

# Appendices A - E

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# **Appendix A**

## **Review of Plans, Programmes and Environmental Protection Objectives**



## PLANS, PROGRAMMES AND ENVIRONMENTAL PROTECTION OBJECTIVES

- 1.1.1 Prior to the preparation of a Sustainability Appraisal it is essential to understand the policy context in which the document is being prepared. A comprehensive review of other plans and programmes at a national, regional, county and local level was undertaken to identify implications for future Local Plan policies and the Sustainability Appraisal objectives.
- 1.1.2 An ‘Environmental Report’ required under the SEA Directive should include:  
*“An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” to determine “the environmental protection objectives, established at international (European) community or national level, which are relevant to the plan or programme...and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex 1 (a), (e)).*
- 1.1.3 This appendix lists the plans and programmes that have been reviewed to inform the preparation of the Sustainability Appraisal. The review of plans and programmes identified a number of objectives and policy issues relevant to the Local Plan and the scope of the SA across fifteen topic areas and these are summarised in **Table A-1**.

**Table A-1:** Review of plans, policies and environmental objectives to be accounted for during the SA of the LPR

Topic and key messages	Key Source(s)	What should the SA objectives/guide questions cover?
Population Address deprivation Reduce inequality Reduce social exclusion	NPPF, 2018; Planning Policy for Traveller Sites, 2015; Localism Act, 2011; Suffolk Poverty Strategy: Working together to tackle poverty 2015-2020; Transforming Suffolk Community Strategy 2008-2028; Strategic Housing Market Assessment, 2017.	Achieving equality, inclusion and social mobility Reducing deprivation Provision of high-quality community facilities and services.
Housing Ensure housing growth meets demand in the IHMA Deliver a mix of high-quality housing to meet local needs Make appropriate provision for Gypsies, Travellers, Travelling Showpeople and Boat Dwellers Address issues associated with empty homes and second homes Address homelessness	NPPF, 2018; Planning Policy for Traveller Sites, 2015; Housing White Paper: Fixing our Broken Housing Market, 2017, Housing Act, 2004; Lifetime homes, lifetime neighbourhoods – A national strategy for housing in an Ageing Society, 2008; Strategic Housing Market Assessment, 2017.	Provision of housing to meet local needs Provision of high-quality community facilities and services Provision of an adequate supply of land for housing Improving the quality of and utilising the existing housing stock Urban regeneration.
Health and Wellbeing Promote healthier lifestyles Tackle health inequalities Reduce anti-social behaviour and crime (including the fear of crime) Ensure that there are appropriate facilities for the physically and mentally disabled and elderly.	NPPF, 2018; Guidance for NHS Commissioners on equality and health inequalities, 2015; NHS Five Year Forward View, 2014; Dementia-friendly Health and Social Care Environments, 2015; Suffolk Walking Strategy 2015-2020; Suffolk Health and Wellbeing Strategy, Refreshed for 2016 to 2019; Transforming Suffolk Community Strategy 2008-	Provision of health facilities and services Provision of open space and recreational facilities Reduction of crime, the fear of crime and antisocial behaviour Improve health outcomes in relation to

Topic and key messages	Key Source(s)	What should the SA objectives/guide questions cover?
	2028 (2008 revision); Hidden Needs, 2016; State of Children in Suffolk Report, 2016; Health effects of climate change in the UK, 2012; Ipswich Health and Wellbeing Strategies	specific/disadvantaged demographic groups e.g. the elderly, Gypsies and Travellers
<p>Education</p> <p>Enhance skills in the workforce to reduce unemployment and deprivation</p> <p>Improve educational attainment in the IHMA</p> <p>Ensure the appropriate supply of high quality educational and childcare facilities.</p>	DCLG Planning for schools, 2011; Schools Organisational Review, 2006; Transforming Suffolk Community Strategy 2008-2028 (2008 revision); Department of education, Home to school travel and transport guidance, 2014; Suffolk County Council's Education and Learning Infrastructure Plan version 2.1.	<p>Raising educational attainment</p> <p>Raising skills levels</p> <p>Adequate provision of childcare, pre-schools, schools, and further and higher education establishments.</p>
<p>Water</p> <p>Address the high levels of nitrates in farmland</p> <p>Protect and enhance surface and groundwater quality</p> <p>Improve water efficiency</p> <p>Ensure timely investment water services infrastructure to meet demand arising from new development.</p>	Flood and Water Management Act, 2010; Water Act, 2014; Future Water – the governments Water Strategy for England , 2011; NPPF, 2018; Water for People and the Environment: Water Resources Strategy Regional Action Plan Anglian Region, 2009; Anglian Water: Water Resources Management Plan, 2014; Anglian River Basin District Management Plans (RBMP), 2015; Anglia Water – Water Resources Management Plan, 2015; Haven Gateway Water Cycle Study, November 2009; Essex and Suffolk Water- Water Resources Management Plan, 2010-2035	<p>Protection and enhancement of water quality (surface and groundwater)</p> <p>Provision of adequate water supply infrastructure to meet demand arising from new development.</p> <p>Provision of adequate waste water treatment infrastructure to meet demand arising from new development</p> <p>Addressing pollution via run-off (particularly from farmland).</p>
<p>Air</p> <p>Ensure that air quality is maintained or enhanced (e.g. in existing Air Quality Management Areas)</p> <p>Reduce emissions to air</p> <p>Address health inequalities and public health</p>	Improving air quality: reducing nitrogen dioxide in our towns and cities, 2017; Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2007; National Air Quality Strategy for England, Wales, Scotland and Northern Ireland Vol 2, 2011; NPPF, 2018; Suffolk Local Authorities – Air Quality Management and New Development, 2011; Ipswich Borough Council Air Quality Action Plan, 2008; Ipswich Draft Air Quality Action Plan 2018.	<p>Protection and enhancement of air quality</p> <p>Provision of adequate sustainable travel modes</p> <p>Protection of those most at risk of poor health related to poor air quality.</p>
<p>Material Assets (including soil and waste)</p> <p>Encourage the use of previously developed (brownfield) land</p> <p>Conserve and enhance soil quality and mineral resources</p> <p>Protect/minimise the loss of</p>	Safeguarding Our Soils: A Strategy for England, 2009; NPPF, 2018; National Planning Policy For Waste, 2014; The Geological Conservation Review, ongoing; Guidance on the planning for mineral extraction, 2014; DEFRA waste management plan for England, 2013; National Quality Mark Scheme for Land Contamination	<p>Remediation of contaminated sites and avoidance of further contamination</p> <p>Protection of Best and Most Versatile agricultural land</p> <p>Protection and</p>

Topic and key messages	Key Source(s)	What should the SA objectives/guide questions cover?
<p>Best and Most Versatile agricultural land</p> <p>Protect geologically important sites</p> <p>Encourage mixed use development</p> <p>To promote the sustainable management of waste</p>	<p>Management, January 2017; Suffolk Local Geodiversity Action Plan, 2006; Suffolk Joint Municipal Waste Strategy 2003-2020; Suffolk Minerals Core Strategy, 2008; Suffolk Waste Core Strategy, 2011; Suffolk Minerals and Waste Local Plan, Issues and Options Consultation Document, 2016</p>	<p>enhancement of soil quality</p> <p>Promotion of resource efficiency through sustainable design and construction</p> <p>Management of waste arisings in accordance with the waste hierarchy</p> <p>Prioritise development on previously developed land and/or make use of existing buildings and infrastructure.</p>
<p>Climatic Change and Flooding</p> <p>Ensure adaptation to the effects of climate change</p> <p>Minimise the effects of climate change e.g. through sustainable construction</p> <p>Reduce emissions of greenhouse gases that may cause climate change</p> <p>Promote the uptake of renewable energy technologies</p> <p>Reduce the risk of flooding arising from new development.</p> <p>Protect flood plains</p>	<p>Climate Change Act , 2008; Energy Act, 2013; National Adaptation Programme, 2013; Carbon Plan: Delivering our Low Carbon Future; UK Renewable Energy Strategy; NPPF; Climate Change Risk Assessment, 2012; Suffolk Climate Action Plan 2, 2012; Ipswich Strategic Flood risk assessment, May 2011, Developing Adaptation to Climate Change in the East of England, 2011; Suffolk Local Flood Risk Management Strategy, 2012; A summary of Climate Change Risks for the East of England, 2012; The Stour &amp; Orwell Estuaries Management Strategy 2015 – 2020 (draft May 2016).</p>	<p>Reduction of emissions of carbon dioxide (CO<sub>2</sub>) and other greenhouse gases.</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Promotion of sustainable construction.</li> <li><input type="checkbox"/> Promotion of the uptake of renewable energy technologies</li> </ul> <p>Protection of flood plains</p> <p>Adaptation to the effects of climate change e.g. extreme weather, sea level rise</p> <p>Promotion of sustainable drainage systems.</p>
<p>The Coast and Estuaries</p> <p>Reduce the risk of flooding arising from new development.</p> <p>Protect existing properties and other land uses on the coast and estuaries</p>	<p>UK Marine Policy Statement, 2013; A summary of Climate Change Risks for the East of England, 2012; The Stour &amp; Orwell Estuaries Management Strategy 2015 – 2020 (draft May 2016); The Stour and Orwell Estuaries: scheme of management, and management strategy (Suffolk Coasts and Heaths) (2010) Updated 2013 – 2018; Essex and South Suffolk Shoreline Management Plan (Oct 2010) (Environment Agency); Habitats Regulations Assessment Recreational Avoidance and Mitigation Strategy (forthcoming, 2017)</p>	<p>Managing pressure on protected European Sites and other designated sites</p> <p>Responding to the impacts of climatic change</p> <p>Balancing the economic and environmental needs especially with regard to tourism</p>
<p>Biodiversity</p> <p>Protect and enhance biodiversity including designated sites and ecological networks</p>	<p>The Natural Environment and Rural Communities Act, 2006; Biodiversity 2020: Biodiversity duty: public authority to have regard to conserving biodiversity, 2014; A Strategy for England's Wildlife and</p>	<p>Protection and enhancement /creation of new biodiversity/habitat</p> <p>Protection and enhancement/creation of</p>

Topic and key messages	Key Source(s)	What should the SA objectives/guide questions cover?
<p>Protect and enhance green infrastructure</p> <p>Encourage biodiversity net gain</p> <p>Increase canopy cover</p> <p>Ecosystem services</p> <p>Ensure tourism is compatible with protection of biodiversity, landscapes and townscape</p>	<p>Ecosystem Services; UK post 2010 Biodiversity Framework; NPPF, 2018; Accessible Natural Green Space Standards in Towns and Cities: A Review and Toolkit for their Implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010) Suffolk Biodiversity Action Plan, 2012; Suffolk Coast and Heaths AONB Management Strategy (June 2013-18); Suffolk's Nature Strategy, 2015; Suffolk Tree Strategy (forthcoming); and UK 25-year Environment Plan.</p>	<p>new green infrastructure provision</p> <p>Protection of species at risk</p> <p>Increasing canopy cover.</p>
<p>Cultural Heritage</p> <p>Improve the quality of the built environment</p> <p>Incorporate good quality design</p> <p>Conserve and enhance cultural heritage assets and their settings</p> <p>Respect, maintain and strengthen local character and distinctiveness</p> <p>Ensure tourism is compatible with protection of biodiversity, landscapes and townscape</p>	<p>NPPF, 2018; Heritage in Local Plans: How to create a sound plan under the NPPF, 2018; Suffolk Heritage Strategy, 2014; and Development and Archaeology SPD 2018 (IBC).</p>	<p>Conservation and enhancement of the IHMA's cultural heritage</p> <p>Protection/enhancement of the IHMA's designated and non-designated cultural heritage assets and their settings</p> <p>Protection/enhancement of local character and distinctiveness</p> <p>Promotion of high-quality design that respects local character.</p>
<p>Landscape</p> <p>Protect and enhance the quality and distinctiveness of natural landscapes and townscape</p> <p>Promote high quality design that respects and enhances local character</p> <p>Ensure tourism is compatible with protection of biodiversity, landscapes and townscape</p>	<p>Integrated Landscape Character Objectives, Landscape East 2010; Suffolk Countryside Strategy (2000); Touching the Tide Landscape Character Assessment August 2012 (Suffolk County Council Landscape Character Assessment); Suffolk Historic Landscape Characterisation Map 2008; and Settlement Sensitivity Assessment – Volume 1: Landscape Fringes of Ipswich 2018.</p>	<p>Conservation and enhancement of the IHMA's landscape character</p> <p>Promotion of high-quality design that respects/enhances local character and the quality of urban environments.</p>
<p>Economy</p> <p>Ensure that there is an adequate supply of employment land to meet the economic ambition of the IHMA (in rural and urban contexts)</p> <p>Attract inward investment in line with the ambition of the Local Economic Partnership</p> <p>Encourage economic diversification including growth in high value, high growth, and high knowledge economic</p>	<p>Industrial Strategy: Building a Britain Fit for the Future, White Paper 2017; Economic Strategy for Norfolk and Suffolk 2017; Leading the Way: Green Economy Pathfinder Manifesto 2012-15, New Anglia LEP; New Anglia Local Enterprise Partnership Towards a Growth Plan, 2013; Suffolk Coast Tourism Strategy 2013-2023; Suffolk's Local Economic Assessment 2011; New Anglia LEP Skills Manifesto (Parts 1 and 2)</p>	<p>Delivery of employment land that supports economic diversification and the creation of high quality, local jobs</p> <p>Enhancing town centres, district and local centres and villages</p> <p>Improving the viability of Ipswich</p> <p>Supporting the growth and development of existing businesses</p> <p>Providing job opportunities</p>



Topic and key messages	Key Source(s)	What should the SA objectives/guide questions cover?
<p>sectors</p> <p>Create local employment opportunities</p> <p>Enhance skills in the workforce to reduce unemployment and deprivation</p> <p>Build upon the IHMA's successes in tourism</p> <p>Attract visitors to Ipswich as well as the rest of Suffolk in order to contribute to the vitality of Ipswich</p>		<p>in sustainable locations</p> <p>Ensuring tourism growth is sustainable</p> <p>How tourism can contribute to the vitality and viability of Ipswich.</p>
<p>Transport and Connectivity</p> <p>Promote sustainable transport modes, walking and cycling and reduce the need to travel.</p> <p>Ensure timely investment in transport infrastructure to accommodate new development</p> <p>Reduce traffic and congestion</p> <p>Improve public transport provision including better integration of modes</p> <p>Enhance accessibility to key community facilities, services and jobs for all (urban and rural)</p>	<p>NPPF, 2018; Suffolk's Local Transport Plan, 2011-2031; Suffolk Cycle Strategy, 2014; Ipswich Borough Council's Cycling Strategy Supplementary Planning Document, 2016; Suffolk Walking Strategy 2015-2020; Department of education, Home to School Travel and Transport Guidance, 2014; In Step with Suffolk: Rights of Way Improvement Plan 2006-16</p>	<p>Reducing the need to travel, particularly by private motor car</p> <p>Promotion of sustainable forms of transport including public transport, walking and cycling</p> <p>Maintaining and enhancing accessibility to key facilities, services and jobs</p> <p>Investment in transport infrastructure to meet future needs</p> <p>Maintaining and enhancing accessibility to key tourist destinations.</p>
<p>Digital Infrastructure</p> <p>Build upon the IHMA's successes in digital industries</p> <p>Attract inward investment</p> <p>Create local employment opportunities</p> <p>Enhance digital skills in the workforce to reduce unemployment and deprivation.</p> <p>Ensure that the digital infrastructure is used to promote social inclusion and reduce isolation (particularly in rural areas)</p> <p>Capitalise on the ability of digital infrastructure to deliver services</p>	<p>Industrial Strategy: Building a Britain Fit for the Future, White Paper 2017; UK Digital Strategy, 2017; Suffolk Local Authorities Draft 5 Year Infrastructure Plan, 2017 – 2022; Suffolk County Council's 'Better Broadband for Suffolk'</p>	<p>Provision of services through technology</p> <p>Supporting the growth of the (digital) economy</p> <p>Realising opportunities for social inclusion and reducing rural isolation</p> <p>Enhancing the digital skills of the IHMA residents</p> <p>Building upon existing strengths and successes in digital industries.</p>

# Appendix B

## Baseline and Key Sustainability Issues and Opportunities

## Baseline and Key Sustainability Issues and Opportunities

- 1.1.4 The Ipswich Housing Market Area and Functional Economic Area is made up of four districts; Suffolk Coastal District Council, Babergh District Council, Mid Suffolk District Council, and Ipswich Borough Council. Figure 3, below, shows a map of the Ipswich Housing Market Area. The housing market area is predominately rural in character with some significant urban areas such as Ipswich, Felixstowe, Stowmarket and Sudbury. The A12 and A14 are significant transport corridors supported by the main line railway connecting Norwich and London and other branch lines.
- 1.1.5 This appendix sets out the baseline situation - that is the current status, in relation to society, the environment and the economy - in Ipswich Borough and the wider Ipswich Housing Market Area and Functional Economic Area. The topics identified above during the PPP review were organised under the three themes as illustrated in **Table B-1**.

