to provide two signal controlled crossroad junctions providing access to both the central and eastern land parcels with integrated facilities for pedestrians to cross Westerfield Road and incorporating priority for the bus services.
- 4.83 The potential access onto Henley Road south of the railway line and onto Tuddenham Road cannot be traffic signalled controlled due to the direct frontage access to the properties on the opposite side of these roads. In this option this would limit the use of these accesses to either a small number of units or to emergency accesses.

4.84 The advantages and disadvantages of traffic signalled control accesses are considered in Table 3 below:

| Advantages | Disadvantages |
|--|--|
| The ability to control vehicle movements to/from the Site through traffic signals as part of the UTMC system. | Controlling the flow of vehicles leaving the Site is not necessarily a trigger for the use of sustainable travel modes. |
| Vehicles are delayed on approach to the Valley Road junctions, relieving pressure at these junctions. | Traffic signals require more land to be provided for carriageway and will alter the nature of both Westerfield Road and Henley Road. Westerfield Road would lose the rural road feel that the urban design approach considered it necessary to retain. |
| Linking the signals to the UTMC would allow flexibility in the control of the junction depending on the conditions, potentially making the junctions more efficient. | Traffic signal controlled junction on Westerfield Road will mean a greater loss of existing trees and hedgerows as they are larger than priority junctions |
| Delays experienced by existing road users are minimised through regulation and control of traffic leaving | Signalised junction would add additional points of delay for traffic using Henley Road and will add queuing traffic on approaches to |

| | |
|---|---|
| the Site; gives priority usage to alternative modes of transport. | the new junctions where free flow conditions currently prevail. |
| | Signalised junctions would be more of an impact on existing trees and hedges due to the need to widen both Henley Road and Westerfield Road on the approaches to the junctions to provide sufficient capacity. |
| | Signalised junctions are significantly more expensive to install and require regular maintenance to remain operational, which could represent significant overall costs. |
| | Using signalled controlled junction to limit the flow of traffic to/from the Site would be treating new residents differently from existing residents and could lead to future problems with residents of the town being treated differently. |

Table 3: Signal Controlled Accesses

Priority Junctions

- 4.85 The second option is to provide priority junctions on both Henley Road and Westerfield Road linking into the Site. To ensure bus priority to/from the Site, separate bus-only lanes would be provided. Separate pedestrian crossing of Westerfield Road would be provided.
- 4.86 The points listed in Table 3 also apply to this option with the exception that advantages become disadvantages and disadvantages become advantages.

Mixed Approach

- 4.87 A potential “hybrid” option has been considered for Westerfield Road with the southern junction being traffic signal controlled and the northern junctions being simple priority junctions.
- 4.88 This option has the advantage of introducing some of the benefits of traffic signal control while reducing the impact on the existing trees and hedgerow thereby maintaining more of the existing rural nature of this road.

Emerging Preferred Option

- 4.89 When evaluating the options it must be remembered that some advantages and disadvantages are considered to be more significant than others and it is not simply a case of deciding on which option has the most advantages and the least disadvantages as they not each have equal weight. This decision is not simply about transport issues as there are wider implications for the urban design of the new development.

- 4.90 The option that is emerging as the preferred way forward is as follows:

- Westerfield Road – to provide a four arm traffic signal controlled junction at the southern end of the road to provide access to both the land to the east and west, crossing facilities and bus priority and separate priority junction accesses to both areas of land to the north;
- Henley Road – to provide two traffic signal controlled junctions to the north of the railway line with the potential of a priority junction access to the south of the railway line to access;
- Tuddenham Road – to provide a potential priority junction access.

- 4.91 This preferred way forward will be subject to further consideration at the ‘Preferred Options’ stage, as part of the ongoing planning and design work of the Site.

New Railway Bridge

- 4.92 As stated above, a new bridge over the railway will be constructed to link the central and northern areas for pedestrians, cyclists and vehicles. This will be a key link to new facilities and to allow the buses to loop through the Site.

- 4.93 Consideration has been given within the Transport Working Group on the use of the bridge at peak traffic times (determined from analysis of traffic flows) and whether it should be open to all traffic or restricted to pedestrians, cyclists and buses. The advantages and disadvantages of restricting the use of the railway bridge are considered in Table 4.

| Advantages of Peak Hour Restrictions | Disadvantages of Peak Hour Restrictions |
|--|---|
| It allows the free-flow of buses in both directions between the northern and central land parcels during peak times. | Forms of restriction are difficult to enforce: <ul style="list-style-type: none"> - Physical barriers such as bollards present a costly maintenance issue for the Council. - Traffic signals need to be enforced and may require cameras for enforcement. |
| It reduces the potential for rat-running through the Site. | Additional pressure is placed on the railway bridge over Henley Road with no alternative should an incident or road works occur. As a result the northern land parcel would need to use Lower Road and Westerfield Road to access Valley Road in the event of a blockage along Henley Road. |

| | |
|--|---|
| The ease of access to bus services and the potential journey time savings in using the bus, could encourage residents to make use of bus services available working towards the sustainable travel initiatives for the Site. | Controlling the movement between the land parcels restricts the interconnectivity of the whole site particularly in respect to accessing the district centre and primary/secondary schools, this goes against the overall strategy for a connected development. |
| May encourage first and second elements of the Transport Vision. | Restricting the use of the bridge will place more traffic onto the roads around the Site as new residents will use them to reach the new facilities e.g. driving to the local shops in the rain. This will be very inconvenient for residents of the Site. |

Table 4: Peak Hour Railway Bridge Vehicle Restrictions

- 4.94 The closest crossing over the railway line is the bridge from Castle Hill along Dale Hale Lane and this does not have peak hour restrictions, but instead there are traffic calming measures in place to restrict free-flowing vehicle movements across the bridge.

Internal Road Network

- 4.95 The internal road network will be designed to a 20 mph speed limit and will adopt the principles of *Manual for Streets* and *Manual for Streets 2* to ensure that the vehicular routes are streets for use by all modes of transport rather than roads dominated by cars.
- 4.96 The roads within the Site will be designed to accommodate buses where appropriate, emergency vehicles, refuse lorries and essential vehicles while ensuring that the new housing is not dominated by vehicles.
- 4.97 The design of the internal roads will ensure that the opportunities for on-street parking are limited to specifically designed areas.
- 4.98 A meandering connection between Henley Road and Westerfield Road will be provided to discourage rat-running.

Off-Site Highway Works

- 4.99 The 'Travel Ipswich' major scheme (formerly Ipswich – Fit for the 21st Century) aims to achieve a change in travel behaviour by changing existing patterns of travel and providing a foundation for Ipswich in the future. The scheme includes various improvements to public transport, walking and cycle routes and infrastructure along with improved information provision proposed. The town centre road network will benefit from a number of junction improvements and a centralised computer controlled traffic signal system. Overall the aim of this scheme is to keep traffic levels at 2011 levels into the future.
- 4.100 The Northern Fringe SPD will commit to providing off-site highway improvements to mitigate the impact of the development. To build upon the Travel Ipswich improvements, it is proposed to upgrade

or signalise the Valley Road junctions with Henley Road, Westerfield Road and Tuddenham Road with their inclusion within the centralised computer control system. This will allow Suffolk County Council to have an even greater control over the town centre traffic signal operation.

- 4.101 Bus priority schemes will also be implemented at the Westerfield Road/Valley Road junction and at the Bolton Lane junction with the town centre gyratory to provide reliable and efficient bus journey times from the new housing to the bus station at Tower Ramparts.
- 4.102 Where traffic signal junctions are introduced then controlled crossing facilities for pedestrians and cyclists will be introduced. A separate controlled crossing facility for pedestrians and cyclists will be provided on Valley Road and potentially on Westerfield Road.
- 4.103 On Westerfield Road the existing level crossing will be upgraded to provide modern facilities unless this has been undertaken as programmed in 2018 as part of the improvements of the railway line associated with improving access for freight trains to the ports.
- 4.104 Subject to further consideration, the speed limit on Westerfield Road will be reduced to 30 mph and suitable traffic management measures provided as required to enforce this.
- 4.105 The potential for traffic calming schemes in Westerfield village and in the roads to the north of the Site will be considered at the planning application stage to determine whether they are needed to ensure that there are not significant increases in traffic on these roads and that vehicle speeds are controlled. Any such schemes would be developed in consultation with local residents and would take into account any existing road safety issues.

- 4.106 Offsite highway improvements will benefit both new residents on the Site and existing residents in the areas around the Site.

Landscape & Green Infrastructure

- 4.107 Landscape will be a defining feature of the development, and the SPD must reinforce this objective. There will be a number of components to the green infrastructure, which must be designed to provide cohesion and satisfy the functional requirements of the open space, as well as working with the Site's natural features. This will include:

- A positive response to the topography and existing vegetation on the Site in order to establish a landscape character;
- A landscape framework which provides scope for protection of wildlife, habitats and biodiversity and habitat creation where possible;
- Strategic, neighbourhood and local scale open spaces to satisfy a range of recreational needs and provide a setting for residential development;
- The creation of a country park to serve the needs of the wider North Ipswich area;
- Well located spaces allowing easy access to play spaces and areas for food production. Play spaces should include provision for younger and older children. Food production might include allotments, community gardens and community orchards;
- Provision for a range of formal sports. There is a possibility that dual use of schools sports facilities could be achieved, which would enhance the overall provision within the

development. This will depend on the views of the school provider, and their willingness to permit community use of school facilities;

- Provision for informal activity. There is scope for a network of circular walks through the Site, and both walking and cycling should be encouraged;
 - The creation of tree-lined streets to provide visual connectivity between open spaces, and to act as wildlife corridors in order to enhance the overall green infrastructure network;
 - The provision of a strong landscape strategy for Westerfield Road to ensure that its current attractive landscaped character is retained in accommodating necessary access and other development requirements;
 - The integration of sustainable urban drainage within the development to ensure the effective management of water; and
 - High levels of connectivity between areas of open space to ensure good levels of access and use. The existing Fonnereau Way should be incorporated into a network of routes – this will ensure existing residents living in proximity to Valley Road will be able to gain easy access to the open spaces within the Site.
- 4.108 Appendix 6 of the Core Strategy sets out a range of different open space typologies that should be provided within a development. It establishes a standard for each open space type on a per 1000 population basis. The latest Census data indicates that Ipswich has an average of 2.35 persons per dwelling, so a development of

3,500 dwellings would, for planning purposes³, be expected to generate 8,225 people. Overall, Appendix 6 requires 39.4 ha of open space to serve this population, in addition to the required country park.