**Table B-1:** Topics of baseline characteristics

Society	Environment	Economy
1 - Population	5 - Water	13 - Economy
2 - Housing	6 - Air	14 - Transport and Connectivity
3 - Health and Wellbeing	7 - Material Assets (including Soil and Waste	15 - Digital Infrastructure
4 - Education	8 - Climatic Change and Flooding	
	9 - The Coast and Estuaries	
	10 - Biodiversity	
	11 - Cultural Heritage	
	12 - Landscape	

- 1.1.6 Each topic was broken down into the following elements:
- Current status;
  - Future Considerations;
  - Likely Evolution of the Baseline Without the Local Plan;
  - Key Data Sources; and
  - Key Issues for the Sustainability Appraisal.
- 1.1.7 The baseline data is presented in its entirety in the Scoping Report available on the Council website<sup>1</sup>.

<sup>1</sup> Ipswich Local Plan Sustainability Appraisal Scoping Report Consultation, August 2017, available online at: <https://www.ipswich.gov.uk/services/new-local-plan-review>

# Appendix C

## Options Appraisals



## Appraisals of Growth Scenarios

- 1.1.8 In 2017, the Council consulted on the Issues and Options documents. At that time, Ipswich was considered to have an Objectively Assessed Need (OAN) of 11,420 dwellings over the LPR period of 2014 – 2036.
- 1.1.9 In July 2018, the Government published the revised National Planning Policy Framework, which requires local planning authorities to use a standard method to quantify local housing need. The figure for Ipswich Borough using the standard method and the most up to date 2016-based household projections and affordability information at October 2018 is 479 dwellings per annum 2018 to 2036, or 8,622 dwellings for the eighteen-year period, as a starting point. On 26th October 2018, the Government issued a consultation proposing that local planning authorities use the 2014-based household projections rather than the 2016-based projections in their housing need assessments. The effect of this would be to reduce the figure, but until the guidance has been finalised, the higher figure will be planned for. It will be reviewed at the next stage of plan preparation.
- 1.1.10 Three key evidence bases informed the employment needs identified for the Ipswich Functional Economic Area (FEA):
- Jobs calculations from the East of England Forecasting Model (EEFM) (August 2016);
  - Employment Land Needs Assessment (ELNA) (2016); and
  - Employment Land Supply Assessment (ELSA) (2017).
- 1.1.11 The EEFM identified a likely increase in the number of jobs needed in Ipswich from 75,195 in 2014 to 94,235 by 2036. The Council are therefore seeking to deliver, as a minimum, 15,580 jobs through the Local Plan Review for the 2018 – 2036 period.
- 1.1.12 The Issues and Options consultation identified three potential scenarios for delivering the required level of housing and economic growth in Ipswich by 2036, as well as tackling other challenges the Borough faces.
- 1.1.13 In accordance with the SEA Directive, which requires reasonable alternatives to be appraised for their likely significant effects, the likely social, environmental and economic impacts of each growth scenario are discussed in the following sections. An additional growth scenario has been appraised based on the new OAN figure. In summary, the following growth scenarios have been appraised:
- Preferred approach: **8,622 homes and 15,580 jobs** - *A trend-based scenario based on the forecast employment needs of the Borough and the 2018 update to the OAN;*
  - Alternative Scenario A: **11,420 homes and 19,040 jobs** - *A trend-based scenario based on the forecast employment needs of the Borough and the 2017 calculated OAN;*
  - Alternative Scenario B: **25,837 dwellings and 32,376 jobs** - *An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN; and*
  - Alternative Scenario C: **30,143 dwellings and 32,376 jobs** - *An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN.*
- 1.1.14 The nature of the appraisal process involves a degree of uncertainty that requires the use of professional judgement. The appraisals are based on the identified evidence base. Residential development is assumed to be in-perpetuity, and so the likely impacts of development on society, the natural environment or the local economy are also likely to reside in perpetuity should mitigation not be employed.
- 1.1.15 The appraisals of growth scenarios and spatial options identified a range of potential positive and adverse impacts for each, with often mixed results identified for most SA Objectives. These effects are generally related to the fact that Ipswich is a highly constrained and urban Borough that can only support a limited amount of new development. The Preferred Approach and Alternative Scenario A would lead to nearly all new development occurring within the Borough, whereas under Alternative Scenarios B and C the quantity of development being

considered would be likely to necessitate a significant quantity of development outside of the Borough in neighbouring authorities, most likely on greenfield sites in rural settlements. These neighbouring authorities are currently in the process of preparing their own Local Plans. It is currently unknown where they would be allocating new development and so there is some degree of uncertainty over the likely effects, particularly cumulative effects, of development delivering through the Ipswich LPR on land in neighbouring authorities.

- 8,622 dwellings	<b>Preferred Option</b>
- 15,580 jobs	

**A trend-based scenario based on the forecast employment needs of the Borough and the 2018 update to the OAN.**

*The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings. Since then, the standardised methodology for calculating household projections has been revised as part of the revised NPPF 2018, leading to a lower level of housing need at 8,622 dwellings. The benefits of this option are generally related to the fact that the lower quantities of development could result in more spacious development-layouts and could be accommodated within the Borough boundary.*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	The provision of 8,622 new homes would be expected to satisfy the housing needs of the Borough by 2036 and to support the anticipated population growth. Given the ageing population of the Borough, careful consideration in the LPR would be required to help ensure these residents have good access to culture, leisure and community facilities to avoid social exclusion. It is largely uncertain what impact each growth option would have on the quality of homes. The Preferred Option will be likely to be able to situate all new residential development within the Borough, where access to facilities and services as well as public transport modes is very good and where there is an existing community. Leisure and culture facilities, such as sports clubs, play areas and meeting points, are distributed liberally throughout the Borough and are unlikely to be rendered over-capacity. Under the Preferred Option it may be easier than other scenarios to ensure that new residents do not feel socially excluded.
2 - To meet the housing requirements of the whole community	++	The Preferred Option for growth would satisfy the minimum housing needs of Ipswich over the LPR period and it is expected that a significant portion of these homes would be of a mixture and type that ensure the diverse needs of all are catered for.
3 - To improve the health of the population overall and reduce health inequalities	+	There are currently 23 GP surgeries within the boundary of Ipswich, predominantly situated in the northern and eastern regions of the Borough, some of which are experiencing pressures on capacity. The Preferred Option of delivering 479+dpa would be less likely than the alternatives of resulting in significant over-capacity concerns at schools and health services. Given most development would be within the Borough, the majority of new residents would be expected to have good access to health facilities. Residents would have excellent access to open spaces and leisure facilities. Given that most services, amenities and facilities would be within walking distance this option would be likely to encourage greater rates of walking and cycling than Alternative Scenarios B and C, although it is uncertain if this would be counteracted somewhat by the noise and air pollution issues in central urban areas.
4 - To improve the quality of where people live and work	+/-	With lower quantities of development, the risk of rising crime rates may be lower than other scenarios where the population growth could potentially grow significantly more. This approach would be likely to situate nearly all new residents in the relatively urban Ipswich where major noise, air and light pollutants are relatively common. This approach may therefore lead to somewhat lower quality living environments than other scenarios, although this is largely dependent on the detail of development design and its precise distribution. It may be more feasible under this approach than others to situate all new residential development in locations that have excellent access to services and facilities that benefit the health, education and employment prospects of new residents and enable them to pursue high quality and active lifestyles.
5 - To improve levels of education and skills in the population overall	+/-	Primary and secondary schools are distributed relatively equally throughout Ipswich, but the entire Borough currently has limited surplus capacity, with a shortage of both primary and secondary school places being forecast in multiple areas. Given the likely sizes of most development and their somewhat constrained locations within the Borough, it is unlikely that this approach would facilitate the delivery of additional services or facilities in most cases. This approach would deliver lower levels of development than other scenarios and may therefore be less likely to result in over-capacity concerns in some locations, although this is caveated by the fact that other scenarios would be likely to have more dispersed development with many new homes in settlements outside the Borough, which could reduce pressure on educational facilities within Ipswich.

- 8,622 dwellings	<b>Preferred Option</b>
- 15,580 jobs	

**A trend-based scenario based on the forecast employment needs of the Borough and the 2018 update to the OAN.**

*The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings. Since then, the standardised methodology for calculating household projections has been revised as part of the revised NPPF 2018, leading to a lower level of housing need at 8,622 dwellings. The benefits of this option are generally related to the fact that the lower quantities of development could result in more spacious development-layouts and could be accommodated within the Borough boundary.*

SA Objective	Score	Commentary
6 - To conserve and enhance water quality and resources	-	Under the Preferred Option, it is likely that the construction and occupation of 8,622 homes, in addition to the creation of 15,580 jobs, would result in a net increase in the consumption of water resources in the Borough. It is expected that much of this development would be within Groundwater SPZs in Ipswich and there could be a cumulative risk of impacts on water quality. However, it is expected that construction will closely consider the potential impacts on water quality and prevent runoff during construction. SuDS would also be expected at a number of developments.
7 - To maintain and where possible improve air quality	-	It is likely that the construction and occupation of 8,622 homes, in addition to the creation of 15,580 jobs, would result in a net increase in air pollutants in relation to existing levels, in large part due to the associated increase in road transport. This could make it increasingly difficult to achieve air quality improvement targets at AQMAs in the Borough. Access to sustainable transport modes in Ipswich may help to limit this increase to some extent.
8 - To conserve and enhance soil and mineral resources	+	A large portion of development could potentially be situated on brownfield land. This fact, coupled with the fact that this approach would require lower levels of development than other approaches, this would be likely to help ensure an efficient use of land and to limit the loss of valuable soils and minerals due to development.
9 - To promote the sustainable management of waste	-	It is likely that the construction and occupation of 8,622 homes, in addition to the creation of 15,580 jobs, would result in a net rise in waste generation. Mitigation in the form of a strong recycling or re-use policy during construction would help to limit the use of materials. New residents should be provided with the opportunity to recycle most types of household waste frequently and conveniently.
10 - To reduce emissions of greenhouse gases from energy consumption	-	<p>The average carbon footprint per capita in 2016 in Ipswich was 3.1tonnes(T) Carbon dioxide (CO<sub>2</sub>). A population growth of approximately 19,831 (i.e. 2.3 people per dwelling) could potentially lead to an increase in annual CO<sub>2</sub> emissions in the order of 61,475T, although it should be noted that development would be phased in over the LPR period and that per capita CO<sub>2</sub> emissions decreased from 5.8T in 2005 to 3.1T in 2016 and this trend is likely to continue to some extent. However, the level of growth proposed under this option would be likely to lead to a net increase in the Borough's carbon footprint.</p> <p>The Preferred Option will be likely to be able to situate all new residential development within the Borough, where access to facilities and services as well as public transport modes is very good. New residents under this option may therefore be likely to have a lower carbon footprint or to have less of an adverse impact on air quality than residents situated in the more rural and, in some cases, more isolated areas of the neighbouring authorities as they will typically be in closer proximity to services, facilities and sustainable transport modes.</p>
11 - To reduce vulnerability to climatic events and flooding	+/-	This approach proposes lower levels of development compared with other scenarios and may therefore provide greater choice in terms of where to situate development in the Borough, although it is uncertain given the limited land availability. Greater choice over site allocations provides greater freedom in terms of avoiding land at risk of flooding. Conversely, flood risk is fairly prevalent in Ipswich and situating all development here, instead of directing some to outside the Borough, could make it more difficult to avoid land at risk of flooding.
12 - To safeguard the integrity of the coast and estuaries	+	The Preferred Option will be likely to be able to situate all new residential development within the Borough and could also enable lower density developments or low-rise buildings. This would contribute to a range of potential benefits in terms of biodiversity including those associated with the River Orwell or the coast and estuary because adverse impacts on the distinctive character of the estuary and the heritage, landscape and

- 8,622 dwellings	<b>Preferred Option</b> A trend-based scenario based on the forecast employment needs of the Borough and the 2018 update to the OAN.
- 15,580 jobs	

*The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings. Since then, the standardised methodology for calculating household projections has been revised as part of the revised NPPF 2018, leading to a lower level of housing need at 8,622 dwellings. The benefits of this option are generally related to the fact that the lower quantities of development could result in more spacious development-layouts and could be accommodated within the Borough boundary.*

SA Objective	Score	Commentary
		biodiversity assets here may more easily be avoided.
13 - To conserve and enhance biodiversity and geodiversity	+	The Preferred Option will be likely to be able to situate all new residential development within the Borough and could also enable lower density developments or low-rise buildings. This could contribute to a range of potential benefits in terms of biodiversity including those associated with the River Orwell or the coast and estuary because adverse impacts on sensitive constraints and assets designated for their biodiversity value are likely to be more easily avoided, with the majority of them in fairly rural locations. Situating all development in the relatively urban Borough would also be less likely to risk adversely impacting protected species or to risk reducing habitat connectivity than if most development were in the more rural areas outside the Borough. On the other hand, this approach could lead to development taking place on urban greenspaces and limiting opportunities for urban biodiversity, although this would be expected to be a very limited impact.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	Impacts on the landscape and townscape character depend almost entirely on the precise details of development, such as its type, pattern and form, in relation to its precise location. Lower density developments or low-rise buildings would contribute to a range of potential benefits in terms of cultural heritage because adverse impacts on sensitive constraints and assets designated for their cultural heritage value are likely to be more easily avoided. With fewer locations being developed, fewer heritage assets would be placed at risk compared to other higher growth options. It may also be more feasible to ensure all development is in-keeping with the existing setting and makes a positive contribution to the local character under this option.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	Lower density developments or low-rise buildings would contribute to a range of potential benefits for the protecting the character of landscapes or townscapes as they would be less imposing than high-density or taller developments. At the same time, higher density developments could result in less land being lost to development, contributing to a more efficient land-use approach. A larger proportion of new development would be likely to be in-keeping with the existing townscape, with adverse impacts on the local character also avoided or minor due to less greenfield sites being lost to development.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	The Preferred Option and Alternative Scenario A would both provide the same quantity of jobs and would have largely similar impacts on the economic sphere of sustainability, thereby making a major positive contribution towards sustainable growth and prosperity in Ipswich over the LPR period. Whilst the minimum employment and housing needs of Ipswich would be satisfied, this level of growth would not deliver enough houses to support, or enough jobs to constitute, significant economic growth across the FEA. It also would not facilitate significant infrastructure development across the FEA. The population of Ipswich is ageing, and it will therefore be important to increase the population of the local working age group. It is uncertain the extent to which Scenario A would encourage growth in the proportion of the local population that is of working age in comparison to other scenarios.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	The provision for 15,580 jobs would satisfy the employment needs of Ipswich's growing population and make a significant contribution towards helping to improve the vitality and viability of town centres, particularly if many of the new jobs or homes are situated in central areas.
18 - To encourage efficient patterns of movement, promote	++	The Preferred Option will be likely to be able to situate all new residential development within the Borough, where access to facilities and services as well as public transport modes is very good. This would help to reduce the need for residents to travel far and frequently and would

- 8,622 dwellings	<b>Preferred Option</b>	
- 15,580 jobs	<b>A trend-based scenario based on the forecast employment needs of the Borough and the 2018 update to the OAN.</b>	
<i>The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings. Since then, the standardised methodology for calculating household projections has been revised as part of the revised NPPF 2018, leading to a lower level of housing need at 8,622 dwellings. The benefits of this option are generally related to the fact that the lower quantities of development could result in more spacious development-layouts and could be accommodated within the Borough boundary.</i>		
SA Objective	Score	Commentary
sustainable travel of transport and ensure good access to services		also help to facilitate a higher uptake of sustainable transport modes than other scenarios where higher quantities of development are proposed, and a larger number of new residents would be situated in more rural locations.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	++	It is somewhat uncertain the impacts each growth option would have on SA Objective 19. However, the lower quantity of development proposed under this option may be likely to result in less pressure placed on the existing capacity of digital infrastructure and may lead to a higher proportion of all residents having good access to fast internet speeds. It is likely to be more feasible to deliver broadband or full fibre internet for development in urban locations than it would for development in rural locations and, where such digital infrastructure is provided for, a large portion of residents would be catered for.

-	11,420 dwellings	<b>Alternative Scenario A</b> <b>A trend-based scenario based on the forecast employment needs of the Borough and the 2017 calculated OAN.</b>
-	19,040 jobs	
<p><i>The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings, which is the basis of this alternative scenario. The scenario would deliver more development than the preferred approach and may therefore be more likely to lead to adverse effects on the natural environment, although benefits are generally related to the fact that the quantities of development could be accommodated within the Borough boundary,</i></p>		
SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	At 2.3 people per dwelling, 11,420 dwellings would more than support the Borough's anticipated population growth. Given the ageing population of the Borough, careful consideration in the LPR would be required to help ensure these residents have good access to culture, leisure and community facilities to avoid social exclusion. Leisure and culture facilities, such as sports clubs, play areas and meeting points, are distributed liberally throughout the Borough and are unlikely to be rendered over-capacity under Scenario A due to their quantity, distribution and the more limited residential growth considered. However, this scenario would be unlikely to facilitate the provision of additional capacity in most cases due to the lower quantity of development and smaller site sizes.
2 - To meet the housing requirements of the whole community	++	Alternative Scenario A would satisfy the minimum housing needs of Ipswich over the LPR period and it is expected that a significant portion of these homes would be of a mixture and type that ensure the diverse needs of all ages, abilities and wealth are catered for.
3 - To improve the health of the population overall and reduce health inequalities	+	There are currently 23 GP surgeries within the boundary of Ipswich, predominantly situated in the northern and eastern regions of the Borough, some of which are experiencing pressures on capacity. Scenario A would sustain a more limited population growth than Scenarios B and C and may therefore result in less additional pressure on GP surgeries. Given most development would be within the Borough, the majority of new residents would be expected to have good access to health facilities. Residents would have excellent access to open spaces and leisure facilities. Given that most services, amenities and facilities would be within walking distance this option would be likely to encourage greater rates of walking and cycling than Alternative Scenarios B and C, although it is uncertain if this would be counteracted somewhat by the noise and air pollution issues in central urban areas.
4 - To improve the quality of where people live and work	+/-	With lower quantities of development, the risk of rising crime rates may be lower than other scenarios were the population growth could potentially grow significantly more. This approach would be likely to situate nearly all new residents in the relatively urban Ipswich where major noise, air and light pollutants are relatively common. This approach may therefore lead to somewhat lower quality living environments than the Preferred Approach, although this is largely dependent on the detail of development design and its precise distribution. Scenario A would deliver less housing than Scenarios B and C and it may therefore be more feasible under this scenario to situate all new residential development in locations that have excellent access to services and facilities that benefit the health, education and employment prospects of new residents and enable them to pursue high quality and active lifestyles.
5 - To improve levels of education and skills in the population overall	+/-	Primary and secondary schools are distributed relatively equally throughout Ipswich, but the entire Borough currently has limited surplus capacity whilst a shortage of both primary and secondary school places is forecast in multiple areas. Scenario A would sustain a more limited population growth than Scenarios B and C and may therefore result in less additional pressure on school places, although it could result in greater capacity pressure than the Preferred Option. This scenario would be unlikely to facilitate the provision of additional capacity in most cases due to the lower quantity of development and smaller site sizes.
6 - To conserve and enhance water quality and	-	Under Alternative Scenario A, it is likely that the construction and occupation of 11,420 new dwellings, in addition to the creation of 19,040 jobs, would result in a net increase in the consumption of water resources in the Borough. A large portion of development would be expected to be



-	11,420 dwellings	<b>Alternative Scenario A</b> A trend-based scenario based on the forecast employment needs of the Borough and the 2017 calculated OAN.
-	19,040 jobs	
<p><i>The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings, which is the basis of this alternative scenario. The scenario would deliver more development than the preferred approach and may therefore be more likely to lead to adverse effects on the natural environment, although benefits are generally related to the fact that the quantities of development could be accommodated within the Borough boundary,</i></p>		
SA Objective	Score	Commentary
resources		situated in groundwater SPZs in the Borough and there could potentially be a cumulative risk on groundwater quality as a result. However, it is expected that construction will closely consider the potential impacts on water quality and prevent runoff during construction. SuDS would also be expected at a number of developments.
7 - To maintain and where possible improve air quality	-	Under Alternative Scenario A, it is likely that the construction and occupation of 11,420 new dwellings, in addition to the creation of 19,040 jobs, would result in a net increase in air pollutants in relation to existing levels, in large part due to the associated increase in road transport. This could make it increasingly difficult to achieve air quality improvement targets at AQMAs in the Borough. Access to sustainable transport modes in Ipswich may help to limit this increase to some extent.
8 - To conserve and enhance soil and mineral resources	+	A large portion of development could potentially be situated on brownfield land. It could also enable more spacious developments or shorter buildings, although this may be a less efficient use of land than higher density developments in some cases.
9 - To promote the sustainable management of waste	--	Under Alternative Scenario A, it is likely that the construction and occupation of 11,420 new dwellings, in addition to the creation of 19,040 jobs, would result in a net increase in waste generation in relation to existing levels. Mitigation in the form of a strong recycling or re-use policy during construction would help to limit the use of materials. New residents should be provided with the opportunity to recycle most types of household waste frequently and conveniently.
10 - To reduce emissions of greenhouse gases from energy consumption	-	The average carbon footprint per capita in 2016 in Ipswich was 3.1tonnes(T) Carbon dioxide (CO <sub>2</sub> ). The population growth of approximately 26,266 could potentially lead to an increase in annual CO <sub>2</sub> emissions in the order of 81,425T, although it should be noted that development would be phased in over the LPR period and that per capita CO <sub>2</sub> emissions decreased from 5.8T in 2005 to 3.1T in 2016 and this trend is likely to continue to some extent. However, the level of growth proposed under this option would be likely to lead to a net increase in the Borough's carbon footprint.
11 - To reduce vulnerability to climatic events and flooding	+/-	This approach proposes lower levels of development than Scenarios B and C and may therefore provide greater choice in terms of where to situate development in the Borough, although it is uncertain to the extent this would be the case given the limited land availability. Greater choice over site allocations provides greater freedom in terms of avoiding land at risk of flooding. Conversely, flood risk is fairly prevalent in Ipswich and situating all development here, instead of directing some to outside the Borough, could make it more difficult to avoid land at risk of flooding.
12 - To safeguard the integrity of the coast and estuaries	+	A large portion of development could potentially be situated on brownfield land in urban locations. This would be expected to help avoid adverse impacts on the coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	+	A large portion of development could potentially be situated on brownfield land in urban locations. It could also enable lower density developments or low-rise buildings than would perhaps be seen in Scenarios B and C. This would contribute to a range of potential benefits in terms of biodiversity including those associated with the River Orwell or the coast and estuary because adverse impacts on sensitive constraints and assets designated for their biodiversity value are likely to be more easily avoided, with the majority of them in fairly rural locations. Situating all development in the relatively urban Borough would also be less likely to risk adversely impacting protected species or to risk reducing habitat connectivity than if most development were in the more rural areas outside the Borough. On the other hand, this approach



- 11,420 dwellings	<b>Alternative Scenario A</b>
- 19,040 jobs	

**A trend-based scenario based on the forecast employment needs of the Borough and the 2017 calculated OAN.**

*The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings, which is the basis of this alternative scenario. The scenario would deliver more development than the preferred approach and may therefore be more likely to lead to adverse effects on the natural environment, although benefits are generally related to the fact that the quantities of development could be accommodated within the Borough boundary,*

SA Objective	Score	Commentary
		could lead to development taking place on urban greenspaces and limiting opportunities for urban biodiversity, although this would be expected to be a very limited impact.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+	A large portion of development could potentially be situated on brownfield land in urban locations. Development would therefore be likely to be relatively in-keeping with the existing setting. If developments were less dense or tall than would be likely under Scenarios B and C, they would generally be less imposing on the local character. With fewer locations being developed than Scenarios B and C, fewer heritage assets would be placed at risk. It may also be more feasible to ensure all development is in-keeping with the existing setting and makes a positive contribution to the local character under this option.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+/-	A large portion of development could potentially be situated on brownfield land in urban locations. Development would therefore be likely to be relatively in-keeping with the existing setting. If developments were less dense or tall than would be likely under Scenarios B and C, they would generally be less imposing on the local character. Given the higher quantity of development proposed under this option than the Preferred Approach, it would be likely to require somewhat higher density developments that necessitate taller buildings and could in a limited number of locations have a capacity for adversely affecting the local townscape character.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	The Preferred Option and Alternative Scenario A would both provide the same quantity of jobs and would have largely similar impacts on the economic sphere of sustainability, thereby making a major positive contribution towards sustainable growth and prosperity in Ipswich over the LPR period. Whilst the minimum employment and housing needs of Ipswich would be satisfied, this level of growth would not deliver enough houses to support, or enough jobs to constitute, significant economic growth across the FEA. It also would not facilitate significant infrastructure development across the FEA. The population of Ipswich is ageing, and it will therefore be important to increase the population of the local working age group. It is uncertain the extent to which Scenario A would encourage growth in the proportion of the local population that is of working age in comparison to other scenarios.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	The provision for 19,040 jobs in would satisfy the employment needs of Ipswich's growing population and make a significant contribution towards helping to improve the vitality and viability of town centres, particularly if many of the new jobs or homes are situated in central areas.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+	This approach would be likely to be able to situate all new residential development within the Borough, where access to facilities and services as well as public transport modes is very good. This would help to reduce the need for residents to travel far and frequently and would also help to facilitate a higher uptake of sustainable transport modes than other scenarios where higher quantities of development are proposed, and a larger number of new residents would be situated in more rural locations. Given the greater quantity of development than the Preferred Option, there could in some locations be concerns about the capacity of transport links.
19 - To ensure that the digital infrastructure available meets the	++	It is largely uncertain the impacts each growth option would have on SA Objective 19. However, to some extent, the quantity of development proposed under this option may be likely to result in less pressure placed on the existing capacity of digital infrastructure than alternative scenarios B and C and may lead to a higher proportion of all residents having good access to fast internet speeds.

- 11,420 dwellings	<b>Alternative Scenario A</b>
- 19,040 jobs	<b>A trend-based scenario based on the forecast employment needs of the Borough and the 2017 calculated OAN.</b>

*The Issues and Options documents consulted on in 2017 identified an objectively assessed housing need for the Borough of 11,420 dwellings, which is the basis of this alternative scenario. The scenario would deliver more development than the preferred approach and may therefore be more likely to lead to adverse effects on the natural environment, although benefits are generally related to the fact that the quantities of development could be accommodated within the Borough boundary,*

SA Objective	Score	Commentary
needs of current and future generations		

- 25,837 dwellings	<b>Alternative Scenario B</b>
- 32,376 jobs	<b>A policy-led scenario for significant economic growth, with a 20% increase in the 2017-homes target relative to OAN.</b>

*Scenario B would facilitate the pursuit of significant economic development across the FEA, largely achieved through opportunities in the form of Sizewell nuclear power station, offshore energy industries and further support for key sectors. Most of the new jobs would be situated outside the Ipswich boundary, but would still make a key contribution to the success of the Ipswich FEA. The extra jobs targeted under this scenario necessitate the delivery of extra homes in order to ensure there is sufficient labour. In the case of Sizewell, campus-style housing would be provided for employees (this would be expected to be long term but temporary accommodation).*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+/-	At 2.3 people per dwelling, 25,837 dwellings would more than support the Borough's anticipated population growth. It is likely that some of the proposed development would be situated outside of Ipswich in neighbouring rural authorities and, unless they are situated near existing communities or new services and facilities are provided, there is a risk that some new residents could feel isolated. It may therefore be necessary to provide new services or facilities (including for health, education, community and leisure) in some locations, which would be likely to be feasible given the level of economic growth this scenario would facilitate.
2 - To meet the housing requirements of the whole community	++	Alternative Scenario B would deliver >20% more housing than Alternative Scenario A and would more than satisfy the local housing needs over the LPR period and it is expected that a significant portion of these homes would be of a mixture and type that ensure the diverse needs of all ages, abilities and wealth are catered for.
3 - To improve the health of the population overall and reduce health inequalities	+/-	Depending on the distribution of development, the greater quantity of development may increase the pressure on the capacity of existing services, particularly on GP surgeries where pressures on capacity are an existing concern. It may therefore be necessary to provide additional health services capacity in some locations, which could be feasible given the level of economic growth this scenario would facilitate. It is unlikely that most residents would be able to walk or cycle to access most services and facilities, given their more rural locations, in which case this Scenario may not encourage walking and cycling amongst new residents as much as the Preferred Approach might.
4 - To improve the quality of where people live and work	+/-	The relatively large quantity of residential development may make it difficult to ensure all new dwellings are situated in a location that offers good access to services and facilities, including health, education, leisure and culture facilities. The greater quantity of development could have an impact on crime rates or social cohesion due to more rapid growth. It is largely uncertain where development would be located, although this approach may necessitate situating some residents in more rural locations outside the Borough where noise, air and light pollution associated with the central areas is less of a concern.
5 - To improve levels of education and	+/-	Depending on the distribution of development, the greater quantity of development may increase the pressure on the capacity of existing