4.109 The range of different open space typologies includes parks & gardens, amenity green space, natural and semi-natural green space, outdoor sports facilities, play areas for children of different ages, and allotments. Appendix 6 also recognises that green corridors and civic spaces are important open spaces, but does not apply a space standard to these.

4.110 As part of the Framework Plan exercise it is important to apply these requirements to the Site in the optimum way to ensure that the Northern Fringe is well served by suitable green space. In preparing the options, the potential for green infrastructure (i.e. the site wide network of green spaces and connections) has been explored within the context of Appendix 6, and the following findings have been made:

- The requirement for 39.4 ha (based on target population) open space can be accommodated within the Site. In addition Core Strategy Policy DM29 requires 10% of the site to be incidental open space. This is of such a fine scale that it is not shown at the options stage.
- The requirement to ensure a clear separation between the development and Westerfield village means that some green space must be “wrapped around” the southern part of the village. The character of this area suggests that this land would best be treated as natural or semi-natural green space, with little intervention or change to its appearance.

³ See also Ipswich Study Area SHMA Update August 2012

- The nature of the Site, along with the Council's requirement to retain hedgerows and develop a system of sustainable urban drainage (SUDS) lends itself more to informal spaces than to formal spaces. Hedgerow retention consumes considerable land because each hedge must have an off-set of several metres. Hedges are often best incorporated into areas of public open space where they can be subject to an appropriate management regime.
- The mitigation of railway noise can be achieved partly through green spaces. These areas can accommodate areas for food production and children's play.
- Taken together, the hedgerows, railway corridors and SUDS manifest as a series of long linear open spaces, in close proximity to homes and serving to connect other types of open space. This presents a significant advantage for the development in that it establishes a series of circular walks through the Site, and between the existing town and the proposed country park. Whilst not envisaged in Appendix 6, this has the potential to become a distinguishing feature of the development, and sits well with the concept of a garden suburb. Furthermore, continuity of open green space can support wildlife in a way that separate and formal spaces cannot.
- Consequently, whilst the Site will support a mix of formal and informal spaces, much of the open space requirement is devoted to linear spaces and/or spaces of an informal nature, as opposed to regularly shaped parks and sports facilities. This suggests that the separate standards of open space typologies set out in Appendix 6 cannot be readily achieved on this particular site, (even though the overall open space requirements can be met). This is an important issue which must be recognised and agreed in order to allow progression

to a preferred option. It also raises the importance of pursuing dual-use of secondary school sports facilities in order to increase playing pitch provision within the Site. It also recognises the close proximity of Christchurch Park, which is a mature, high quality accessible formal park and garden.

- The Council has stated that the country park should be 22 ha. Having studied the Site and formed a view of the appropriate northerly extent of the development, an area of 28 ha has subsequently been identified. 25 ha of this land can be devoted to country park, with the remaining 3 ha used to meet open space requirements (for example, outdoor sports facilities).

4.111 On the basis of these factors the following open spaces can be delivered (the Appendix 6 requirements are shown for comparison, see Table 5).

4.112 In seeking to identify the best design solution for this Site it is recognised that a different type of open space and character will be achieved than as strictly delineated under Appendix 6. Strict application of the Appendix 6 requirements would require the provision of further open space, thus reducing the land available for built development and in particular for meeting housing need. Similarly, the delivery of 10% incidental open space will be considered alongside strategic open space to ensure the best design solution.

Table 5: Open Space Provision

| Appendix 6 open space type | Standard per 1000 pop'n (ha) | Requirement for 3,500 dwellings @ 2.35 ppd | Option 1 Estimated area adjusted for the Site character and requirements | Option 2 Estimated area adjusted for the Site character and requirements | Option 3 Estimated area adjusted for the Site character and requirements |
|------------------------------------|------------------------------|--|--|--|--|
| Parks & Gardens | 1.04 | 8.6 ha | 7.2 ha | 6.3 ha | 6.3 ha. |
| Amenity Green Space | 0.4 | 3.3 ha | 1.5 ha | 1.8 ha | 1.6 ha |
| Natural & Semi-Natural Green Space | 1.4 | 11.5ha | 23.1 ha | 20.5 ha | 23.1 ha |
| Outdoor Sports Facility | 1.53 | 12.5 ha | 7.2 ha ^A | 8.4 ha ^A | 8.1 ha ^A |
| Play Areas (NEAPS, LEAPS, LAPS) | 0.05 | 0.4 ha | 0.4 ha ^B | 0.4 ha ^B | 0.4 ha ^B |
| Youth Provision | 0.02 | 0.2 ha | 0.2 ha ^B | 0.2 ha ^B | 0.2 ha ^B |
| Allotments | 0.35 | 2.9 ha | 2.9 ha ^C | 2.9 ha ^C | 2.9 ha ^C |
| Total Open Space | | 39.4 ha | 39 ha | 37 ha | 39.3 ha |
| Country Park ^F | n/a | 22 ha | 25 ha ^D | 25 ha ^D | 25 ha ^D |
| Total | | 61.4 ha | 64 ha | 62 ha | 64.3 ha |

^A An area of 3 hectares of playing fields are identified as falling within land forming part of the Country Park.

^B To be delivered within amenity space or within residential areas (as part of the 10% provision).

^C To be delivered within green corridors.

^D Excludes 3 ha to be used as playing fields (dual use of school facilities will be encouraged).

^E 10% of the development area will be incidental open space.

^F Country Park excludes Westbrook Farm land off Lower Road which would be approximately 5 ha in addition.

Character

4.113 The SPD should respond to those Core Strategy requirements which have a physical manifestation or dictate character. This includes the items listed in paragraph 3.29 (Core Strategy Policy DM5) and in paragraph 4.5 (Garden City principles).

4.114 Whilst these generic design principles are accepted as best practice, there are also a number of very site specific design challenges that will be addressed as the master plan evolves. This includes a number of significant issues that will have a bearing on the success of the scheme and its integration with its surrounds:

- the design and layout of three walkable neighbourhoods, which should be characterised by generous planting within the public realm and the private domain, and easy access to open green spaces;
- the creation of a community hub at the core of each neighbourhood to act as a focal point for local activity and interest. The SPD should establish how a mix of different uses can be planned and integrated, and the scale and nature of any civic space or green space which forms part of each hub. This will be particularly important in helping to establish the new community;
- the relationship of the development to Henley Road, and the landscape treatment of this area, given the likely loss of the open aspect currently enjoyed by those homes which overlook the Site. This issue will be key to the successful integration of the development with residential areas to the west of the Site;

- the definition and character of the urban edge in the north of the Site, along with the management of a transition between urban to rural, and the role and function of the country park in achieving this transition. The role of landscape and strategic planting will need to be explored alongside issues such as building density and height;
- the retention of the character of Westerfield Road as a green route, and the nature and design of the development which overlooks it. It will be difficult to maintain the existing “green lane” character of Westerfield Road as the scale of the development will inevitably change its character. Careful consideration will need to be given to the number and design of road junctions along Westerfield Road; cross roads would necessitate wider junctions whereas a series of T-junctions would allow a series of more contained junctions to be designed. Whilst it will be possible to ensure a green corridor – the planting and landscape design, along with careful consideration of the position and design of buildings can help to achieve this – it is unlikely that the feel of a “lane” will be retained;
- the integration of existing hedgerows into the structure and layout of the development. As a minimum, a 3m corridor either side of a hedgerow is required to ensure its protection. Where it is possible and logical, public streets, open spaces and green corridors can be contiguous with existing hedgerows to ensure their integration within the neighbourhoods;
- the pattern of intensity and density of the built form across the Site and in relation to different site features. The Core Strategy requires an average of 35 dph. Within this average density there will be variety across the Site. Those areas at 25 - 30 dph would have a distinctive Garden Suburb

character, whereas some areas, e.g. around the district centre, may have a higher than average density, but would nonetheless require considerable planting to ensure the Garden Suburb character is achieved. Good quality design and attention to the public realm should ensure a smooth transition between different densities;

- the relationship between the development and the railway, in particular to avoid noise pollution and visual impact where necessary. Various design solutions are available to mitigate against noise, and will be influenced by the height of the railway in relation to the adjacent development land. Solutions include bunding, acoustic fencing, setbacks, orientation of dwellings to locate rear gardens away from the noise source, and extensive planting. A combination of these solutions is likely to be appropriate. Where suitable, areas along the railways can be used to connect green open space, in order to create a network of circular walks;
- the design of the streets within the street hierarchy to provide not only roads for cars and public transport but also attractive routes for pedestrians and cyclists, as well as a strategy for residential car parking which accords with the wider design objectives of the Site. In particular the design of the primary routes, which will connect through the Site and link to the surrounding network, will need to achieve a balance between an appropriate highway capacity and attractive public realm. The Department of Transport's *Manual for Streets* editions 1 and 2 provide advice on how this can be achieved;
- the means by which the character of different neighbourhoods can be distinguished in order to create a sense of variety across the wider development. This will be informed by location, context, land use and the existing site character; and

- maintaining a clear separation between Westerfield village and the development. A successful design solution will be achieved not only through physical distance but also through the design of the landscape and the form of the closest development and the use of the intervening space.

Community

4.115 The framework plan for the Site can help to support the development of a new community in a number of ways. To achieve this, the SPD should address the following:

- the location and design of the main public uses in order to create attractive and convivial places;
- the potential for the co-location of uses which have a positive synergy and can stimulate local activity and interaction. Schools, as local destinations, generate activity and by clustering other uses such as local shops and health facilities alongside, it is possible to stimulate multi-purpose trips and a sense of vitality within each neighbourhood;
- schools typically bring families together, and within a new community play a vital role in achieving social integration. The location of family housing close to schools, and safe walking routes will be essential;
- the potential for dual use of facilities to maximise their commercial viability and improve access for a wider group within the community; for example, the dual use of school sports facilities and playing fields would enhance opportunities for participation in formal, organised sports, in line with Sport England's current agenda;

- the potential for food production through allotments, community orchards and communal gardens, as a means of bringing residents together through shared interest; and
- the potential to identify and implement a range of community development initiatives, including the appointment of a community development officer for the initial period of development. Additionally, the creation of locally based trusts to assist in the management of the development in perpetuity. Examples of where this has been achieved before need to be studied for their relevance and applicability.