- 25,837 dwellings	<b>Alternative Scenario B</b>
- 32,376 jobs	

**A policy-led scenario for significant economic growth, with a 20% increase in the 2017-homes target relative to OAN.**

*Scenario B would facilitate the pursuit of significant economic development across the FEA, largely achieved through opportunities in the form of Sizewell nuclear power station, offshore energy industries and further support for key sectors. Most of the new jobs would be situated outside the Ipswich boundary, but would still make a key contribution to the success of the Ipswich FEA. The extra jobs targeted under this scenario necessitate the delivery of extra homes in order to ensure there is sufficient labour. In the case of Sizewell, campus-style housing would be provided for employees (this would be expected to be long term but temporary accommodation).*

SA Objective	Score	Commentary
skills in the population overall		services, particularly on school places where pressures on capacity are an existing concern. It may therefore be necessary to provide additional schooling capacity in some locations, which could be feasible given the level of economic growth this scenario would facilitate.
6 - To conserve and enhance water quality and resources	--	Alternative Scenario B would deliver >20% more houses than Scenario A and so could be expected to result in a greater increase in water and consumption than Scenario A or the Preferred Option. It is also likely that a significant portion of development would be situated in a groundwater SPZ and a cumulative risk on the quality of groundwaters is likely. It is expected that construction will closely consider the potential impacts on water quality and prevent runoff during construction. SuDS would also be expected at a number of developments but, given the quantity of development being considered, a major adverse effect on water resources cannot be ruled out.
7 - To maintain and where possible improve air quality	--	Alternative Scenario B would deliver >20% more houses than Scenario A and would be expected to result in a more severe impact on local air quality, largely due to the associated increase in road traffic. Should development be situated in more rural locations or outside the Borough, residents may have more limited access to sustainable transport modes and thus a higher reliance on personal car use.
8 - To conserve and enhance soil and mineral resources	+/-	Given the higher quantity of development under this scenario, it is unlikely to be feasible to situate all new development on brownfield land or in central areas of Ipswich. Less choice over where to situate development may also make it more difficult to avoid allocating land that contains agriculturally or ecologically important soils.
9 - To promote the sustainable management of waste	--	Alternative Scenario B would deliver >20% more houses than Scenario A and so could be expected to result in a greater increase in waste generation than Scenario A and the Preferred Option. New residents should be provided with the opportunity to recycle most types of household waste frequently and conveniently. Given the quantity of development being considered, a major adverse impact on waste generation would be likely and ensuring high rates of recycling in all cases would be very difficult. Options for reusing materials or buildings in rural locations would also be more limited.
10 - To reduce emissions of greenhouse gases from energy consumption	--	At 3.1T CO <sub>2</sub> per capita, the population growth of 59,425 supported in this scenario could lead to an increase in annual CO <sub>2</sub> emissions in the order of 184,218T, although development would be phased in over the LPR period and per capita CO <sub>2</sub> emissions are likely to continue the trend of decreasing year on year. However, the level of growth proposed under this option would be likely to lead to a net increase in the Borough's carbon footprint.
11 - To reduce vulnerability to climatic events and flooding	+/-	Given the higher quantity of development under this scenario, it is unlikely to be feasible to situate all new development on brownfield land or in central areas of Ipswich. Less choice over where to situate development may also make it more difficult to avoid allocating land at some risk of flooding.
12 - To safeguard the integrity of the coast and estuaries	+/-	Given the higher quantity of development under this scenario, it is unlikely to be feasible to situate all new development on brownfield land or in central areas of Ipswich. Less choice over where to situate development may also make it more difficult to avoid allocating land in proximity to sensitive estuaries including the Orwell.
13 - To conserve and enhance biodiversity	-	The >20% additional homes in this scenario may necessitate more dense developments and a larger number of different locations to be

-	25,837 dwellings	<b>Alternative Scenario B</b> A policy-led scenario for significant economic growth, with a 20% increase in the 2017-homes target relative to OAN.
-	32,376 jobs	
<p><i>Scenario B would facilitate the pursuit of significant economic development across the FEA, largely achieved through opportunities in the form of Sizewell nuclear power station, offshore energy industries and further support for key sectors. Most of the new jobs would be situated outside the Ipswich boundary, but would still make a key contribution to the success of the Ipswich FEA. The extra jobs targeted under this scenario necessitate the delivery of extra homes in order to ensure there is sufficient labour. In the case of Sizewell, campus-style housing would be provided for employees (this would be expected to be long term but temporary accommodation).</i></p>		
SA Objective	Score	Commentary
and geodiversity		developed, although in some cases higher density development could also contribute to a more efficient use of land in the Borough. This could limit the Council's choice in terms of what land to allocate for development and in so doing make it more difficult to avoid adverse impacts on land or assets that have biodiversity value. More voluminous developments are also likely to create a more impassable barrier for local wildlife that fragments the ecological network, although given the relatively urban nature of much of the Borough this is unlikely to be a major concern in most places. Development in more rural locations outside the Borough, or in the countryside in the Borough, risks adversely impacting protected species.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	This scenario could limit the Council's choice in terms of what land to allocate for development and in so doing make it more difficult to avoid adverse impacts on land or assets that have cultural heritage value. Should taller buildings be required to accommodate the greater number of new dwellings, impacts on the setting, or views of and from, sensitive heritage assets may be more difficult to avoid in all cases.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	-	This scenario could limit the Council's choice in terms of what land to allocate for development and in so doing make it more difficult to avoid adverse impacts on land or assets that have landscape value. Should taller buildings be required to accommodate the greater number of new dwellings, impacts on the local character and views are more likely.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	The provision for 32,376 jobs in Alternative Scenario B would more than meet the anticipated trends in job needs for Ipswich. A key benefit of Scenario B is that it would target significant economic growth in Ipswich, which would make a major positive contribution towards sustainable growth and prosperity in the Borough. Rates of unemployment in Ipswich, at 4.7%, are slightly lower than the UK average of 5.1% but slightly higher than those seen in neighbouring authorities. The population of Ipswich is ageing, and it will be important to help increase the population of the local working age group. The ambitious economic growth target under this scenario could help to boost the local population of those of working age.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	The provision for 32,376 jobs in Alternative Scenario B would be expected to make a major contribution towards enhancing the vibrancy and vitality of central areas in Ipswich. Whilst many new jobs would be outside the Borough boundary, most new residents would be within the Borough and would help to improve the vitality and viability of town centres.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+/-	The greater quantity of development proposed under this scenario than Scenario A or the Preferred Option may increase the risk of exacerbating local congestion issues, particularly at pinch points such as Orwell Bridge, without the provision of new infrastructure or transport facilities. Should new development be situated in more rural locations, or in the countryside, access to sustainable transport modes may be more limited whilst the longer distances may mean walking or cycling to central areas and places of employment may be less feasible for new residents.

- 25,837 dwellings	<b>Alternative Scenario B</b>
- 32,376 jobs	

**A policy-led scenario for significant economic growth, with a 20% increase in the 2017-homes target relative to OAN.**

*Scenario B would facilitate the pursuit of significant economic development across the FEA, largely achieved through opportunities in the form of Sizewell nuclear power station, offshore energy industries and further support for key sectors. Most of the new jobs would be situated outside the Ipswich boundary, but would still make a key contribution to the success of the Ipswich FEA. The extra jobs targeted under this scenario necessitate the delivery of extra homes in order to ensure there is sufficient labour. In the case of Sizewell, campus-style housing would be provided for employees (this would be expected to be long term but temporary accommodation).*

SA Objective	Score	Commentary
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	It is largely uncertain the impacts each growth option would have on SA Objective 19. However, to some extent, the greater quantity of development proposed under this option than Scenario A or the Preferred Option may be likely to result in greater pressure placed on the existing capacity of digital infrastructure. Where residents are situated in rural locations, it may be challenging to ensure they all have access to high internet speeds without the provision of new infrastructure.

<ul style="list-style-type: none"> <li>- 30,143 dwellings</li> <li>- 32,376 jobs</li> </ul>	<p><b>Alternative Scenario C</b>  An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN.</p>
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*The Norfolk and Suffolk Devolution Agreement June 2016 set out a commitment to substantially increase housing delivery and planned for 200,000 homes across Norfolk and Suffolk between 2012 – 2036, along with the delivery of significant infrastructure. Scenario C aspires to support this ambitious growth. In addition to 30,143 dwellings it would also permit the delivery of key infrastructure, potentially including a resolution to congestion problems associated with the closure of Orwell Bridge during bad weather. The new infrastructure would also open up new areas inside and outside of the Borough for residential development, such as large sites opening up following major road schemes. This scenario would also facilitate the delivery of new services, including health, education and community infrastructure, that could be delivered on-site as well as a large quantity of affordable and social-rented housing.*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	At 2.3 people per dwelling, 30,143 new dwellings would more than support the Borough's anticipated population growth. The provision of services and facilities on-site that this scenario would facilitate could be accessible via foot, which is particularly beneficial to the growing elderly population and would help to alleviate the risk of social exclusion.
2 - To meet the housing requirements of the whole community	++	Alternative Scenario C would deliver significantly more housing than the OAN, and 4,306 more dwellings than Scenario B. It would also deliver a greater quantity of affordable housing and would be likely to cater to the wider housing needs of local and new residents.
3 - To improve the health of the population overall and reduce health inequalities	++	Scenario C proposes the greatest quantity of growth through an infrastructure led proposal that would provide additional health and leisure services and facilities and could therefore help to alleviate existing pressures on GP surgeries and to ensure all residents have good access to necessary health services. It is unlikely that most residents would be able to walk or cycle to access most services and facilities, given their more rural locations, in which case this Scenario may not encourage walking and cycling amongst new residents as much as the Preferred Approach might.
4 - To improve the quality of where people live and work	+	Given the provision of new services and facilities, including those designed for culture or leisure purposes, it is likely that many residents under this scenario would be able to pursue high quality and active lifestyles and to feel integrated into a local community. The greater quantity of development could have an impact on crime rates or social cohesion due to more rapid growth. It is somewhat uncertain where development would be located, although this approach may necessitate situating the majority of new residents in more rural locations outside the Borough where noise, air and light pollution associated with the central areas is less of a concern.
5 - To improve levels of education and skills in the population overall	++	Primary and secondary schools are distributed relatively equally throughout Ipswich. However, the entire Borough currently has limited surplus capacity whilst a shortage of both primary and secondary school places is forecast in multiple areas. Scenario C proposes the greatest quantity of growth through an infrastructure led proposal that would provide additional schooling capacity, although it is likely that much of the proposed Development would be situated outside of Ipswich.
6 - To conserve and enhance water quality and resources	--	Alternative Scenario C would accommodate more new housing than other scenarios and could therefore be expected to result in a greater increase in the consumption of water resources. The majority of development would also be expected to be situated in groundwater SPZs and there would be a cumulative risk to the quality of groundwater sources. It is expected that construction will closely consider the potential impacts on water quality and prevent runoff during construction. SuDS would also be expected at a number of sites but given the quantity of development being considered a major adverse effect on water resources cannot be ruled out.
7 - To maintain and where possible	--	Alternative Scenario C would accommodate more new housing than other scenarios and could therefore be expected to result in a greater



- 30,143 dwellings - 32,376 jobs	<b>Alternative Scenario C</b> An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN.
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*The Norfolk and Suffolk Devolution Agreement June 2016 set out a commitment to substantially increase housing delivery and planned for 200,000 homes across Norfolk and Suffolk between 2012 – 2036, along with the delivery of significant infrastructure. Scenario C aspires to support this ambitious growth. In addition to 30,143 dwellings it would also permit the delivery of key infrastructure, potentially including a resolution to congestion problems associated with the closure of Orwell Bridge during bad weather. The new infrastructure would also open up new areas inside and outside of the Borough for residential development, such as large sites opening up following major road schemes. This scenario would also facilitate the delivery of new services, including health, education and community infrastructure, that could be delivered on-site as well as a large quantity of affordable and social-rented housing.*

SA Objective	Score	Commentary
improve air quality		increase in air pollution, particularly as many residents could be situated in rural locations where access to sustainable transport modes is more limited and where they have to travel longer distances to reach central areas and places of employment and thus are less likely to walk or cycle. A key facet of Scenario C is the delivery of significant infrastructure and it is largely uncertain the impacts this would have on the environment. Some of the congestion issues troubling certain locations of the Borough could be resolved, which would help to reduce rates of air pollution in these locations, although it would also introduce greater rates of air pollution, over the long term, in locations where new roads are provided.
8 - To conserve and enhance soil and mineral resources	-	As development would take place in new locations opened up by new road schemes, it is likely that a large portion of development would take place outside the Borough in the more rural neighbouring authorities in previously undeveloped locations and on greenfield land and thus significant losses of agriculturally and ecologically valuable soils may be more likely under Scenario C than any other scenario.
9 - To promote the sustainable management of waste	--	Alternative Scenario C would accommodate more new housing than other scenarios and could therefore be expected to result in a greater increase in the generation of waste. New residents should be provided with the opportunity to recycle most types of household waste frequently and conveniently. Given the quantity of development being considered, a major adverse impact on waste generation would be likely and ensuring high rates of recycling in all cases would be very difficult. Options for reusing materials or buildings in rural locations would also be more limited.
10 - To reduce emissions of greenhouse gases from energy consumption	--	At 3.1T CO <sub>2</sub> per capita, the population growth of 69,329 supported in this scenario could lead to an increase in annual CO <sub>2</sub> emissions in the order of 214,920T. It should be noted that development would be phased in over the LPR period and that per capita CO <sub>2</sub> emissions decreased from 5.8T in 2005 to 3.1T in 2016 and this trend is likely to continue to some extent. As development would take place in new locations opened up by new road schemes, it is likely that a large portion of development would take place outside the Borough in the more rural neighbouring authorities, where carbon footprints per capita are generally greater.
11 - To reduce vulnerability to climatic events and flooding	+/-	The ambitious level of growth aspired for under Scenario C would be likely to require a greater quantity of sites to be developed on and this could make it difficult to avoid land at risk of flooding in all cases.
12 - To safeguard the integrity of the coast and estuaries	+/-	The ambitious level of growth aspired for under Scenario C would be likely to require a greater quantity of sites to be developed on and this could make it difficult to avoid adverse impacts on estuaries in all cases.
13 - To conserve and enhance biodiversity and geodiversity	-	The ambitious level of growth aspired for under Scenario C would be likely to require a greater quantity of sites to be developed on and this could make it difficult to avoid adverse impacts on biodiversity in all cases. Development in the more rural areas outside the Borough is more likely to risk adversely impacting protected species as well as to reduce the connectivity of the ecological network by increasing the distances between habitats.