Environmental

4.116 The Council is keen to see best practice in low carbon development at the Northern Fringe. The regulations which dictate required standards are likely to change and evolve over the course of the development, as will the technological changes and the cost implications. On this basis, the SPD must establish a framework within which practical solutions to a low carbon form of development can be identified. This could include:

- defining an appropriate solution to sustainable urban drainage in order to manage surface water drainage and avoid flood risk;
- the responsible use of resources in the construction;
- energy efficiency in buildings;
- sustainable energy generation;
- the responsible use of water, and the potential for water recycling and use of grey water;

- a reduction in carbon emissions in line with Government targets and Core Strategy policy; and
- the protection and enrichment of habitat and biodiversity, in particular protected species (e.g. Bio-diversity Action Plan Species).

Infrastructure

4.117 The Northern Fringe development, as a greenfield development, will require significant infrastructure investment to make it happen. Below is a list of infrastructure that is anticipated:

- road infrastructure on and off site (including improvements to junctions, level crossing at Westerfield Station and Fonnereau Way etc);
- new bridge over the railway line;
- improvements to Westerfield Station as agreed in discussion with Network Rail and the County Transport Team;
- new and improved cycle paths and footpaths;
- new drainage on site;
- new potable water supply on site;
- new substation and electricity network on site, and potentially on-site sustainable energy generation;
- new gas network on site;
- new telecommunications and broadband network on site;
- new waste collection and recycling facilities on site;
- one new secondary and three primary schools on site plus provision for early year education;
- new green infrastructure including various types of open space for recreation, sports and play facilities, including facilities for teenagers;
- provision of a Country Park and associated facilities;
- new bus services linking the Site to the town centre;

- provision of affordable housing;
- provision of homes to meet the needs of an aging population;
- provision of a new health centre;
- potential improvements to existing community facilities;
- provision of new community facilities, potentially including community centre, places of worship, youth centre, public house, post office, policies facilities, dentists, chemists and library;
- the construction of a new culvert under the railway;
- likely need for a new footbridge across the railway on the line of Fonnereau Way;
- off-site improvements to cycle ways connecting the Site to key destinations (e.g. employment, sports); and
- public art.

5.0 FRAMEWORK PLAN OPTIONS & THEIR RATIONALE

5.1 The nature of the Site and its context provides a physical framework for design. The accompanying diagram shown on page 79 highlights the key responses to the physical context at a broad conceptual level. It gives direction to further framework planning and underpins the three options which follow.

Overview of the Options

5.2 The three development options set out here have been prepared in response to the issues presented in the preceding sections.

5.3 The most significant physical constraints and opportunities have indicated that there is an optimum solution to several of the development requirements, and consequently the options share the following features:

- A single location at the northern edge of the Site is proposed for the country park in order to create a sense of transition between the town and the surrounding countryside. This is the quietest part of the Site, and the location presents the best available opportunity to deliver a country park that offers some of the qualities that are typically sought – tranquillity, a rural character, a sense of space and a haven for wildlife. Additionally, by locating the country park at the northern edge there is scope to manage the views from the countryside into the development, and where appropriate, to minimise the visual impact of the development when viewed from the north.
- A strategic system of SUDS, which is based on the Council's requirements for sustainable drainage. This is driven by the topography of the Site and its existing drainage characteristics. SUDS can be designed and incorporated into

various settings, and the character of the SUDS is likely to vary across the Site as it passes through different areas.

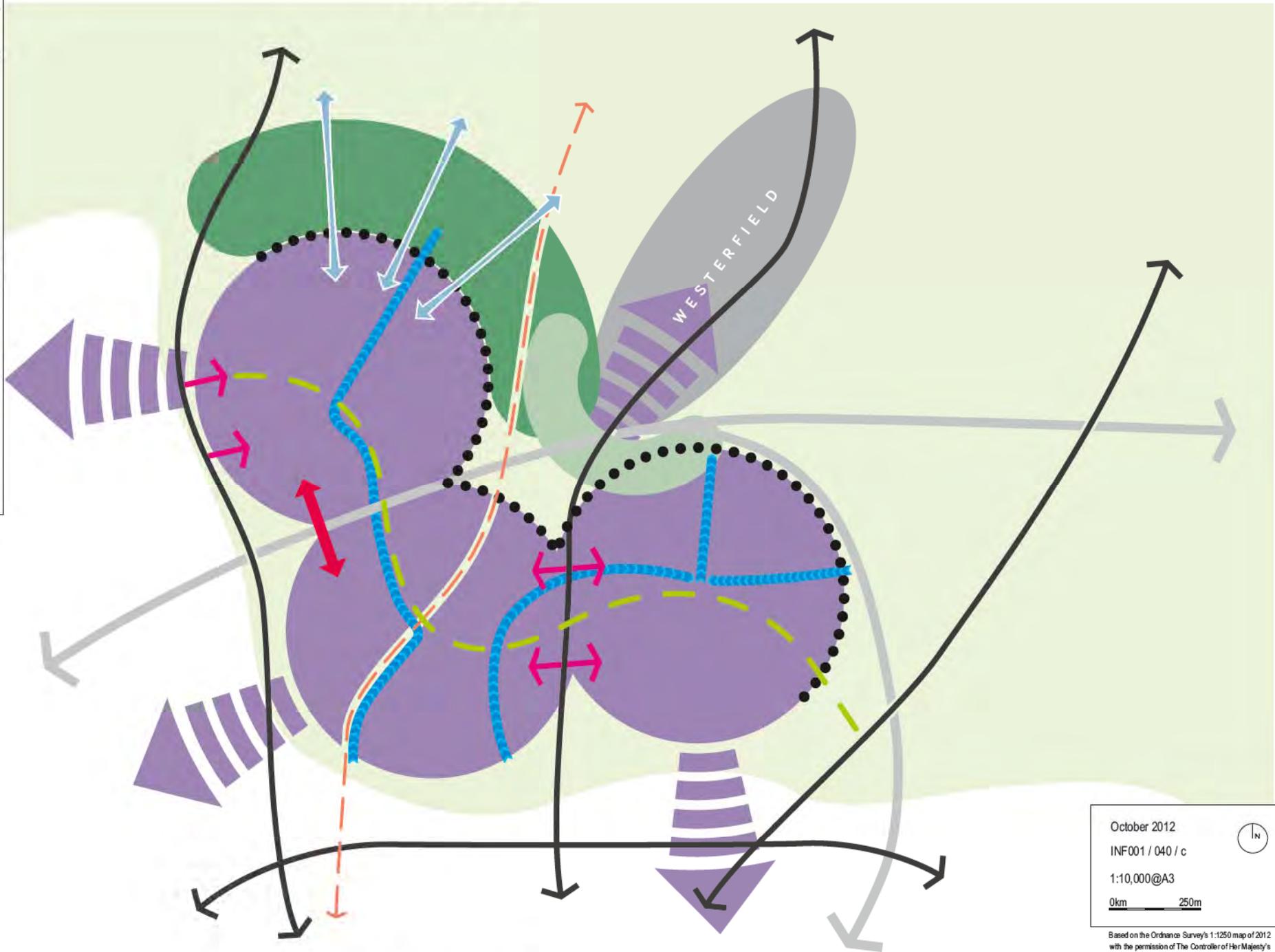
- Each option is underpinned by the principle of retaining the existing, protected trees and existing hedgerows of good quality. These features will provide a structure to each neighbourhood, and can, at the detailed stage, be incorporated into the layout for residential areas, streets and open spaces.
- Each option retains Fonnereau Way as a Public Right of Way, in order to provide a clear connection between the existing town, new development in the south-west of the Site and the new country park. Movement through the Site is further enhanced by a system of circular walks which includes green corridors.
- The indicative locations for road connections into the Site are based on current advice from the project's transport consultants and Suffolk County Council, following their study of the existing road network and patterns of traffic movement. These will be refined as the framework planning work progresses.
- The location of the railway crossing. This has been determined by technical advice, and shows the crossing occurring where the railway is in a cutting. This solution will minimise the visual impact of the crossing.
- A green buffer area ensures continued physical separation of Westerfield village from Ipswich.
- Development is set back from the railway to protect against noise and to accommodate screening.

- All residential development is assumed to have an average of 35 dwellings per hectare.
- The underlying assumption is that services will be delivered alongside infrastructure. Outline consent would require a phasing strategy to set thresholds for the delivery of essential infrastructure.

Next Page:
Figure 21: Northern Fringe Concept Plan

CONCEPT PLAN

-  Walkable neighbourhoods (comprising green space, retained existing landscape, education and community facilities)
-  Strategic Sustainable Urban Drainage
-  Transition from urban to rural
-  Separation of Westerfield
-  Views into and out of site
-  Connections with wider countryside
-  New northern edge to Ipswich
-  Safe and convenient pedestrian and cycle routes connecting communities
-  Rail lines
-  Noise from rail lines
-  Major rail crossing (pedestrians, cycles, buses and vehicles)
-  Existing major roads
-  Key access points into development
-  Fonnereau Way (public right of way)
-  Linkages to surrounding neighbourhoods



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5.4 The variations between the options largely focus on the exploration of where the following strategic components should be located (i.e. those components which consume large areas of land, which need to be very accessible, and which have the potential to impact on surrounding residential development):

- the secondary school, which must be accessible to a wide catchment;
- the district centre which, in order to attract commercial operators, must be easily accessible to a market which is not already provided for, and must have a good degree of exposure to trade. The land for the district centre will, in all likelihood, be sold to a specialist developer following the granting of outline planning consent;
- the configuration of some of the open space elements; and
- to a lesser extent the local centres, which will form a focal point to each neighbourhood, but which could be configured in slightly different ways.