<ul style="list-style-type: none"> <li>- 30,143 dwellings</li> <li>- 32,376 jobs</li> </ul>	<p><b>Alternative Scenario C</b>  An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN.</p>
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*The Norfolk and Suffolk Devolution Agreement June 2016 set out a commitment to substantially increase housing delivery and planned for 200,000 homes across Norfolk and Suffolk between 2012 – 2036, along with the delivery of significant infrastructure. Scenario C aspires to support this ambitious growth. In addition to 30,143 dwellings it would also permit the delivery of key infrastructure, potentially including a resolution to congestion problems associated with the closure of Orwell Bridge during bad weather. The new infrastructure would also open up new areas inside and outside of the Borough for residential development, such as large sites opening up following major road schemes. This scenario would also facilitate the delivery of new services, including health, education and community infrastructure, that could be delivered on-site as well as a large quantity of affordable and social-rented housing.*

SA Objective	Score	Commentary
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	The ambitious level of growth aspired for under Scenario C would be likely to require a greater quantity of sites to be developed on and this could make it difficult to avoid adverse impacts on heritage assets in all cases. Should taller buildings be required to accommodate the greater number of new dwellings, impacts on the local setting are more likely.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	-	The ambitious level of growth aspired for under Scenario C would be likely to require a greater quantity of sites to be developed on and this could make it difficult to avoid adverse impacts on distinctive landscapes or townscapes in all cases. Should taller buildings be required to accommodate the greater number of new dwellings, impacts on the local character and views are more likely.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	The creation of 32,376 jobs under Alternative Scenario C would more than satisfy local employment needs over the LPR period and would facilitate a transformation of Ipswich's economy. The ambitious economic growth target under this scenario could help to boost the local population of those of working age.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	The greater population growth and significant uplift in jobs would support would be likely to help enhance the vitality and viability of town centres throughout the Borough.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+/-	The substantial uplift target for housing aspired to under this scenario would enable the delivery of key infrastructure such as new major road schemes. This would be expected to help alleviate congestion issues in some areas of the Borough, particularly at pinch points such as Orwell Bridge. The population of Ipswich is ageing, and it will be important to help increase the population of the local working age group. It is expected that this option would require a large quantity of development to be situated outside Ipswich in the more rural neighbouring authorities. Access to public transport modes is generally more limited here, particularly as development would occur on new land opened up due to major road schemes. The greater distances to reach central areas may also contribute towards a generally higher reliance on personal car use under this scenario than others.
19 - To ensure that the digital infrastructure available meets the needs of current and	+	It is largely uncertain the impacts each growth option would have on SA Objective 19. However, to some extent, the greater quantity of development proposed under this option than other scenarios may be likely to result in greater pressure placed on the existing capacity of digital infrastructure. Where residents are situated in rural locations, it may be challenging to ensure they all have access to high internet speeds without the provision of new infrastructure. On the other hand, where new development is located the relatively large scale of it could



<ul style="list-style-type: none"> <li>- 30,143 dwellings</li> <li>- 32,376 jobs</li> </ul>	<p><b>Alternative Scenario C</b>  An infrastructure-led scenario based on a high increase in growth in Ipswich, with a 40% increase in the 2017-homes target relative to OAN.</p>	
<p><i>The Norfolk and Suffolk Devolution Agreement June 2016 set out a commitment to substantially increase housing delivery and planned for 200,000 homes across Norfolk and Suffolk between 2012 – 2036, along with the delivery of significant infrastructure. Scenario C aspires to support this ambitious growth. In addition to 30,143 dwellings it would also permit the delivery of key infrastructure, potentially including a resolution to congestion problems associated with the closure of Orwell Bridge during bad weather. The new infrastructure would also open up new areas inside and outside of the Borough for residential development, such as large sites opening up following major road schemes. This scenario would also facilitate the delivery of new services, including health, education and community infrastructure, that could be delivered on-site as well as a large quantity of affordable and social-rented housing.</i></p>		
SA Objective	Score	Commentary
future generations		facilitate the delivery of additional digital infrastructure that benefits the local community. Given the scale of development under this infrastructure-led scenario, it is considered to be likely that in some locations the proposed Development could facilitate the delivery of additional digital infrastructure.

## Appraisals of Spatial Options

- 1.1.16 In order to deliver development through the LPR, the Council are considering a range of different spatial distribution options. Given the tightly drawn boundary around the Borough, the range of spatial options available to the Council is somewhat limited. Six different options for delivering the desired growth have been identified, the likely social, environmental and economic impacts of each are discussed in the following sections:
- **Spatial Option 1:** Higher-density urban regeneration;
  - **Spatial Option 2:** Increased development beyond the Borough boundary;
  - **Spatial Option 3:** Changing the use of existing land in the Borough to housing;
  - **Spatial Option 4:** Continuation of existing approach;
  - **Spatial Option 5:** Focus on Ipswich and A14 transport corridor; and
  - **Spatial Option 6:** A12 transport corridor and dispersed rural focus.
- 1.1.17 The appraisal of spatial options inherently involves a degree of uncertainty and assumptions are required throughout. By their nature, these assessments account for the cumulative effects of development in-combination and the identified impacts can be expected to arise in the short term and reside for the long term. Residential development is assumed to be in perpetuity, and so in the absence of mitigation any impacts on the local community, natural environment or economy can also be assumed to be in perpetuity.
- 1.1.18 The appraisal of spatial scenarios in Appendix C identified a range of benefits and likely impacts of each scenario. It is anticipated that certain spatial scenarios would help to facilitate different quantities of growth. The Preferred Approach and Alternative Scenario A would see nearly all new development occur in the Borough. Spatial Option 1: Higher-density urban regeneration and Spatial Option 3: Changing the use of existing land in the Borough to housing would help to deliver these growth options. Overall, the likely benefits or effects of Spatial Options 1 and 3 are somewhat similar to the likely effects of the Preferred Approach and Alternative Scenario A for growth. In contrast, Alternative Scenarios B and C would require a large quantity of development to occur outside the Borough and in order to do so a combination of spatial scenarios would be required.
- 1.1.19 Development in neighbouring authorities is likely on greenfield sites near rural settlements. These neighbouring authorities are currently in the process of preparing their own Local Plans. It is currently unknown where they would be allocating new development and so there is some degree of uncertainty over the likely effects, particularly cumulative effects, of development delivered through the Ipswich LPR on land in neighbouring authorities.

## Spatial Option 1

### Higher-density urban regeneration

*Spatial Option 1 is designed around higher-density housing concentrated in urban areas. A similar option was consulted on during the preparation of planning documents in 2007, but for various reasons, including poor economic conditions rendering higher-density developments unviable, it was not pursued. Currently, the highest minimum density requirement in the adopted Local Plan is set out in Policy DM30 at 90 dwellings per hectare (dph). The average density of developments of ten dwellings or more in Ipswich in 2015/16 was approximately 58dph*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	++	Option 1 would focus the significant majority of new development in urban locations. Many of the sites allocated for development would be expected to be derelict brownfield sites and this option would help to regenerate some of the more run-down areas of the Borough whilst also enhancing the vitality and vibrancy of central area. It is likely that residents in these locations would have good access to key services and facilities, including education and health services, shops and leisure areas, as well as sustainable transport modes, that are prevalent throughout urban areas of Ipswich, reducing the need to travel by motorised vehicle. This would help to promote community interaction through passive and direct interactions, which may ensure that new residents live within, or close to, existing communities and community facilities and are less likely to feel excluded whilst also facilitating higher walking rates. Many new residents would be exposed to the higher rates of crime generally found in dense urban locations.
2 - To meet the housing requirements of the whole community	+	Option 1 would make a major contribution towards meeting the housing need in the Borough by 2036, although it would be unlikely to satisfy the need on its own and would have to be pursued in-combination with another option. It is unclear the extent to which high-density developments would facilitate higher rates of affordable housing.
3 - To improve the health of the population overall and reduce health inequalities	+	It is likely that residents in these locations would have good access to key services and facilities including health centres. Depending on the density of development, it could be made increasingly difficult to deliver additional services on-site and new residents will be required to rely on existing services. This could lead to some capacity concerns in some locations for GP surgeries that are under existing capacity pressures. Access to green spaces as well as a diverse range of natural habitats may be more limited for some urban developments. This option would also help to promote community interaction through passive and direct interactions, which may ensure that new residents live within, or close to, existing communities and community facilities and are less likely to feel excluded whilst also facilitating higher walking rates.
4 - To improve the quality of where people live and work	-	Residents living in urban locations would be likely to have to deal with higher levels of air, noise and light pollution, such as that associated with road transport or construction works, than those living in more rural locations, particularly if they live near AQMAs where the poor air quality is particularly harmful. High density developments may necessitate the use of taller buildings, such as apartment blocks, with less outdoor private amenity space and public open space provided for new residents as well as less floorspace within dwellings. They can also give rise to security or safety concerns due to the absence of public space and the large number of people going in and out. Higher density developments and taller buildings can be particularly unsuitable for families with children, although they can help to provide for higher quantities of affordable housing.
5 - To improve levels of education and skills in the population overall	+	It is likely that residents in these locations would have good access to key services and facilities including education services. Depending on the density of development, it could be made increasingly difficult to deliver additional services on-site and new residents will be required to rely on existing services. This could lead to some capacity concerns in some locations for school places that are under existing capacity pressures.
6 - To conserve and enhance water quality and resources	+/-	Most of Ipswich is within groundwater SPZs and it is considered to be likely that situating most development in Ipswich could pose a risk to the quality of groundwaters. However, new development on greenfield land in rural locations outside of Ipswich may pose a greater risk to water quality.
7 - To maintain and	+/-	Air pollution from many residents in this scenario would be likely to be lower than other options, primarily as they are able to more frequently

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SA Objective	Score	Commentary
where possible improve air quality		utilise sustainable transport modes like foot, cycle, bus or train, not only as they have better access to sustainable transport links but also because they live in proximity to services, facilities and employment areas. However, there are areas of poor air quality within the Borough and situating the majority of development in proximity to these may make it more difficult to achieve air quality improvement targets.
8 - To conserve and enhance soil and mineral resources	+	In general, the approach of directing the majority of new development towards existing urban areas would increase the opportunities for development on brownfield sites and could help to minimise loss of agriculturally and ecologically important soils.
9 - To promote the sustainable management of waste	+	Options for reusing buildings and recycled materials, as well as opportunities for residents and businesses to recycle waste, may be greater in the urban areas of Ipswich.
10 - To reduce emissions of greenhouse gases from energy consumption	+	The average carbon footprint of urban residents is generally lower than those in rural areas, primarily as they are able to more frequently utilise sustainable transport modes like foot, cycle, bus or train, not only as they have better access to sustainable transport links but also because they live in proximity to services, facilities and employment areas. In terms of renewable energy generation however, higher density developments may have less space available for solar panels and could also reduce the efficacy of any nearby panels due to shadowing. The higher densities could make Combined Heat and Power (CHP) a more viable option in some cases.
11 - To reduce vulnerability to climatic events and flooding	+/-	Some of central Ipswich is within EA Flood Zones 2 or 3 and it will be necessary to allocate sites for development in a sequential approach. It may be difficult to avoid land at risk of flooding in all cases.
12 - To safeguard the integrity of the coast and estuaries	+	Option 1 would situate nearly all new development within urban locations and it is therefore unlikely that it would adversely affect the coast or estuaries. However, it would also not provide an opportunity to enhance the setting or character of the coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	+	This approach would help to direct development away from rural locations where sensitive biodiversity and landscape designations and assets are more prevalent. It may therefore be feasible to avoid significant effects on biodiversity and the natural landscape in most cases. New development can often be an opportunity to enhance a site's biodiversity value, particularly if the site is brownfield (although brownfield sites can often support a diverse ecology for which close regard should be given prior to development). Within low-density developments, incorporating green infrastructure, comprising a variety of native species within the development, could help to enhance the biodiversity value of the site whilst helping to better connect habitats in the local ecological network. Depending on the density of developments, Option 1 may in some cases make it difficult to incorporate high quality green infrastructure into new developments due to the higher density requirements.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+/-	Should taller buildings be required to meet the higher density requirements, there is greater potential for development to have an adverse impact on long-distance views and to discord with the local character. A large quantity of cultural heritage assets, including Listed Buildings, Scheduled Monuments and Conservation Areas, are situated within the urban areas of Ipswich, the setting of which could be adversely impacted by any nearby high-density developments or tall buildings.

## Spatial Option 1

### Higher-density urban regeneration

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SA Objective	Score	Commentary
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	+	This approach would help to direct development away from rural locations where sensitive landscapes are more prevalent. It may therefore be feasible to avoid significant effects on the natural landscape in most cases. With most development taking place in urban areas, it is uncertain the extent to which high density development might discord with the local townscape character.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	New residents through this option would generally have good access to employment areas throughout the Borough, which would improve their employment prospects whilst providing support to the local economy. This would go some way to helping tackle deprivation and economic inequality in the Borough. By focussing development in urban areas within Ipswich's boundary, there may be less scope for future development to support the growth of nearby market towns.
17 - To maintain and enhance the vitality and viability of town and retail centres	++	Many of the sites allocated for development would be expected to be derelict brownfield sites and this option would help to regenerate some of the more run-down areas of the Borough whilst also enhancing the vitality and vibrancy of central area. By directing the majority of new residents to existing urban areas, Option 1 may be likely to help improve the vitality and viability of town centres throughout the Borough due to residents' ease of access to high streets and shops.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	++	This option would help to ensure that the majority of residents are able to more frequently utilise sustainable transport modes like foot, cycle, bus or train, not only as they have better access to sustainable transport links but also because they live in closer proximity to services, facilities and employment areas. This would enable efficient movement and higher rates of sustainable transport. Residents in urban areas may also, generally speaking, have better access to digital infrastructure and higher internet speeds, thereby enabling a greater proportion of social and business interactions to be conducted online and thus a reduced need to travel in some circumstances.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+	It is considered to be likely that this option would help to situate the majority of new residents in locations with existing access to digital infrastructure. Depending on the density and location of development, it may in some circumstances be difficult to ensure the provision of new digital infrastructure equipped for future technologies.