5.5 Table 6 gives a brief explanation of the variations between the options and then provides further commentary on the following:

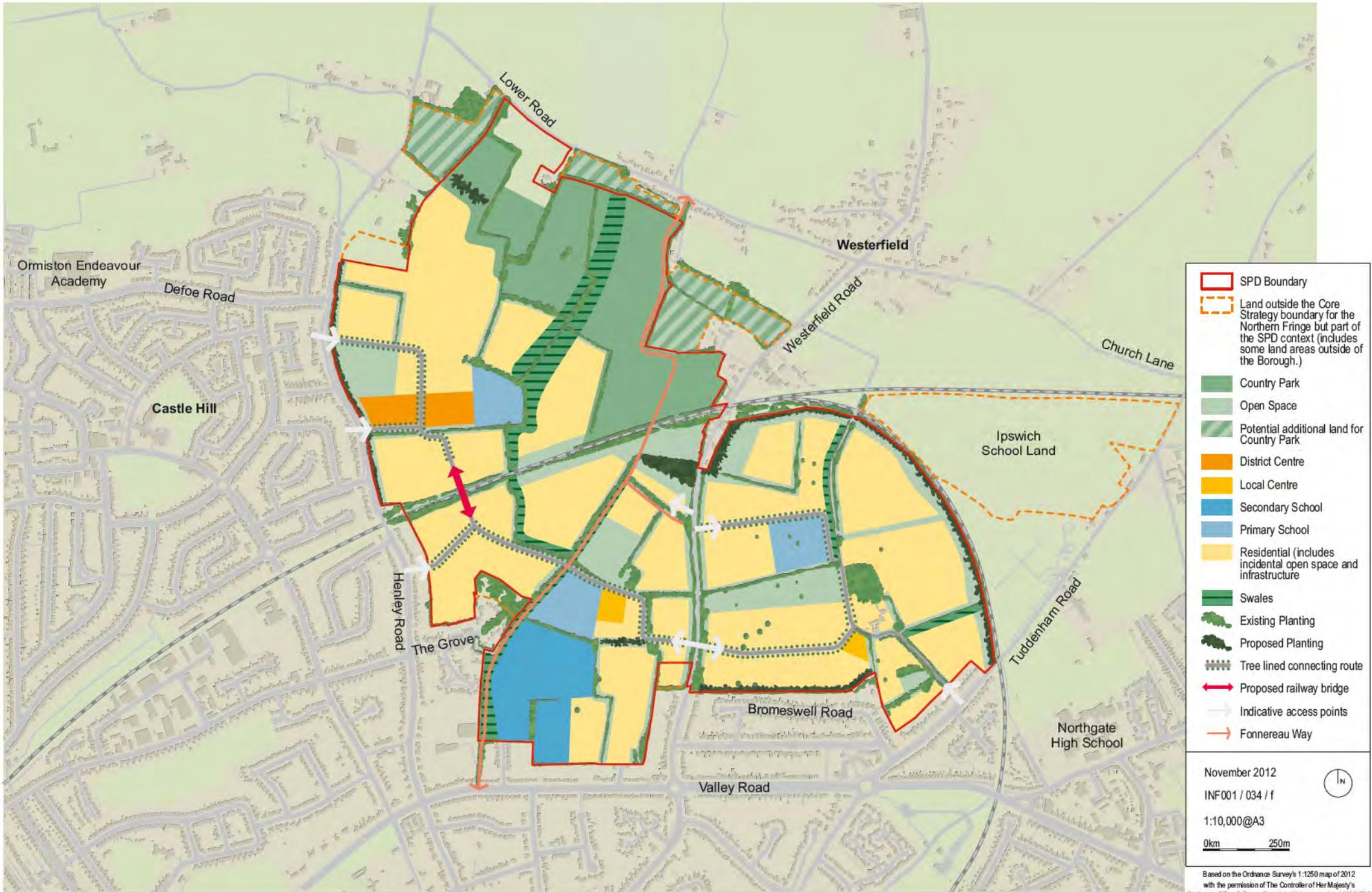
- The policy implications of each option – in particular noting what could be delivered within the provisions of the current adopted Core Strategy, and what the implications for the Core Strategy review would be should the option be identified as the preferred way of planning the Site.
- Issues which are relevant to the delivery of the Site, in terms of both development phasing and the sale/release of land by the landowners.

- The ability of the option to meet the objectives of the Council and those arising from the Community Planning Day. It should be noted that whilst some objectives can be satisfied at this stage of framework planning, some are only possible to address at the detailed stage.

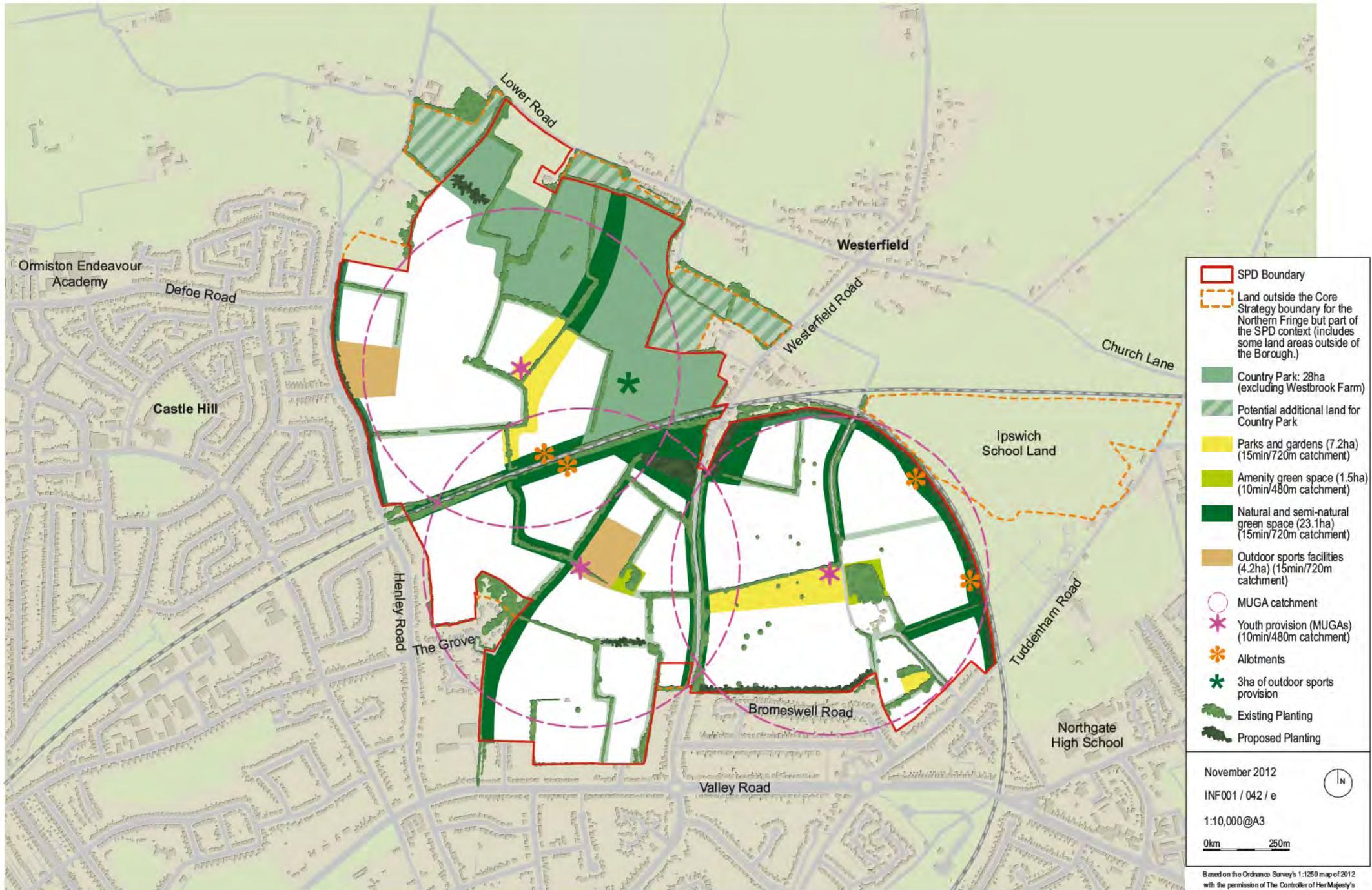
Next Pages:

Figures 22 – 27: Framework Plan Options 1 – 3 and Green Infrastructure

OPTION 1



OPTION 1 - GREEN INFRASTRUCTURE



- SPD Boundary
- Land outside the Core Strategy boundary for the Northern Fringe but part of the SPD context (includes some land areas outside of the Borough.)
- Country Park: 28ha (excluding Westbrook Farm)
- Potential additional land for Country Park
- Parks and gardens (7.2ha) (15min/720m catchment)
- Amenity green space (1.5ha) (10min/480m catchment)
- Natural and semi-natural green space (23.1ha) (15min/720m catchment)
- Outdoor sports facilities (4.2ha) (15min/720m catchment)
- MUGA catchment
- ★ Youth provision (MUGAs) (10min/480m catchment)
- ✿ Allotments
- ★ 3ha of outdoor sports provision
- Existing Planting
- Proposed Planting

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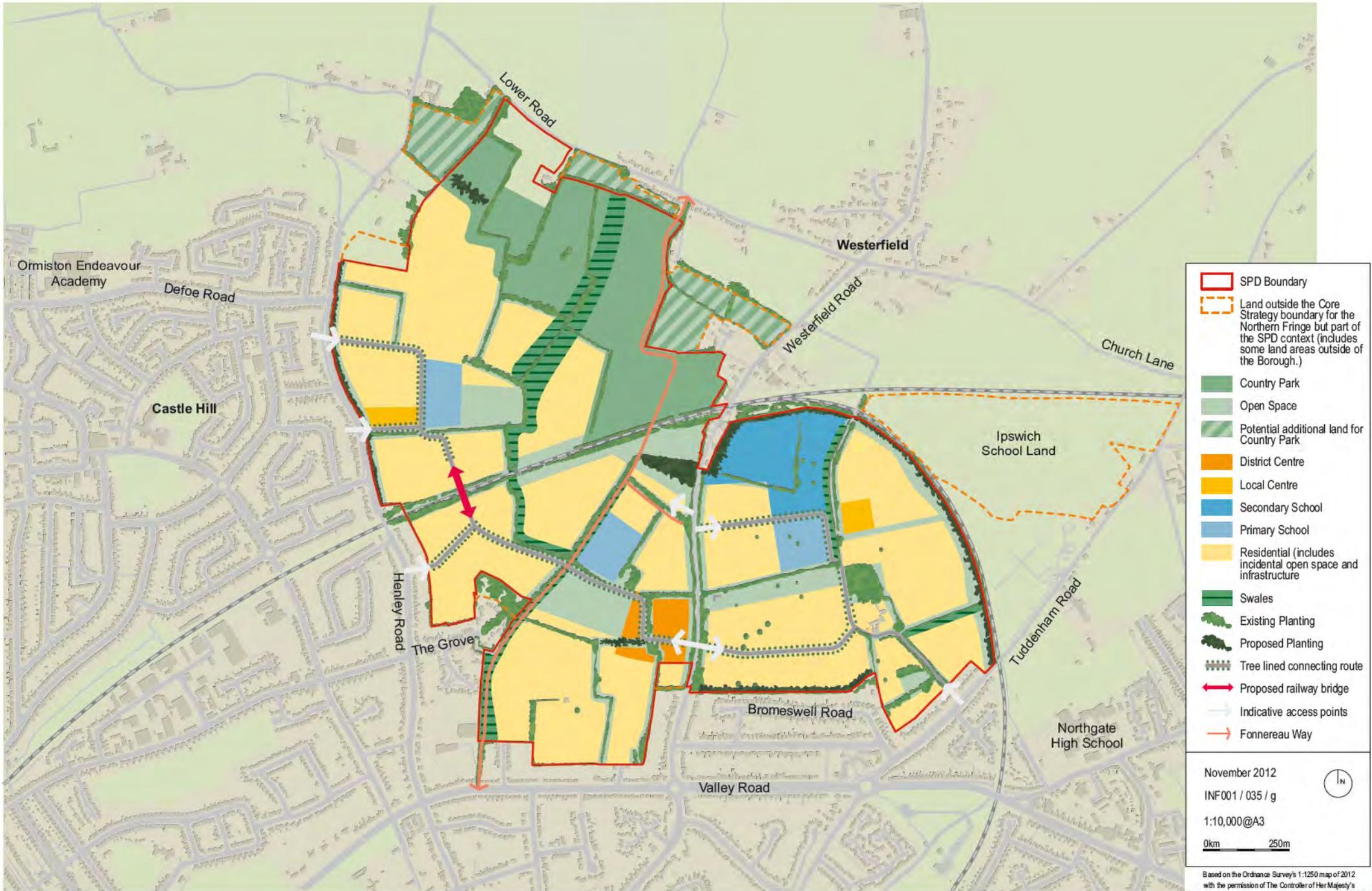
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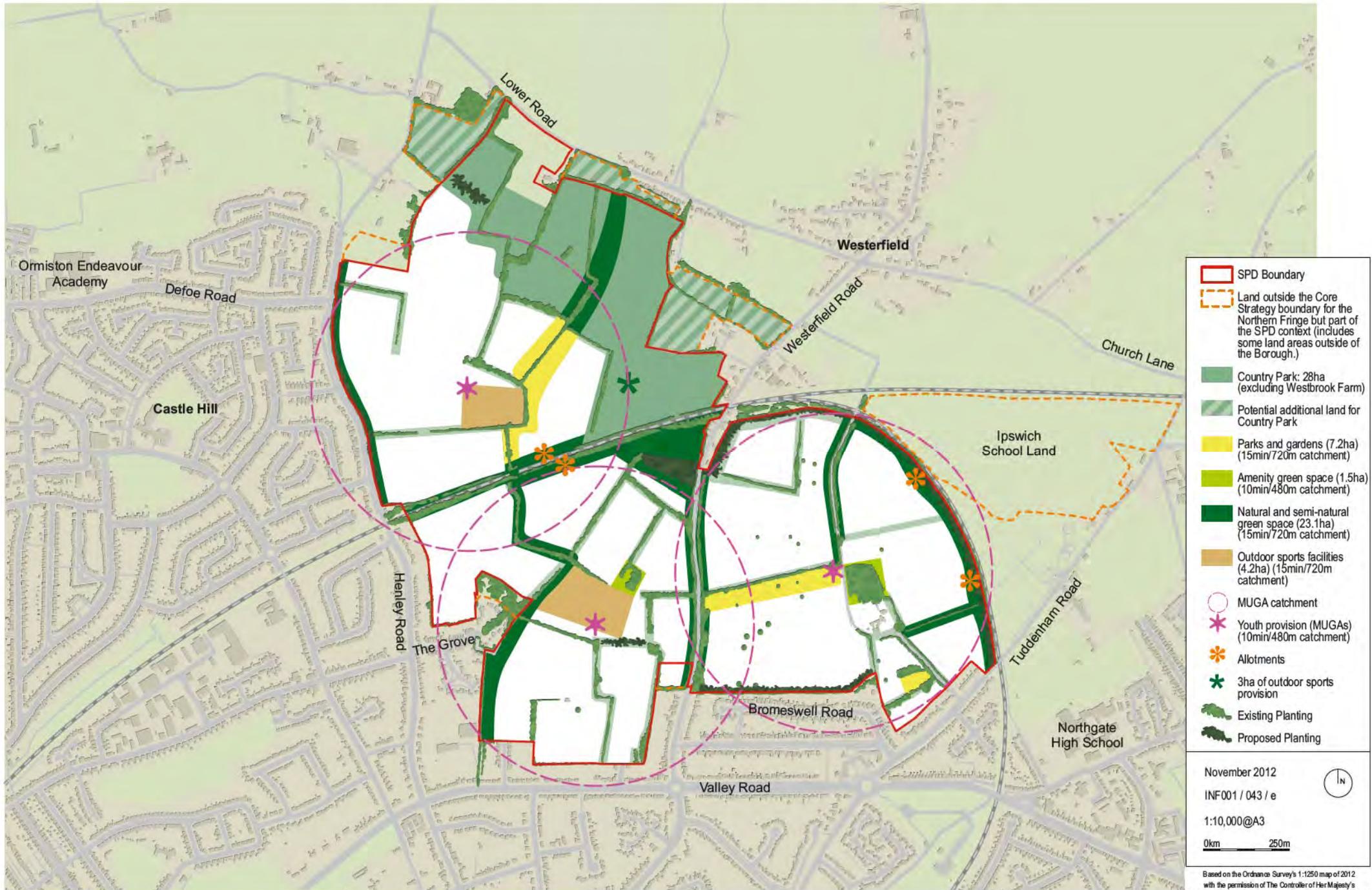
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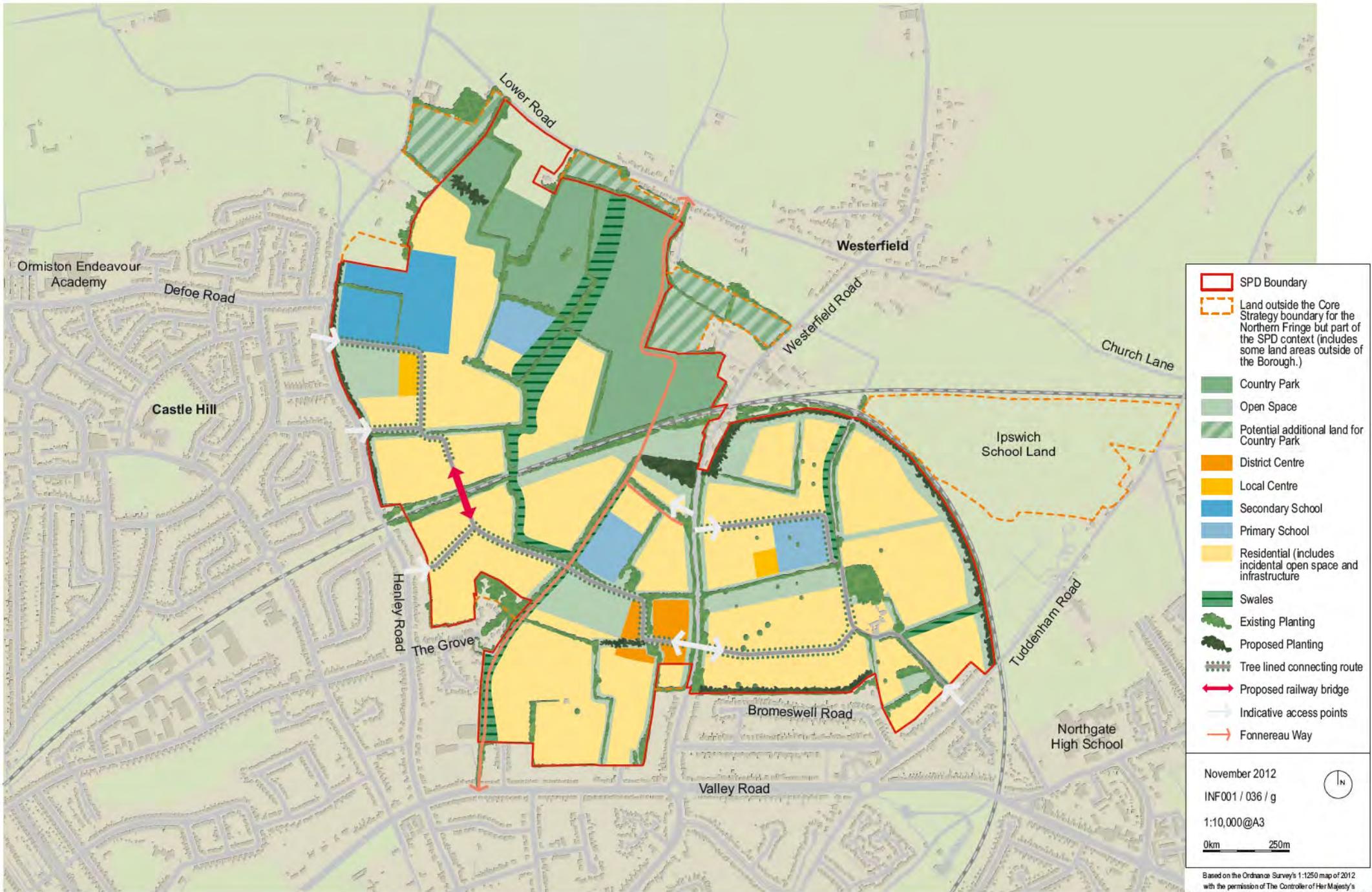
OPTION 2



OPTION 2 - GREEN INFRASTRUCTURE



OPTION 3



- SPD Boundary
- Land outside the Core Strategy boundary for the Northern Fringe but part of the SPD context (includes some land areas outside of the Borough.)
- Country Park
- Open Space
- Potential additional land for Country Park
- District Centre
- Local Centre
- Secondary School
- Primary School
- Residential (includes incidental open space and infrastructure)
- Swales
- Existing Planting
- Proposed Planting
- Tree lined connecting route
- Proposed railway bridge
- Indicative access points
- Fonnereau Way

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OPTION 3 - GREEN INFRASTRUCTURE



Assessing the Options

- 5.6 The table below provides a description and assessment of the policy implications and sequence / delivery of the three options. It then assesses the options against IBC's Core Objectives and the Workshop Principles.