## Spatial Option 2

### Increased development beyond the Borough boundary

*Spatial Option 2 would situate more housing outside of the Borough boundary in neighbouring districts such as Suffolk Coastal, Babergh and Mid Suffolk. This could be pursued in a variety of ways, such as by developing predominantly in communities surrounding Ipswich or by distributing development across the more extensive Ipswich HMA. Alternatively, a new settlement could potentially be developed in the Ipswich HMA.*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+/-	<p>Under Option 2, a large proportion of new residential development would be situated outside the Borough boundary. Generally speaking, access to services and facilities, including health and education centres as well as culture and leisure facilities, are more limited in rural locations. Careful consideration would need to be given to new residential development to ensure residents are not excluded from important services, particularly given the growing elderly population who may be less willing to travel long distances on a regular basis.</p> <p>This approach would be unlikely to help tackle rates of deprivation or inequality in the Borough, particularly that which afflicts the central area, due to lower levels of development taking place in central areas and thus derelict sites being regenerated and less new jobs being located here. The more widely distributed development is throughout the HMA, the less likely it is that existing facilities and services would be rendered over-capacity, although the greater the risk that residents in these locations may feel excluded.</p> <p>Should the option of a new settlement in the wider Ipswich HMA be pursued, it would be good opportunity to situate a significant portion of new housing in proximity to services and facilities incorporated into the development. Depending on the layout of the settlement and the distribution of development, it may also be an opportunity to ensure that new residents are living within and active and engaged community that reduces the risk of exclusion.</p>
2 - To meet the housing requirements of the whole community	++	Option 2 would be expected to facilitate the delivery of enough housing to satisfy Ipswich's need, as well as a large proportion of affordable homes.
3 - To improve the health of the population overall and reduce health inequalities	+	Under Option 2, a large proportion of new residential development would be situated outside the Borough boundary. Generally speaking, access to services and facilities including health centres could be more limited in these locations. The wide distribution of development may make over-capacity concerns on health centres less likely. The majority of residents would also be expected to have excellent access to a diverse range of natural habitats and greenspaces.
4 - To improve the quality of where people live and work	++	Under Option 2, low-density developments may be more common, and, in such circumstances, it is likely that new homes would be accompanied by larger quantities of outdoor amenity space with good access to high quality open spaces, thereby permitting high quality lives at home and outside. Many residents would be likely to be situated in rural locations where issues with air, light and noise pollution are less prescient.
5 - To improve levels of education and skills in the population overall	+	Under Option 2, a large proportion of new residential development would be situated outside the Borough boundary. Generally speaking, access to services and facilities including education centres could be more limited in these locations. The wide dispersion of development may help to avoid over-capacity concerns on schools in most cases. Should a new settlement be delivered it is expected it would provide the necessary schooling capacity for residents.
6 - To conserve and enhance water quality and resources	+/-	Option 2 would be likely to distribute a large quantity of development and new residents in rural locations where the risk of harming natural water sources may be more likely than in urban locations, although the majority of Ipswich is within a groundwater SPZ.
7 - To maintain and where possible	-	Higher rates of driving long distances associated with rural residents poses a risk to air quality in these locations due to higher emissions associated with road traffic. However, these rural locations outside of Ipswich are likely to have currently better air quality than central areas of

## Spatial Option 2

### Increased development beyond the Borough boundary

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SA Objective	Score	Commentary
improve air quality		Ipswich.
8 - To conserve and enhance soil and mineral resources	--	Additionally, opportunities for developing on brownfield land are more limited in rural locations and so it is likely that Option 2 would lead to the losses of a significant quantity of ecologically and agriculturally valuable soils.
9 - To promote the sustainable management of waste	-	Options for using recycled materials of reusing buildings may be limited under this option due to the quantity of development in previously undeveloped greenfield land in rural locations.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Where residents are in more rural locations, their access to sustainable modes of transport is typically more limited. They are therefore more likely to rely relatively heavily on personal car use, which contributes towards the higher average carbon footprint associated with rural living. This is compounded by the longer distances these residents need to travel to reach work, particularly those living outside Ipswich but working inside the Borough. It may be relatively feasible under this option to provide renewable energy generation capacity in many new generations due to their rural location and more spacious layouts.
11 - To reduce vulnerability to climatic events and flooding	-	The risk of flooding largely depends on the precise distribution of development. Fluvial flood risk is present within and around Ipswich, including the rural areas to the north, and it may be difficult to avoid land at some risk of flooding in all cases.
12 - To safeguard the integrity of the coast and estuaries	-	Situating development in the rural areas could make it difficult to avoid adverse impacts on the coast and estuaries in all cases, including the biodiversity value, sensitive landscapes and heritage value prevalent here. This would be particularly the case if a new settlement were delivered.
13 - To conserve and enhance biodiversity and geodiversity	-	Generally speaking, sensitive assets and constraints designated for their biodiversity value are more prevalent in these locations and it may be more difficult under Option 2 to avoid significant adverse effects in all cases. Development in these greenfield locations would also be more likely to fragment the local ecological network by increasing distances between habitats and agricultural areas, or by leading to the loss of wildlife corridors and stepping stones. However, as development density may be low, this may result in a more penetrable and porous barrier to wildlife movements compared to more dense developments. In some cases, development can be an opportunity to enhance a site's biodiversity value. Through careful layout and the incorporation of large quantities of green infrastructure comprised of native species, previously biodiversity-poor sites could be enhanced, whilst the wildlife corridor capacity of the site is increased.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	+/-	The wider distribution of development may make it more feasible to avoid harming the sensitive setting or heritage assets. However, where development takes place in rural locations it is more likely to discord with the local character and adverse impacts may be more likely.
15 - To conserve and enhance the quality and local	--	Generally speaking, sensitive assets and constraints designated for their landscape value are more prevalent in these locations and it may be more difficult under Option 2 to avoid significant adverse effects in all cases. Distinctive views and sensitive landscapes are prevalent in the



## Spatial Option 2

### Increased development beyond the Borough boundary

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SA Objective	Score	Commentary
distinctiveness of landscapes and townscape		rural areas around Ipswich and development here would be likely to diminish this in many locations. A new settlement, should it be delivered, would be expected to result in a major alteration to the character of the local landscape.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	++	Whilst new homes would be situated outside the Borough under Option 2, it is expected that they would still contribute towards the success of the Ipswich FEA and a large proportion would be working within the Borough. New residents may in some locations find they have somewhat limited access to major employment areas, particularly if they are situated in rural locations away from Ipswich or have poor bus or rail links into the Borough.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Option 2 may also be a change to help provide a boost to market towns on the periphery and outside of Ipswich. This approach would be unlikely to help tackle rates of deprivation or inequality in the Borough, particularly that which afflicts the central area, due to lower levels of development taking place in central areas and thus derelict sites being regenerated and less new jobs being located here.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	-	Where residents are in more rural locations, their access to sustainable modes of transport is typically more limited. They are therefore more likely to rely relatively heavily on personal car use whilst also having to travel longer distances than those in urban locations to reach places of employment, key services and amenities.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+/-	It is largely uncertain the impact this option would have on access to digital infrastructure. Where development is situated in more rural locations, access to high speed internet may be more limited. It is expected that if a new settlement were delivered it would provide for digital infrastructure capable of adapting to future technologies.



### Spatial Option 3

#### Change the use of existing land in the Borough to housing

*The Borough of Ipswich has a tightly drawn boundary, within which there is limited land available for future residential development. Of the land that could potentially have become available, a significant portion is countryside land on the periphery of the Borough or is land that is currently protected for employment use. Many of the sites identified within the countryside are somewhat difficult to access, are relatively small, are within or adjacent to the Suffolk Coast & Heaths Area of Outstanding Natural Beauty (AONB) or are adjacent to the A14. The employment land supply in the Borough has been assessed through the ELSA (2017), which concludes that the net employment land need could be up to half that which is allocated in the adopted Local Plan. This is in part due to the increased occupancy rates of Employment Areas such as Whitehouse and Ransomes Europark. It could therefore be an effective use of land to convert the proposed land use of sites allocated for employment to a residential use, although it would be unlikely to accommodate the housing need in full. Other sources of land for residential development could potentially arise from existing parks, gardens, open spaces, natural and semi-natural greenspaces, children's play spaces or allotments. Residents living in urban locations would be likely to have to deal with higher levels of air, noise and light pollution, such as that associated with road transport or construction works, than those living in more rural locations (unless they are countryside sites near the A14), particularly those living near AQMAs in the centre of Ipswich where air quality is particularly dangerous.*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+/-	This option would be unlikely to satisfy the housing need in full and would need to be adopted in-combination with one or more other spatial options. Development on countryside sites on the periphery of Ipswich would be likely to situate new residents further away from the range of key services and facilities in urban locations. Unless good access through sustainable transport modes is also provided, there is a risk of some residents feeling excluded from the community. However, they would be well integrated into an existing community and would be unlikely to feel excluded. Providing new services or facilities could be less feasible in some sites, given their size and condensed position within the urban areas.
2 - To meet the housing requirements of the whole community	+	This option would have the capacity to satisfy the significant majority of the Borough's housing need, although it may need to be pursued in-combination with other approaches should opportunities for development on other land be somewhat limited.
3 - To improve the health of the population overall and reduce health inequalities	+	Converting employment use sites to residential use would be likely to situate a large portion of new residents into relatively urban locations. These residents would have excellent access to a broad range of services and facilities, including health centres. Where higher density developments be required, it may be increasingly difficult to deliver services or facilities on-site. New residents would therefore be reliant upon existing services or facilities, which could lead to capacity related concerns in some locations.
4 - To improve the quality of where people live and work	+/-	Those living in the more rural locations would benefit from high quality open spaces a short distance from home. Homes in rural locations are often accompanied by a higher quantity of outdoor green space, as well as greater floorspace indoors, that may permit higher quality living environments. It is uncertain the extent to which this may be the case given the relatively small size of sites available and the likely density requirements for housing in the local plan. Other potential sources of land such as open spaces, allotments, play areas, parks and gardens currently play a pivotal role in the local community, providing residents with the opportunity to pursue high quality, active and healthy lifestyles outdoors and to engage with their neighbours. Residential development in these locations would result in the direct loss of such land and potentially diminish the resilience of the existing local community.
5 - To improve levels	+	Converting employment use sites to residential use would be likely to situate a large portion of new residents into relatively urban locations.

### Spatial Option 3

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SA Objective	Score	Commentary
of education and skills in the population overall		These residents would have excellent access to a broad range of services and facilities, education centres. Where higher density developments be required, it may be increasingly difficult to deliver services or facilities on-site. New residents would therefore be reliant upon existing services or facilities, which could lead to capacity related concerns in some locations.
6 - To conserve and enhance water quality and resources	-	In rural areas, it may be more difficult to avoid adversely impacting water quality such as by concreting over permeable soils. However, the majority of Ipswich is within groundwater SPZs and any development is likely to pose some risk to the quality of groundwaters without the adoption of avoidance measures such as SuDS.
7 - To maintain and where possible improve air quality	+/-	Residents in countryside or rural locations are typically higher pollutants than those in more urban locations, in large part due to their higher reliance on personal car use to travel longer distances more frequently. In contrast, redevelopment of employment land for residential use would be likely to situate a large portion of new residents in proximity to services, facilities and sustainable transport modes, thereby permitting a relatively low-emission lifestyle.
8 - To conserve and enhance soil and mineral resources	+/-	Redevelopment of existing buildings could also be an opportunity to reduce the amount of land lost to development and provide a high quantity of brownfield land that limits the loss of ecologically and agriculturally valuable soils. Residential development on countryside land or allotments and parks would have the opposite effect.
9 - To promote the sustainable management of waste	+/-	Redevelopment of existing buildings could also be an opportunity to re-use buildings and reduce the consumption of materials. Residential development on countryside land or allotments and parks would have the opposite effect.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Residents in countryside or rural locations typically have a higher carbon footprint than those in more urban locations, in large part due to their higher reliance on personal car use to travel longer distances more frequently. In contrast, redevelopment of employment land for residential use would be likely to situate a large portion of new residents in proximity to services, facilities and sustainable transport modes, thereby permitting a relatively low-carbon lifestyle.
11 - To reduce vulnerability to climatic events and	+/-	Vulnerability to flood risk largely depends on the precise distribution of development. This option may permit greater choice over where to situate new development than other options and it may therefore be more feasible to situate new development away from land at risk of

### Spatial Option 3

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SA Objective	Score	Commentary
flooding		flooding.
12 - To safeguard the integrity of the coast and estuaries	+/-	Focussing development in employment sites would be likely to help avoid adverse impacts on the coast and estuaries in most locations. Conversely, development in the countryside may make it more difficult to avoid adverse effects in all cases.
13 - To conserve and enhance biodiversity and geodiversity	-	Residential development on sites in the countryside would be likely to result in adverse effects on the biodiversity objective in many cases. The sites in the countryside locations are relatively small and so the adverse impacts may be somewhat limited. However, development in these locations would be likely to result in the loss of greenfield land that could potentially be supporting protected species and habitats. Converting employment site allocations to residential use would situate a large portion of new homes in predominantly urban locations. Development at these sites would be likely to have negligible impacts on biodiversity or the natural environment and, depending on the development design or layout, could be an opportunity to enhance the biodiversity value of these locations. Other potential sources of land such as open spaces, allotments, play areas, parks and gardens currently provide high biodiversity value to the local area. They provide an essential stepping stone or wildlife corridor function that connects habitats in the local ecological network. Residential development in these locations could have an adverse impact when considered against biodiversity objective.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	The centre and urban areas of Ipswich are home to a higher density of cultural heritage assets than countryside locations, including Listed Buildings, Scheduled Monuments and the Conservation Area. Whilst residential development would be largely in-keeping with the existing built form, and the lay of the land would prevent development from impacting long distance views, it may be difficult to avoid adverse impacts on heritage assets in all cases. It is unlikely that such impacts would be more severe than any impacts caused by developing the sites for employment purposes.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	-	Other potential sources of land such as open spaces, allotments, play areas, parks and gardens currently play a pivotal role in the local landscape and townscape, generally making a very positive contribution. Residential development in these locations could have an adverse impact when considered landscape objective. Residential development on sites in the countryside would be likely to result in adverse effects on the landscape objective in many cases. The sites in the countryside locations are relatively small and so the adverse impacts may be somewhat limited. However, development in these locations would be likely to result in the loss of greenfield land that may make a positive contribution towards the local landscape character. Tall buildings would exacerbate this effect and could potentially have a major impact on long distance views.

### Spatial Option 3

#### Change the use of existing land in the Borough to housing

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SA Objective	Score	Commentary
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	Residential development in the countryside at the periphery of Ipswich would situate a large portion of new residents relatively distant from key employment areas, particularly more so in some locations than others. Converting employment sites for residential use would reduce the quantity of employment land in the Borough. Based on current trends, there should still be an adequate supply of employment land to satisfy the Borough's needs by 2036 despite this. However, this option would not facilitate significant economic growth ambitions and potentially fails to take into account the need for the Council to provide employment sites in a range of locations and of a range of sizes.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Residential development in the countryside at the periphery of Ipswich would situate a large portion of new residents relatively distant from key employment areas, particularly more so in some locations than others. This may help to rejuvenate the vitality or vibrancy of centres of settlements in rural areas around Ipswich but may also limit opportunities for enhancing the vitality of central areas in Ipswich. Where higher density developments be required, it may be increasingly difficult to deliver services or facilities on-site, although where they are delivered, they could potentially be more viable due to the greater quantity of potential customers.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	+/-	Residents in countryside or rural locations typically have a higher carbon footprint than those in more urban locations, in large part due to their higher reliance on personal car use to travel longer distances more frequently. In contrast, redevelopment of employment land for residential use would be likely to situate a large portion of new residents in proximity to services, facilities and sustainable transport modes, thereby permitting a relatively efficient pattern of movement.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+/-	It is considered to be likely that residents situated on employment sites would have relatively good access to digital infrastructure and good internet speeds. Those situated in the countryside or other land may have more limited access should new infrastructure not be provided for.