Table 6: Description of Options, their policy implications and delivery

| | Option 1 | Option 2 | Option 3 |
|----------------------------|--|---|---|
| Description of the Options | <p>Each neighbourhood has a community hub where primary schools, commercial and community uses and public open spaces are located. In all neighbourhoods, these hubs have good access to main through routes, which will make them easily accessible by public transport. The district centre, which will be the largest of the centres, is located close to Henley Road and thus easily accessible to existing residents of the Castle Hill area. The secondary school occupies the Ipswich School playing fields.</p> <p>Each neighbourhood has generous open spaces which could be designed for formal and informal recreation. In the northern neighbourhood the open space can be enjoyed by new and existing residents; it is of sufficient size to accommodate a cricket green. In the central neighbourhood the local park lies at the heart of the neighbourhood, and will be equally accessible from all dwellings. The eastern neighbourhood is characterised by a large linear space</p> | <p>Each neighbourhood has a community hub, creating a focal point for activity, easily accessible by public transport. The district centre is located within the central neighbourhood, adjacent to Westerfield Road, where it will be easily accessible to all residents as well as to existing residents living south of the Northern Fringe.</p> <p>The secondary school is located within the eastern neighbourhood. Its playing fields would adjoin the railway and help to maintain a separation between Westerfield village and the development.</p> <p>Each neighbourhood has generous open space in a central location. The spaces can be designed to accommodate a range of formal and informal activities and sports. Connections between open spaces are shown to provide scope for circular walks.</p> | <p>Each neighbourhood is again centred around a community hub, which brings schools, commercial and community activities into close proximity. The secondary school is located within the northern neighbourhood, adjacent to Henley Road. The district centre is located adjacent to Westerfield Road</p> <p>Open space is distributed throughout the Site, with scope for gardens, play areas, informal spaces and food production. In the northern neighbourhood some space is located along Henley Road. Together with the adjacent secondary school, this will retain some of the open aspect for existing houses.</p> |

| | | | |
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| | <p>incorporating existing woodland at Red House Farm. Connections between open spaces are included.</p> | | |
| <p>Policy Implications</p> | <p>This option would deliver the 1000 dwellings and schools as identified in the Core Strategy for the allocated land within the central neighbourhood.</p> <p>Facilities to be included in the district centre (including a larger foodstore and health centre) could only be delivered once the northern neighbourhood was allocated.</p> <p>Similarly the early delivery of the Country Park would only be achieved if further land was allocated through the Core Strategy review.</p> <p>The railway bridge may only be required once the northern neighbourhood is introduced to allow movement between neighbourhoods for those wanting to access the secondary school and district centre.</p> <p>The open space typologies set out in Core Strategy Appendix 6 are difficult to achieve due to site specific character and features. The SPD could set out an acceptable variation to Appendix 6 which is tailored to the unique qualities of the Northern Fringe.</p> | <p>This option is capable of delivering the 1000 dwellings and primary school required by the adopted Core Strategy within the allocated site. Further land would not need to be allocated unless the early delivery of the country park and secondary school was seen as desirable.</p> <p>It would also see the early delivery of the district centre, including convenience shopping (which would meet a shortfall in supply for existing residents to the immediate south of the Site) and land for community facilities and a health centre (as key components of the district centre).</p> <p>Similarly the early delivery of the Country Park would only be achieved if further land was allocated through the Core Strategy review.</p> <p>The railway bridge may only be required once the northern neighbourhood is introduced to allow movement between neighbourhoods for those wanting to access the secondary school and district centre.</p> <p>The open space typologies set out in Core Strategy Appendix 6 are difficult to</p> | <p>This option is capable of delivering the 1000 dwellings and primary school required by the adopted Core Strategy within the allocated site. Further land would not need to be allocated unless the early delivery of the country park and secondary school was seen as desirable.</p> <p>It would also see the early delivery of the district centre, including convenience shopping (which would meet a shortfall in supply for existing residents to the immediate south of the Site) and land for the delivery of community infrastructure such as a healthcare and community facilities.</p> <p>Similarly the early delivery of the Country Park would only be achieved if further land was allocated through the Core Strategy review.</p> <p>The railway bridge may only be required once the northern neighbourhood is introduced to allow movement between neighbourhoods for those wanting to access the secondary school and district centre.</p> <p>The open space typologies set out in Core Strategy Appendix 6 are difficult to achieve due to site specific character and features. The SPD could set out an acceptable variation</p> |

| | | | |
|-----------------------------------|---|--|--|
| | | <p>achieve due to site specific character and features. The SPD could set out an acceptable variation to Appendix 6 which is tailored to the unique qualities of the Northern Fringe.</p> | <p>to Appendix 6 which is tailored to the unique qualities of the Northern Fringe.</p> |
| <p>Sequence / Delivery</p> | <p>The delivery of the secondary school would require the release of the Ipswich School playing fields, which would be dependent on:</p> <ul style="list-style-type: none"> • certainty about an alternative location for the playing fields; • an agreement between all of the landowners to compensate Ipswich School for the loss of their land to the County Council for the purpose of delivering a school site from which all residents will benefit. | <p>There are few impediments to delivery, and the development of new housing could progress alongside the delivery of community facilities to form a largely self-sufficient neighbourhood in the early years of the Northern Fringe.</p> <p>Whilst the secondary school would not be available until further land is allocated, there is a greater degree of certainty that the land would be available at the time it is required.</p> | <p>There are few impediments to delivery, and the development of new housing could progress alongside the delivery of community facilities to form a largely self-sufficient neighbourhood in the early years of the Northern Fringe.</p> <p>The secondary school would not be available until further land is allocated; this would trigger the need for the bridge. However, it is important to note that the location of both the country park and secondary school within the northern neighbourhood implies an inequitable distribution amongst landowners of major sites required for public uses, which could jeopardise delivery, and may be resisted by the landowners.</p> |

Table 7: Assessment of Options against IBC Core Objectives

| IBC Core Objectives | Option 1 | Option 2 | Option 3 |
|--|---|--|---|
| Greenspace | | | |
| <p>Strongly defined green infrastructure network defining character and providing good access to a wide range of greenspace types for both existing and future residents (including enhanced access to the countryside for existing residents). Existing POS deficiencies in Castle Hill and Dales areas to be specifically addressed.</p> | <p>The Green Infrastructure network is extensive and permeates the whole site. Open space deficiencies are met through the provision of the country park and the new district park at Henley Road. A continuous landscape buffer to Westerfield village and the railway is provided; the latter provides scope for small scale uses such as allotments.</p> | <p>The country park lies in the north of the Site and additional strategic greenspace is brought into the centre of the Site in the form of neighbourhood parks. This is supplemented by a network of green corridors and a landscape buffer to the railway. Westerfield is physically separated through a combination of public open space and secondary school playing fields.</p> | <p>There is generous open space throughout the Site, and access for new and existing residents is provided via green corridors. Open spaces are large enough to accommodate a variety of different uses including sports, informal recreation, children's play and food production.</p> |
| <p>Green infrastructure network to build on existing trees and hedgerows (subject to evaluation of their quality and where it is consistent with good urban design to do so).</p> | <p>This option is compatible with the intention to retain existing trees and hedgerows, and at the detailed stage incorporate these into a garden suburb layout.</p> | <p>This option is compatible with the intention to retain existing trees and hedgerows, and at the detailed stage incorporate these into a garden suburb layout.</p> | <p>This option is compatible with the intention to retain existing trees and hedgerows, and at the detailed stage incorporate these into a garden suburb layout.</p> |
| <p>A new country park to be provided; it must be well connected, highly accessible, and provide attractive circular routes.</p> | <p>Provided to the north to act as a transition between the town and the open countryside.</p> | <p>Provided to the north to act as a transition between the town and the open countryside.</p> | <p>Provided to the north to act as a transition between the town and the open countryside.</p> |
| | | | |

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|---|--|--|--|
| <p>Appropriate urban edge and a suitable separation distance and separation from Westerfield to be achieved.</p> | <p>This option reflects this intention. Further detail will emerge at the next design stage.</p> | <p>This option reflects this intention. Further detail will emerge at the next design stage.</p> | <p>This option reflects this intention. Further detail will emerge at the next design stage.</p> |
| <p>Design in adequate space for SUDS and optimise potential for habitat creation and biodiversity benefits.</p> | <p>An indicative SUDS system is illustrated, and has been informed by IBC's drainage officers. There are many opportunities for habitat creation in the country park, green corridors and open spaces.</p> | <p>An indicative SUDS system is illustrated, and has been informed by IBC's drainage officers. There are many opportunities for habitat creation in the country park, green corridors and open spaces.</p> | <p>An indicative SUDS system is illustrated, and has been informed by IBC's drainage officers. There are many opportunities for habitat creation in the country park, green corridors and open spaces.</p> |
| <p>Safeguard existing landscape character of Westerfield Road; enhance existing green corridor and incorporate new cycling, walking routes along it to Westerfield station.</p> | <p>Retaining the existing landscape corridor is difficult, given the scale of the development, although there is scope to design a well landscaped frontage to Westerfield Road.</p> | <p>Retaining the existing landscape corridor is difficult, given the scale of the development, although there is scope to design a well landscaped frontage to Westerfield Road.</p> <p>Locating the district centre in close proximity to Westerfield Road will have potential for significant impact on the present character of the road and will therefore present particular design challenges at the planning application stage.</p> | <p>Retaining the existing landscape corridor is difficult, given the scale of the development, although there is scope to design a well landscaped frontage to Westerfield Road.</p> <p>Locating the district centre in close proximity to Westerfield Road will have potential for significant impact on the present character of the road and will therefore present particular design challenges at the planning application stage.</p> |

| Connectivity | | | |
|---|--|--|--|
| Land use mix and layout to optimise potential to reduce need to travel. | Each part of the plan has neighbourhood facilities, a primary school and a village green in accessible locations. The district centre is accessible to residents within the northern neighbourhood and Castle Hill adjacent, but is less accessible to those living south of the railway and in the Valley Road area. | Each part of the plan has neighbourhood facilities, a primary school and a village green in accessible locations. The district centre is highly accessible to new and existing communities. | Each part of the plan has neighbourhood facilities, a primary school and a village green in accessible locations. The district centre is highly accessible to new and existing communities. |
| Well connected, walkable neighbourhoods. | Further detailed design will establish a structure for walkable neighbourhoods. | Further detailed design will establish a structure for walkable neighbourhoods. | Further detailed design will establish a structure for walkable neighbourhoods. |
| Well located community hubs. | Community hubs are well located for residents of the Site, and for Castle Hill residents. | Community hubs are located to be accessible to existing and new residents, taking account of the existing road network as well as the planned movement network. | Community hubs tend to be more loosely clustered, but are in close proximity. |
| Strategic cycle routes (including to Westerfield Station and Ipswich Town Centre) | This option can accommodate this at the next design stage. | This option can accommodate this at the next design stage. | This option can accommodate this at the next design stage. |
| New road bridge across railway to connect different parts of the Site. | Included. | Included. | Included. |

| | | | |
|---|---|---|---|
| <p>New recreation routes across site linking town with surrounding countryside for walkers and cyclists</p> | <p>The option hints at this structure, which utilises the existing Fonnereau Way. Hedgerows provide scope for aligning new links where possible. Further design detail will follow at the preferred option stage.</p> | <p>The option hints at this structure, which utilises the existing Fonnereau Way. Hedgerows provide scope for aligning new links where possible. Further design detail will follow at the preferred option stage.</p> | <p>The option hints at this structure, which utilises the existing Fonnereau Way. Hedgerows provide scope for aligning new links where possible. Further design detail will follow at the preferred option stage.</p> |
| <p>Community</p> | | | |
| <p>New community facilities to be highly accessible and help meet any deficiencies of provision in the surrounding area to encourage community integration.</p> | <p>The district centre adjacent to Henley Road is well connected to the surrounding community, although current site allocations may delay its delivery beyond 2021.</p> | <p>The district centre and secondary school, along with the northern local centre are all very accessible to existing residents.</p> | <p>The secondary school and district centre are both highly accessible to existing residents. Local facilities are located to be more accessible to residents of the Northern Fringe.</p> |
| <p>Mixed use district centre, local centres, secondary school and primary schools to provide a key focus for community life.</p> | <p>Achievable, subject to detailed design.</p> | <p>Achievable, subject to detailed design.</p> | <p>Achievable, subject to detailed design.</p> |
| <p>Community facilities (built and open space) to be provided on a phased basis consistent with the pace of housing provision.</p> | <p>District centre will not be provided to keep pace with growing demand for convenience shopping. If the health centre is to be included within the district centre, it too will not be provided alongside emerging demand which could place unwanted pressure on existing GP practices.</p> | <p>Many community facilities would be available in the early phases due to site allocation and access from existing road network. Secondary school would not be available until the eastern neighbourhood received an allocation.</p> | <p>Many community facilities available in early phases due to access from existing road network. Secondary school would not be available until the northern neighbourhood received an allocation, and would need to be supported by the construction of the railway bridge.</p> |

| Character | | | |
|--|--|--|--|
| New community to be designed to be carefully and sensitively integrated with existing residential areas. | Achievable through the location of streets and footways at the next design stage. Also requires detailed consideration of the design approach at the edges of the Site. | Achievable through the location of streets and footways at the next design stage. Also requires detailed consideration of the design approach at the edges of the Site. | Achievable through the location of streets and footways at the next design stage. Also requires detailed consideration of the design approach at the edges of the Site. |
| New neighbourhoods to have landscape dominated character. | The illustrated open space and green infrastructure network can be designed to ensure a landscape dominated character. This would be complemented by tree-lined streets and homes with front and back gardens. | The illustrated open space and green infrastructure network can be designed to ensure a landscape dominated character. This would be complemented by tree-lined streets and homes with front and back gardens. | The illustrated open space and green infrastructure network can be designed to ensure a landscape dominated character. This would be complemented by tree-lined streets and homes with front and back gardens. |

Table 8: Assessment of Options against Workshop Design Principles

| Workshop Design Principles | Option One | Option Two | Option Three |
|--|---|--|---|
| 1. Provision of facilities to cater for new and existing residents | <p>Each part of the Site has a community hub with local or district centre, primary school and open space accessible to its community.</p> <p>The district centre on the Henley Road frontage is less accessible to the eastern part of the new community but serves the existing communities west of the Site.</p> | <p>Each part of the Site has a community hub with local or district centre, primary school and open space accessible to its community.</p> <p>The district centre on the Westerfield Road frontage is accessible to the new communities and existing communities east and south of the Site.</p> | <p>Each part of the Site has a neighbourhood centre, primary school and open space accessible to its community.</p> <p>The district centre on the Westerfield Road frontage is accessible to the new communities and existing communities east and south of the Site.</p> |
| 2. Protection of existing houses from adverse impacts | <p>There is a wide green corridor and new district park along Henley Road.</p> <p>Westerfield village is protected by green buffers.</p> <p>Use of secondary school playing fields to buffer properties in Valley Road.</p> | <p>There is a wide green corridor along Henley Road.</p> <p>Westerfield village protected by open space including use of secondary school playing fields.</p> | <p>There is a wide green corridor and new park along Henley Road.</p> <p>Westerfield village protected by green buffer.</p> |
| 3. Upgrade and enhancement of existing facilities | <p>This would be negotiated through an outline planning application.</p> | <p>This would be negotiated through an outline planning application.</p> | <p>This would be negotiated through an outline planning application.</p> |

| | | | |
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| <p>4. Transport links to be planned right from the start (for trains, buses, cars, cycles and pedestrians)</p> | <p>Spine road and connections to Westerfield Road with onward connections to the town centre as part of phase one.</p> <p>Bus services to be part of this provision.</p> <p>Incremental development of walking and cycling routes.</p> | <p>Spine road and connections to Westerfield Road with onward connections to the town centre as part of phase one.</p> <p>Bus services to be part of this provision.</p> <p>Incremental development of walking and cycling routes.</p> | <p>Spine road and connections to Westerfield Road with onward connections to the town centre as part of phase one.</p> <p>Bus services to be part of this provision.</p> <p>Incremental development of walking and cycling routes.</p> |
| <p>5. Protection of Fonnereau Way</p> | <p>Fonnereau Way route incorporated in the landscape structure.</p> | <p>Fonnereau Way route incorporated in the landscape structure.</p> | <p>Fonnereau Way route incorporated in the landscape structure.</p> |
| <p>6. Provision of good links from the Site and Proposed Development to:</p> <ul style="list-style-type: none"> a. Westerfield Station, b. neighbouring areas, c. the motorways and d. the town centre | <ul style="list-style-type: none"> a. Potential for new walking and cycling routes to the station from within the development b. Good connections with adjoining areas in the central and northern sections; eastern section is more constrained c. There will be traffic access to the wider road networks via Valley Road d. There will be good walking, cycling and public transport links to the town centre. | <ul style="list-style-type: none"> a. Potential for new walking and cycling routes to the station from within the development b. Good connections with adjoining areas in the central and northern sections; eastern section is more constrained c. There will be traffic access to the wider road networks via Valley Road d. There will be good walking, cycling and public transport links to the town centre. | <ul style="list-style-type: none"> a. Potential for new walking and cycling routes to the station from within the development b. Good connections with adjoining areas in the central and northern sections; eastern section is more constrained c. There will be traffic access to the wider road networks via Valley Road d. There will be good walking, cycling and public transport links to the town centre. |
| <p>7. Protection of residential uses from railway noise</p> | <p>There will be a landscape buffer with sound screening along the whole length of the railway.</p> | <p>There will be a landscape buffer with sound screening along the whole length of the railway.</p> | <p>There will be a landscape buffer with sound screening along the whole length of the railway.</p> |

| | | | |
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| <p>8. Provision of adequate infrastructure to cater for new development and increase its sustainability and low carbon rating (e.g. energy, gas, drainage, water supply, traffic, education, health, broadband)</p> | <p>There is nothing in this option to prevent this goal being reached.</p> | <p>There is nothing in this option to prevent this goal being reached.</p> | <p>There is nothing in this option to prevent this goal being reached.</p> |
| <p>9. Provision of new jobs and improvements to local economy within Ipswich</p> | <p>No option contains specific provision for employment uses.</p> <p>All provide the same job capability and capacity in the local and district centres and schools, and in the maintenance of the landscape and open spaces.</p> | <p>No option contains specific provision for employment uses.</p> <p>All provide the same job capability and capacity in the local and district centres and schools, and in the maintenance of the landscape and open spaces.</p> | <p>No option contains specific provision for employment uses.</p> <p>All provide the same job capability and capacity in the local and district centres and schools, and in the maintenance of the landscape and open spaces.</p> |

6.0 NEXT STEPS

- 6.1 The framework plan options set out in this report, together with other background information on issues, will be subject to consultation in form of a public exhibition later in January and February 2013.
- 6.2 Thereafter, taking account of the results of the consultation on the Issues and Options report and earlier community engagement, a single preferred development framework option for the Northern Fringe will be formulated. This will form the basis of the draft SPD, which will, once approved by the Council, be subject to formal consultation prior to the Council giving consideration to the formal adoption of the SPD.
- 6.3 These events are planned to take place in accordance with the timetable shown opposite.
- 6.4 Separate reports on the consultation feedback will subsequently be made available.

| Timetable for SPD | |
|--------------------------------------|--|
| January – February 2013 (6 weeks) | Consultation on Issues & Options Report Consultation on the Sustainability Appraisal of the options |
| February – March 2013 | Evaluation of consultation feedback Preparation of Draft SPD commences |
| April – May 2013 | Sustainability Appraisal of the draft SPD and Preparation of Sustainability Appraisal Report |
| June – July 2013 (6 weeks) | Consultation on draft SPD and Sustainability Appraisal |
| August 2013 | Evaluation of consultation feedback & preparation of final SPD. Check whether changes affect the Sustainability Appraisal |
| September / October 2013 | Committee Process & SPD Adoption |

Table 9: Northern Fringe SPD Timetable

APPENDICES

- Appendix A – List of References
- Appendix B – Review of relevant Planning Policies
- Appendix C – List of Consultees

APPENDIX A: LIST OF REFERENCES

Books & Articles

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APPENDIX B: REVIEW OF RELEVANT PLANNING POLICIES

These various requirements relate to policies contained in the adopted *Ipswich Borough Council Core Strategy and Policies Development Plan Document* (CS&P DPD). For the full text of the policies please refer to the CS&P DPD document on the Council's website. This note is not a substitute for reading those policies but provides a guide to where the policy may be found.

URBAN DESIGN QUALITY (CS&P Policy DM5)

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

- layouts and designs that provide a safe, attractive, permeable, legible and useable public realm for all users, which is pedestrian and cycle orientated;
- areas which function well and where possible integrate residential, working and community environments and fit well with adjoining areas;
- the promotion of safe and secure communities;
- greener streets and spaces to contribute to local biodiversity, visual amenity, and health and well-being, and offset the impacts of climate change;
- protecting and enhancing the special character and distinctiveness of Ipswich and helping to reinforce the attractive physical characteristics of local neighbourhoods;
- 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;
- ensuring that new 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

- 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.