## Spatial Option 4

### Continuation of existing approach

The distribution of development under this option would be based on the monitoring of delivery across the Borough since the adoption of the Core Strategy, which seeks to focus development in communities around Ipswich. Under this approach, development is focussed in settlements that offer a good range of services and facilities. This has resulted in approximately:

- 27% of development being directed towards East of Ipswich;
- 26% towards Felixstowe;
- 21% towards Key and Local Service Centres;
- 8% towards Leiston;
- 7% towards Saxmundham;
- 6% towards Framlingham;
- 3% towards Woodbridge;
- 1% towards Aldeburgh; and
- 1% towards other parts of the district.

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	Option 4 would continue to help ensure new residents have good access to key services and facilities and are therefore able to pursue high quality and active lifestyles, integrated in a local community and with minimal risk of feeling excluded. As the trend of development in these locations would continue, there could be an ever-increasing burden on local communities, services and facilities to accommodate growing numbers of locals.
2 - To meet the housing requirements of the whole community	++	It is likely that this option would help to deliver a quantity of housing that satisfies Ipswich's need. The delivery of affordable housing is largely uncertain although it is assumed that the minimum need would be satisfied.
3 - To improve the health of the population overall and reduce health inequalities	++	Option 4 would continue to help ensure new residents have good access to key services and facilities including health centres as well as a diverse range of natural habitats and open spaces. The distribution of development would help to alleviate over-capacity concerns at particular centres.
4 - To improve the quality of where people live and work	+	A large portion of development would be situated away from areas of high noise, air and light pollution. Residential development in rural locations may offer greater access to outdoor spaces and to provide higher quantities of outdoor amenity space.
5 - To improve levels of education and skills in the population overall	+	Option 4 would continue to help ensure new residents have good access to key services and facilities including schools. The distribution of development would be likely to help alleviate over-capacity concerns at particular schools.
6 - To conserve and enhance water quality and resources	+/-	In rural areas, it may be more difficult to avoid adversely impacting water quality such as by concreting over permeable soils. However, the majority of Ipswich is within groundwater SPZs and any development is likely to pose some risk to the quality of groundwaters without the adoption of avoidance measures such as SuDS.
7 - To maintain and where possible improve air quality	-	Residents in countryside or rural locations are typically higher pollutants than those in more urban locations, in large part due to their higher reliance on personal car use to travel longer distances more frequently. In contrast, redevelopment of employment land for residential use would be likely to situate a large portion of new residents in proximity to services, facilities and sustainable transport modes, thereby permitting

## Spatial Option 4

### Continuation of existing approach

The distribution of development under this option would be based on the monitoring of delivery across the Borough since the adoption of the Core Strategy, which seeks to focus development in communities around Ipswich. Under this approach, development is focussed in settlements that offer a good range of services and facilities. This has resulted in approximately:

- 27% of development being directed towards East of Ipswich;
- 26% towards Felixstowe;
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- 8% towards Leiston;
- 7% towards Saxmundham;
- 6% towards Framlingham;
- 3% towards Woodbridge;
- 1% towards Aldeburgh; and
- 1% towards other parts of the district.

SA Objective	Score	Commentary
		a relatively low-emission lifestyle.
8 - To conserve and enhance soil and mineral resources	-	Redevelopment of existing buildings could also be an opportunity to reduce the amount of land lost to development and provide a high quantity of brownfield land that limits the loss of ecologically and agriculturally valuable soils. Opportunities for doing this may be greater in East of Ipswich than elsewhere. Residential development on in more rural locations may necessitate the loss of large quantities of greenfield land and the agriculturally and ecologically valuable soils it contains.
9 - To promote the sustainable management of waste	+/-	Opportunities for reusing buildings or recycled materials may be more limited in areas outside Ipswich.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Residents in countryside or rural locations are typically higher pollutants than those in more urban locations, in large part due to their higher reliance on personal car use to travel longer distances more frequently. In contrast, redevelopment of employment land for residential use would be likely to situate a large portion of new residents in proximity to services, facilities and sustainable transport modes, thereby permitting a relatively low-emission lifestyle.
11 - To reduce vulnerability to climatic events and flooding	+/-	Vulnerability to flood risk largely depends on the precise distribution of development. This option may permit greater choice over where to situate new development than other options and it may therefore be more feasible to situate new development away from land at risk of flooding.
12 - To safeguard the integrity of the coast and estuaries	-	Felixstowe is adjacent to the River Orwell and in some cases, it may be difficult to avoid harm to the distinctive character, valuable biodiversity or sensitive cultural heritage of land associated with the coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	-	Many of the settlements that development would continue to be directed towards are in proximity to biodiversity and landscape constraints. Felixstowe is adjacent to the River Orwell SPA and SSSI as well as the Suffolk Coastal and Heaths AONB. Leiston is in proximity to the Suffolk Coastal and Heaths AONB as well as Minsmere to Walberswick Heaths and Marshes SAC and multiple stands of Ancient Woodland. It is likely that in some cases adverse harm to sensitive biodiversity designations cannot be avoided. Many of the above settlements, including the Key Service Centres, are in rural locations. Development in these locations is therefore likely to result in the loss of greenfield land that make a



## Spatial Option 4

### Continuation of existing approach

The distribution of development under this option would be based on the monitoring of delivery across the Borough since the adoption of the Core Strategy, which seeks to focus development in communities around Ipswich. Under this approach, development is focussed in settlements that offer a good range of services and facilities. This has resulted in approximately:

- 27% of development being directed towards East of Ipswich;
- 26% towards Felixstowe;
- 21% towards Key and Local Service Centres;
- 8% towards Leiston;
- 7% towards Saxmundham;
- 6% towards Framlingham;
- 3% towards Woodbridge;
- 1% towards Aldeburgh; and
- 1% towards other parts of the district.

SA Objective	Score	Commentary
		positive contribution towards the local character and which could potentially be supporting protected species and habitats. Such development would also be expected to increase the distance between habitats in some locations, thereby reducing connectivity of the local ecological network.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	Impacts on cultural heritage depend on the distribution of development and the extent to which it accords with the local character and existing setting. In most cases, the majority of development would be adjacent or within an existing built form with which it will likely accord. However, some of the settlements are relatively small and there is a risk of development here having an adverse impact on the setting of sensitive heritage assets such as Listed Buildings.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	-	Many of the settlements that development would continue to be directed towards are in proximity to biodiversity and landscape constraints. Felixstowe is adjacent to the River Orwell estuary and the Suffolk Coastal and Heaths AONB. Leiston is in proximity to the Suffolk Coastal and Heaths AONB as well as multiple stands of Ancient Woodland.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	The continuation of this strategy could help to improve the vitality and vibrancy of town centres where development is located, particularly in circumstances where additional services or facilities are provided for. Many residents could potentially be situated fairly distant from employment areas within Ipswich, although they would have reasonable access to such areas via the local road network and bus and rail. Directing residential development to locations outside of the Borough would better enable the Council to allocate available land within the Borough for employment purposes, where it is needed most.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	Many residents could potentially be situated fairly distant from employment areas within Ipswich, although they would have reasonable access to such areas via the local road network and bus and rail. With nearly all development directed away from central areas of Ipswich it is unlikely that there would be many opportunities for regenerating derelict land in central areas.
18 - To encourage efficient patterns of movement, promote	-	Residents in more rural locations may find they need to travel relatively far relatively frequently to access all services, amenities and employment areas. In some locations, there is good sustainable transport access which may alleviate increases in road traffic. However,



## Spatial Option 4

### Continuation of existing approach

The distribution of development under this option would be based on the monitoring of delivery across the Borough since the adoption of the Core Strategy, which seeks to focus development in communities around Ipswich. Under this approach, development is focussed in settlements that offer a good range of services and facilities. This has resulted in approximately:

- 27% of development being directed towards East of Ipswich;
- 26% towards Felixstowe;
- 21% towards Key and Local Service Centres;
- 8% towards Leiston;
- 7% towards Saxmundham;
- 6% towards Framlingham;
- 3% towards Woodbridge;
- 1% towards Aldeburgh; and
- 1% towards other parts of the district.

SA Objective	Score	Commentary
sustainable travel of transport and ensure good access to services		sustainable transport links are more limited in other locations and residents here are likely to have a relatively high reliance on person car use.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+/-	By situating the majority of new development in or adjacent to existing settlements, there will likely be relatively good access to digital infrastructure in most locations. However, some of the settlements are relatively small and it is uncertain the extent to which high internet speeds are provided for or the extent to which the digital infrastructure here will successfully adapt to future technologies such as 5G.

## Spatial Option 5

### Focus on Ipswich and A14 transport corridor

Option 5 would direct the majority of new development towards locations well-linked with Ipswich and the A14 transport corridor, with approximately:

- 50% of development directed towards East of Ipswich;
- 15% directed towards Felixstowe;
- 15% directed towards Saxmundham; and
- 8% directed towards Woodbridge.

Focusing development in these locations would help to reinforce links between Ipswich and the district of Suffolk Coastal. It would be likely to facilitate larger schemes that can provide for additional services and facilities, whilst also ensuring residents can travel efficiently to Ipswich via the nearby A14 transport corridor where several bus routes are also available. Development in Saxmundham and Woodbridge, where strategic development could feasibly be sought, would further boost the rail connections between these towns and Ipswich.

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	Development is unlikely to be excessively dense in each location and, overall, it is likely that this Option would enable new residents to pursue high quality and active lifestyles and to feel included within the local community. In some locations, such as Felixstowe and Saxmundham, the scale of residential development may alter the sense of the local community by contributing towards continued local population growth and distorting existing residents' sense of place.
2 - To meet the housing requirements of the whole community	++	Option 5 would be expected to facilitate a quantity of housing that satisfies the OAN and the diverse range of needs of Ipswich's residents.
3 - To improve the health of the population overall and reduce health inequalities	++	Option 5 would situate the majority of new residents in existing settlements that provide a good range of services and facilities including health centres. Over capacity issues would likely be avoided as these settlements would facilitate strategic settlements that provide new services and facilities. Access to open spaces and a diverse range of natural habitats would also generally be good.
4 - To improve the quality of where people live and work	+	A large quantity of development would be expected to direct new residents away from areas of particularly poor noise, air and light pollution.
5 - To improve levels of education and skills in the population overall	+	Option 5 would situate the majority of new residents in existing settlements that provide a good range of services and facilities, including education centres. Over capacity issues would likely be avoided as these settlements would facilitate strategic settlements that provide new services and facilities.
6 - To conserve and enhance water quality and resources	+/-	In rural areas, it may be more difficult to avoid adversely impacting water quality such as by concreting over permeable soils. However, the majority of Ipswich is within groundwater SPZs and any development is likely to pose some risk to the quality of groundwaters without the adoption of avoidance measures such as SuDS.
7 - To maintain and where possible improve air quality	-	Focussing development in these locations would help to ensure the significant majority of new residents have good access to sustainable modes of transport, including bus and rail, and are therefore able to travel to and from places of work, education or leisure. This would help to limit their emissions. However, in some cases they have relatively long distances to travel coupled with somewhat poor access to sustainable transport modes, depending on their location.
8 - To conserve and enhance soil and	-	Under Option 5, a relatively large portion of new development would be directed towards existing settlements in rural locations, including Saxmundham and Felixstowe. Development at each settlement would be likely to result in the loss of previously undeveloped greenfield land

## Spatial Option 5

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- 50% of development directed towards East of Ipswich;
- 15% directed towards Felixstowe;
- 15% directed towards Saxmundham; and
- 8% directed towards Woodbridge.

Focusing development in these locations would help to reinforce links between Ipswich and the district of Suffolk Coastal. It would be likely to facilitate larger schemes that can provide for additional services and facilities, whilst also ensuring residents can travel efficiently to Ipswich via the nearby A14 transport corridor where several bus routes are also available. Development in Saxmundham and Woodbridge, where strategic development could feasibly be sought, would further boost the rail connections between these towns and Ipswich.

SA Objective	Score	Commentary
mineral resources		that leads to a significant loss of agriculturally and ecologically valuable soils. currently make a positive contribution towards the local landscape and townscape character.
9 - To promote the sustainable management of waste	+/-	Opportunities for reusing buildings or recycled materials may be more limited in areas outside Ipswich.
10 - To reduce emissions of greenhouse gases from energy consumption	-	Focussing development in these locations would help to ensure the significant majority of new residents have good access to sustainable modes of transport, including bus and rail, and are therefore able to travel to and from places of work, education or leisure. This would help to limit their carbon footprint. However, in some cases they have relatively long distances to travel coupled with somewhat poor access to sustainable transport modes, depending on their location.
11 - To reduce vulnerability to climatic events and flooding	+/-	Vulnerability to flood risk largely depends on the precise distribution of development. This option may permit greater choice over where to situate new development than other options and it may therefore be more feasible to situate new development away from land at risk of flooding.
12 - To safeguard the integrity of the coast and estuaries	+/-	Felixstowe is adjacent to the River Orwell estuary and in some cases, it may be difficult to avoid harm to the distinctive character, valuable biodiversity or sensitive cultural heritage of land associated with the coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	-	Under Option 5, a relatively large portion of new development would be directed towards existing settlements in rural locations, including Saxmundham and Felixstowe. Development at each settlement would be likely to result in the loss of previously undeveloped greenfield land that could be supporting protected species or habitats whilst providing an important corridor or stepping stone function in the local ecological network. This Option may therefore make it difficult to avoid adverse impacts on biodiversity in all cases, particularly where strategic sites are located.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	Impacts on cultural heritage depend on the distribution of development and the extent to which it accords with the local character and existing setting. In most cases, the majority of development would be adjacent or within an existing built form with which it will likely accord. However, some of the settlements are relatively small and there is a risk of development here having an adverse impact on the setting of sensitive heritage assets such as Listed Buildings.
15 - To conserve and	-	Under Option 5, a relatively large portion of new development would be directed towards existing settlements in rural locations, including

## Spatial Option 5

### Focus on Ipswich and A14 transport corridor

Option 5 would direct the majority of new development towards locations well-linked with Ipswich and the A14 transport corridor, with approximately:

- 50% of development directed towards East of Ipswich;
- 15% directed towards Felixstowe;
- 15% directed towards Saxmundham; and
- 8% directed towards Woodbridge.

Focusing development in these locations would help to reinforce links between Ipswich and the district of Suffolk Coastal. It would be likely to facilitate larger schemes that can provide for additional services and facilities, whilst also ensuring residents can travel efficiently to Ipswich via the nearby A14 transport corridor where several bus routes are also available. Development in Saxmundham and Woodbridge, where strategic development could feasibly be sought, would further boost the rail connections between these towns and Ipswich.