Assessment of design quality for major applications for residential development will be made using the *Building for Life Assessment* method (CABE / HBF). Applicants will be expected to demonstrate through an informal assessment that their scheme will achieve a "silver standard" rating as a minimum.

ACCESSIBILITY AND STREET DESIGN (CS&P Policies CS5, DM5, and DM15)

New housing development shall 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 (CS&P Policy CS5) and to provide a safe, permeable, legible, and attractive public realm for all users which is pedestrian and cycle orientated (CS&P Policy DM5).

The Council will encourage developers of new major residential developments to incorporate Home Zones into their proposed layouts wherever possible in the interests of achieving better designs for people rather than just for motor traffic and creating a high quality street environment. Where formal designation is not considered appropriate Home Zone principles may still usefully be applied to all residential layouts. Further policy justification and guidance on this topic can be found in *Manual for Streets* by Communities and Local Government / Department for Transport (2007), paragraphs 7.2.16 - 22.

Developments of 10 or more dwellings must be supported by a transport assessment, travel plan, and proposals for specific measures (e.g. car

clubs) all aimed at reducing the need for the use of the private car (CS&P Policy DM 15).

SUSTAINABLE DEVELOPMENT – CLIMATE CHANGE (CS&P Policy CS1)

There is a general requirement for all new development to assist in tackling climate change and its implications by (inter alia):

- (i) Incorporating energy conservation and efficiency measures, to achieve significantly reduced carbon emissions by 2016 (contributing to national targets);
- (ii) Providing a minimum of 15% of energy requirements from renewable sources; and
- (iii) Incorporating water conservation, capture, recycling and efficiency measures, and sustainable urban drainage into building and infrastructure design.

CODE FOR SUSTAINABLE HOMES (CS&P Policy DM1)

From 2013 all new residential developments of up to 249 dwellings shall achieve a rating of Code 4 or better for new homes under the Code for Sustainable Homes.

Also from 2013 new developments of 250 dwellings or more shall achieve a rating of Code 5 or better for new homes under the Code for Sustainable Homes.

Unless (in either case) it can be clearly demonstrated that this is either not feasible or not viable.

DECENTRALISED OR RENEWABLE ENERGY (CS&P Policy DM2)

Developments of 10 or more dwellings shall provide a minimum of 15% of their energy requirements from decentralised and renewable or low-carbon sources.

In the event that it can be demonstrated that the achievement of the abovementioned 15% figure is not either feasible or viable, the alternative of a reduced provision and / or an equivalent carbon reduction in the form of additional energy efficiency measures will be expected. The latter will need to be calculated over and above the baseline requirements of the relevant Code standard (i.e. the current Building Regulations, Part L, 2010).

SUSTAINABLE DRAINAGE AND FLOOD RISK (CS&P Policies DM4)

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

- a. it does not increase 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 lifetime of the development; and
- d. it includes water efficiency measures such as rainwater harvesting, or use of local land drainage water where practicable.

In giving consideration to proposals for new residential development the Council will apply the hierarchy for managing flood risk (see Table 7 in policy DM4). (See the Ipswich Borough Council, Level 2, Strategic Flood Risk Assessment (Revised May 2011) for further information and guidance.)

LANDSCAPE AND BIODIVERSITY (CS&P Policies CS4, CS16, DM5, DM10 & DM31)

All new housing development shall afford a high priority to urban greening and the enhancement of local biodiversity in the interests of achieving more sustainable development.

The design of new housing developments should therefore incorporate a coherent, comprehensive and appropriately detailed landscape strategy aimed at taking all available opportunities to enhance urban greening and conserve and enhance biodiversity.

Such a strategy should include provision for the protection and incorporation of any existing trees of value on the site, maximising opportunities for new tree planting, and designing to maximise biodiversity gains (e.g. wildlife friendly planting, habitat creation etc).

If a scheme involves the removal of existing trees of amenity or biodiversity value any planning application must be accompanied by proposals for replacement planting on a two for one basis using semi-mature specimens unless otherwise agreed by the Council (see **CS&P Policy DM 10**).

PROVISION OF OPEN SPACE, SPORT, AND RECREATION FACILITIES (CS&P Policy DM29)

Residential developments of 10 or more dwellings shall provide a minimum of 10% of the site area (or 15% in the case of high density developments) incidental greenspace (useable by the public).

Further provision or contributions will be sought according to the size of the proposed development and the quantity and quality of existing open spaces and sports and recreational 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 of the CS&P DPD.

Residential developments below the abovementioned threshold will be required to provide and / or contribute to public open spaces and sport and recreation facilities, to meet the needs of their occupiers.

Viability considerations apply to the requirement.

PUBLIC ART (CS&P Policy DM7)

Major developments shall include a substantial proposal for public art. This is likely to be equivalent to about 1% of the construction contract value of the development scheme unless it can be demonstrated to be not viable or disproportionate. Proposals should be fully integrated into scheme design at the planning submission stage.

PROVISION OF PRIVATE OUTDOOR AMENITY SPACE (CS&P Policy DM3)

Private outdoor amenity space for all new dwellings shall be provided in accordance with the following minimum standards:

- All houses, bungalows, or ground floor maisonettes with 3 or more bedrooms a minimum rear garden of 75sqm.
- All houses, bungalows, or ground floor maisonettes with 1 or 2 bedrooms a minimum rear garden of 50sqm.
- For all apartments or upper floor maisonettes an average of 25sqm of private outdoor amenity space.

Provision shall be made in accordance with the above standards unless this would unavoidably conflict with the need to meet other density and urban design requirements of the plan or an applicant is able to demonstrate that a lower figure would be acceptable having regard to the

particular circumstances of the proposal. In all cases applicants will be expected to demonstrate that adequate provision of outdoor amenity space will be provided for the likely occupancy of the proposed dwellings.

In appropriate instances, with good design, combinations of gardens, terraces, roof gardens and balconies may all contribute to ensuring the appropriate standard of provision.

AFFORDABLE HOUSING (CS&P Policies CS12 & DM24)

Standard requirements are as follows:

- 35% affordable housing provision in schemes of 15 or more dwellings or for residential development on sites of 0.5 ha or more.
- 20% affordable housing provision in schemes of between 10 and 14 dwellings or for residential development on sites of between 0.3ha to 0.49 ha.

A minimum of 80% of any required affordable housing provision should be in the form of social rented housing (or as may be subsequently amended).

The above targets (including tenure split) can be subject to viability testing where considered necessary on a site-by-site basis using a recognised toolkit.

RESIDENTIAL DENSITY (CS&P Policy DM30)

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

High density: Within the town centre, Ipswich Village and the Waterfront a minimum density of 90 dph should be achieved (the average will be taken as 110dph).

Medium density: Within the remainder of the IP-One area, in district centres and within 800m of district centres a minimum density of 40dph should be achieved (the average will be taken as 45dph).

Low Density: In all other locations a maximum density of an average of 35 dph.

MINIMUM FLOORSPACE STANDARDS (CS&P Policy DM30)

The following minimum floorspace standards (gross internal floor area), based on the English Partnerships Quality Standards 2007, are encouraged by the Council and should be achieved where practicable to do so:

- minimum 51 sqm for a 1 bed / 2 person dwelling
- minimum 66 sqm for a 2 bed / 3 person dwelling
- minimum 77 sqm for a 2 bed / 4 person dwelling
- minimum 93 sqm for a 3 bed / 5 person dwelling
- minimum 106 sqm for a 4 bed / 6 person dwelling

CAR PARKING PROVISION (CS&P Policy DM 18)

The interim IBC parking standards state that outside the central IP-One area the following minimum residential car parking standards apply:

- 1.5 spaces per 2-bed dwelling;
- 2 spaces per 3-bed dwelling or larger

A 25% reduction in provision may be considered in respect of any grouped unassigned car parking that may be proposed.

Where garages are proposed these must have minimum internal dimensions of 6m x 3m (internal dimensions).

Car parking proposals for new residential development should be based on a fully integrated car parking strategy that ensures:

- safe, secure and convenient provision that householders will be happy to use;
- an efficient use of car parking space that includes adequate provision for visitor parking;
- that the car parking provision supports and does not undermine the achievement of an attractive public realm (this is usually best achieved when car parking provision is designed in conjunction with the landscaping / streetscape design concepts for the development).

CYCLE PARKING (CS&P Policies DM 15, DM16 and DM19)

All new dwellings shall be provided with adequate covered, secure cycle parking and storage sufficient for the likely occupancy level. (See *Ipswich Development Control Policies and Design Guidelines* 1992; see also CS&P Policy DM26 (Protection of Amenity) and paragraph 9.134.)

The Council continues to use the following basic “space about dwellings” standards to avoid undue overlooking or overshadowing of neighbouring dwellings and provide a reasonable outlook:

- 21m between opposing main elevations in association with a minimum garden length of 9m;
- 12m between a main elevation and an opposing side elevation.

Spacing between 3-storey dwellings or where ground levels vary significantly may need to be increased.

Layouts which do not meet these standards but which deliver good urban design and can clearly demonstrate that adequate standards of privacy, access to daylight and sunlight, and outlook will nevertheless be achieved will be considered on their merits.

WASTE BIN STORAGE AND COLLECTION FACILITIES (CS&P Policy DM5)

Houses:

Sufficient space should be provided for the storage of 3 no. standard wheelie bins per house. Provision should be carefully designed into the scheme to be both convenient to use and visually well screened in street view terms.

Under the provisions of the Building Regulations, residents should not have to take their wheelie bins more than 30m for collection; bin collection points should be no more than 15m from the closest point of access for waste collection vehicles.

Apartments:

2 x 1100 bins (1 blue, 1 black) should be provided per 6 apartments.

Bin collection points should be no more than 10m from the closest point of access for waste collection vehicles.

APPENDIX C: LIST OF CONSULTEES

- Anglian Water Services
- British Energy plc
- British Gas Trading Ltd
- Environment Agency
- Eon UK Plc
- First Group
- Homes and Communities Agency
- Ipswich Buses
- Ipswich Society
- National Grid
- Natural England
- NHS Suffolk
- Norfolk & Suffolk NHS Foundation Trust
- Northern Fringe Protection Group
- Save Our Country Spaces
- Suffolk County Council
- Suffolk Constabulary
- Suffolk Fire and Rescue Service
- Suffolk Wildlife Trust
- Sport England (East)
- UK Power Networks
- Westerfield Parish Council