SA Objective	Score	Commentary
enhance the quality and local distinctiveness of landscapes and townscape		Saxmundham and Felixstowe. Development at each settlement would be likely to result in the loss of previously undeveloped greenfield land that currently make a positive contribution towards the local landscape and townscape character. This Option may therefore make it difficult to avoid adverse impacts on landscape in all cases, particularly where strategic sites are located. Felixstowe is in proximity to the Suffolk Coastal and Heaths AONB.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	This Option would help to ensure the significant majority of new residents have good access to major employment areas via public transport modes. Some residents would be somewhat distant from major employers. Those in East of Ipswich would be particularly close to a broad range of good employment opportunities. Those living further afield under this option may have further to travel but would be provided with excellent access via rail, bus and road.
17 - To maintain and enhance the vitality and viability of town and retail centres	+	The proposed development in areas outside of Ipswich would also help to provide a boost to the vitality and vibrancy of centres throughout the FEA, as opposed to just inside the Borough, although this may limit opportunities for improving the vitality and vibrancy of central areas in Ipswich.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	-	Focussing development in these locations would help to ensure the significant majority of new residents have good access to sustainable modes of transport, including bus and rail, and are therefore able to travel to and from places of work, education or leisure. This would help to limit their carbon footprint. However, in some cases they have relatively long distances to travel and there may be a relatively high uptake of personal car use in some circumstances. It is likely that a large portion of new residents would be unable to walk or cycle to work.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+/-	By situating the majority of new development in or adjacent to existing settlements, there will likely be relatively good access to digital infrastructure in most locations. However, some of the settlements are relatively small and it is uncertain the extent to which high internet speeds are provided for or the extent to which the digital infrastructure here will successfully adapt to future technologies such as 5G.

## Spatial Option 6

### A12 transport corridor and dispersed rural focus

*Option 6 would focus new development in rural locations, particularly those linked with the A12 such as Saxmundham, Wickham Market and Yoxford. This would be likely to help improve road and rail connections between Ipswich and Lowestoft. The greater dispersal of sites would be likely to help further encourage future development of a scale appropriate to each community, thereby sustaining existing rural communities.*

SA Objective	Score	Commentary
1 - To reduce poverty and social exclusion	+	The majority of new residents under this Option would be situated in existing settlements in rural locations. They would be likely to have good access to services and facilities whilst also being able to pursue high quality and active lifestyles outdoors. Depending on the size of the community or the extent to which the location is rural, it may be difficult to avoid social exclusion in all cases. Development in rural settlements can sometimes be an opportunity to rejuvenate and further sustain the local community, particularly as this option would ensure the development is of an appropriate scale.
2 - To meet the housing requirements of the whole community	++	This option would be expected to facilitate a quantity of housing that satisfies the OAN and the diverse range of needs of Ipswich's residents.
3 - To improve the health of the population overall and reduce health inequalities	+	The majority of new residents under this Option would be situated in existing settlements in rural locations. They would be likely to have good access to services and facilities, including health centres, within the adjacent settlement.
4 - To improve the quality of where people live and work	+	Most new residents would have excellent access to outdoor natural and semi-natural greenspaces and with relatively large quantities of amenity space at home. Air, noise and light pollution is generally a much less severe concern in rural areas than urban.
5 - To improve levels of education and skills in the population overall	+	The majority of new residents under this Option would be situated in existing settlements in rural locations. They would be likely to have good access to services and facilities, including schooling, within the adjacent settlement.
6 - To conserve and enhance water quality and resources	+/-	In rural areas, it may be more difficult to avoid adversely impacting water quality such as by concreting over permeable soils. However, the majority of Ipswich is within groundwater SPZs and any development is likely to pose some risk to the quality of groundwaters without the adoption of avoidance measures such as SuDS.
7 - To maintain and where possible improve air quality	-	Focussing development in these locations would help to ensure the significant majority of new residents have good access to sustainable modes of transport, including bus and rail, and are therefore able to travel to and from places of work, education or leisure. This would help to limit their emissions. However, in some cases they have relatively long distances to travel coupled with somewhat poor access to sustainable transport modes, depending on their location.
8 - To conserve and enhance soil and mineral resources	--	Development in these rural locations would result in the loss of greenfield land that contain agriculturally and ecologically valuable soils.
9 - To promote the sustainable management of waste	-	Development in rural locations may limit opportunities for the reuse of buildings of recycled materials.
10 - To reduce	-	Residents in rural locations typically have a higher carbon footprint than those in urban locations, largely due to the further distances they have

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SA Objective	Score	Commentary
emissions of greenhouse gases from energy consumption		to travel to reach services, facilities and places of employment and the typically high reliance on personal car use for doing so. This strategy would result in a large quantity of rural living residents who could have relatively high carbon footprints, although they would have excellent access to bus and rail links that may help to limit this.
11 - To reduce vulnerability to climatic events and flooding	-	There is a relatively large extent of land at risk of flooding in the A12 corridor due to the area's proximity to the coast and several major watercourses.
12 - To safeguard the integrity of the coast and estuaries	+	This option would direct the majority of development away from the coast and estuaries and would therefore help to protect their distinctive character and sensitive biodiversity value from the impacts of development.
13 - To conserve and enhance biodiversity and geodiversity	-	With most development occurring in rural locations under Option 6, it may be difficult to avoid adverse impacts on natural environment constraints and assets in all cases. In addition to wildlife sites and SSSIs, stands of Ancient Woodland as well as areas supporting protected species and habitats are widely distributed throughout the rural regions in the A12 corridor. It is also likely that development in these locations would result in the loss of greenfield land that otherwise make positive contributions towards the local landscape character whilst playing an important role in local habitat connectivity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	-	Impacts on cultural heritage depend on the distribution of development and the extent to which it accords with the local character and existing setting. In most cases, the majority of development would be adjacent or within an existing built form with which it will likely accord. However, some of the settlements are relatively small and there is a risk of development here having an adverse impact on the setting of sensitive heritage assets such as Listed Buildings.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	-	Development in rural locations would result in the loss of greenfield land that otherwise make positive contributions towards the local landscape character. Development would be more likely to discord with the existing landscape and townscape character whilst adversely impacting distinctive countryside views for local residents.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	+	New residents would have good access to major employment areas via the A12 or rail and bus links, although they may in some cases face relatively long commuting distances to do so.
17 - To maintain and enhance the vitality and viability of town and retail centres	+/-	The proposed development in areas outside of Ipswich would also help to provide a boost to the vitality and vibrancy of centres throughout the FEA, as opposed to just inside the Borough. This Option would help to provide large scale development in rural settlements, thereby helping to provide a boost to their vitality and long-term viability. Development in rural settlements can sometimes be an opportunity to rejuvenate and further sustain the local community. However, this option may limit opportunities for enhancing the vitality or vibrancy of central areas within

## Spatial Option 6

### A12 transport corridor and dispersed rural focus

*Option 6 would focus new development in rural locations, particularly those linked with the A12 such as Saxmundham, Wickham Market and Yoxford. This would be likely to help improve road and rail connections between Ipswich and Lowestoft. The greater dispersal of sites would be likely to help further encourage future development of a scale appropriate to each community, thereby sustaining existing rural communities.*

SA Objective	Score	Commentary
		Ipswich.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	-	Residents in rural locations typically have longer distances to travel to reach services, facilities and places of employment and a typically high reliance on personal car use for doing so. The settlements target for development offer a good range of services and amenities, but in some cases is likely that residents would need to travel further afield such as to central areas of Ipswich. They may also be relatively distant from places of employment. This strategy would result in a large quantity of rural living residents, although they would have excellent access to bus and rail links that may help to limit increase in road traffic.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	+/-	By situating the majority of new development in or adjacent to existing settlements, there will likely be relatively good access to digital infrastructure in most locations. However, some of the settlements are relatively small and it is uncertain the extent to which high internet speeds are provided for or the extent to which the digital infrastructure here will successfully adapt to future technologies such as 5G.



# Appendix D

## Policies Assessments

## Ipswich Strategic Planning Area Policies

### Policy ISPA1: Growth in the Ipswich Strategic Planning Area:

Ipswich will continue to play a key role in the economic growth of the Ipswich Strategic Planning Area (ISPA), whilst enhancing quality of life and protecting the high-quality environments. Over the period 2018-2036, the Ipswich Borough Council Local Plan will contribute to:

- The creation of at least 33,690 jobs through the provision of at least 49.8ha of employment land across the Ipswich Functional Economic Area;
- The collective delivery of at least 37,278 dwellings across the Ipswich Housing Market Area 2018-36; and
- Supporting the continued role of Ipswich as County Town.

The Council will work actively with the other local planning authorities in the ISPA and with Suffolk County Council to co-ordinate the delivery of development and in monitoring and reviewing evidence as necessary.

### Policy ISPA2: Strategic Infrastructure Priorities:

The Council will work with partners such as the other local planning authorities in the ISPA, Suffolk County Council, Clinical Commissioning Groups, utilities companies, Highways England and Network Rail in supporting and enabling the delivery of key strategic infrastructure, and in particular the timely delivery of:

- Ipswich Northern Routes;
- A12 improvements;
- A14 improvements;
- Sustainable transport measures in Ipswich;
- Improved cycle routes;
- Increased capacity on railway lines for freight and passenger traffic;
- Appropriate education provision to meet needs resulting from growth;
- Appropriate health provision to meet needs resulting from growth;
- Improvements to water supply and treatment capacity; and
- Provision of appropriate digital telecommunications to provide mobile, broadband and radio signal for residents and businesses.

### Policy ISPA3: Cross-boundary mitigation of effects on Protected Habitats:

The Council will continue to work with other authorities to address the requirements of the Recreational Avoidance and Mitigation Strategy and implementation of mitigation measures for the benefit of the European protected sites across the Ipswich Strategic Planning Area.

The Council will continue to work with other authorities over the plan period to ensure that the strategy and mitigation measures are kept under review in partnership with Natural England and other stakeholders. *It is recommended that the name of this policy be 'Cross-boundary mitigation of effects on Protected Habitats and Species' given the purpose of the RAMS is to protect birds of the SPA.*

### Policy ISPA4: Cross Boundary Working to Deliver Peripheral sites:

Ipswich Borough Council will work with neighbouring authorities to master plan and deliver appropriate residential development and associated infrastructure on identified sites within the Borough but adjacent to the boundary, where cross boundary work is needed to bring forward development in a coordinated and comprehensive manner.

In order to meet housing needs within the Borough boundary as far as possible, the Council identifies a broad location for future housing growth and associated infrastructure improvements at the northern end of Humber Doucy Lane adjacent to Tuddenham Road. Development here would substantially follow that at Ipswich Garden Suburb and would not start before 2031.

Development will be planned and delivered comprehensively and will be master planned jointly with Suffolk Coastal District Council. It could require land and infrastructure works outside Ipswich Borough in order to come forward. New homes would be limited to south of the railway line and adjacent to the urban area. Infrastructure requirements would include the following:

- Primary school places to meet the need created by the development;
- Replacement sports facilities if needed to comply with policy DM5;
- A layout and design that incorporates a 'green rim' walking and cycling route around the edge of Ipswich; and
- Highway and junctions improvements on Humber Doucy Lane and Tuddenham Road and walking and cycling infrastructure to link to key destinations including the town centre.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and	ISPA1	++	S, M & L-T Permanent. Low uncertainty.	Policy ISPA1 sets out the Councils' commitment to delivering 37,278 dwellings and 33,690 jobs across the ISPA by 2036. The delivery of high-quality homes and a significant quantity of jobs could make a major positive contribution towards fighting poverty, reducing social exclusion and

social exclusion				supporting the changing population profile of the area, provided that a proportion of the jobs created go to currently unemployed residents in the plan area. It is highly likely that the policy would help to enhance the public realm in many locations and to contribute towards regeneration. It is largely uncertain the extent to which this policy would encourage participation in community activities, although this may be a resultant indirect effect from an increase in employment and potential disposable income.
	ISPA2	++	S, M & L-T Permanent. Low uncertainty.	ISPA2 sets out the Council's intention to work with neighbouring authorities to deliver a range of infrastructure and facilities, which could help to reduce rates of poverty in the Borough and to help avoid isolation or exclusion amongst residents. This may be through the provision of health, education and sustainable transport measures, which could lead to an increase in direct improvements measures, such as an increase in skills, as well as indirect benefits such as an improvement in indirect community interactions within communities.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 is unlikely to have a discernible effect on SA Objective 1.
	ISPA4	+	S, M & L-T Permanent. Medium uncertainty.	ISPA4 could help to support the changing population of the Borough by providing an appropriate mixture and type of housing in accessible locations, in response to identified needs. It is unlikely to improve the public realm and there is a risk that, should new housing be situated in rural locations that are relatively isolated and new services or facilities are not provided, new residents here could potentially feel somewhat excluded.
2 - To meet the housing requirements of the whole community	ISPA1	++	S, M & L-T Permanent. Low uncertainty.	Policy ISPA1 proposes a quantity of housing that would satisfy the housing needs of the Borough for the period until 2036. The delivery of this housing would be expected to help reduce homelessness in the Borough and to contribute towards satisfying the demand for a range of housing needs, such as affordable rented and affordable home owned. The proportional requirements for this are set out in Policy CS12 of the Local Plan.
	ISPA2	+	S, M & L-T Permanent. Low uncertainty.	The provision of new infrastructure, including that related to sustainable transport, health and education, as proposed under ISPA2, would support and enable the delivery of residential development, in response to identified needs.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 is unlikely to have a discernible effect on SA Objective 2.
	ISPA4	++	S, M & L-T Permanent. Medium uncertainty.	ISPA4 would help to ensure the LPR can deliver enough housing to satisfy the housing needs of the Borough by 2036 and could help to reduce homelessness. Due to the requirement for comprehensive masterplanning to include relevant infrastructure and service requirements, these homes are likely to have good access to services, facilities and sustainable transport modes and would likely be of a mixture and type that is appropriate to the local need.
3 - To improve the health of the population overall and reduce health inequalities	ISPA1	+	S, M & L-T Reversible. Low uncertainty.	The impacts of Policy ISPA1 on health and health inequalities is largely uncertain as this is dependent on the location of development in relation to the location of health services and facilities, although proximity to a range of services and facilities as well as sustainable transport provision is likely to be delivered through other plan policies, such as ISPA2. The provision of sustainable homes in high-quality environments should facilitate a reduction in health inequalities to some degree, insofar as it could reduce fuel poverty and other direct measures, as well as increasing the potential for indirect physical activity and community interactions.
	ISPA2	++	S, M & L-T Permanent. Low uncertainty.	ISPA2 sets out a commitment to the provision of new health facilities, which could make a major positive contribution towards ensuring existing and new residents have good access to a GP surgery and other necessary health services. Depending on the location of this provision, it could help to alleviate health inequalities in the Borough. Improved cycle routes could facilitate more active lifestyles, whilst improved sustainable transport modes may go some way to tackling areas of poor air quality that is damaging human health.
	ISPA3	+	S, M & L-T Reversible. Medium uncertainty.	The protection and enhancement of European sites stipulated in ISPA3 could in some cases help to ensure residents of Ipswich are able to access a diverse range of high quality and natural or semi-natural habitats. Conversely, it may also restrict access depending on the precise distribution of the adopted mitigation measures.
	ISPA4	+	S, M & L-T Reversible. Medium uncertainty.	ISPA4 would help to situate new residents in rural locations that provide excellent access to the countryside and a diverse range of natural and semi-natural habitats. The provision of walking and cycling routes and sports facilities could help to facilitate active and healthy lifestyles of new and existing residents.
4 - To improve the quality of where people live and work	ISPA1	+	S, M & L-T Reversible. Low uncertainty.	Policy ISPA1 is designed to help provide homes and jobs that satisfy the identified and varied needs of the Borough. This could help to regenerate areas of the Borough identified as requiring improvements and to provide existing and new residents with high-quality homes that offer good access to jobs. However, it is likely that some residents would be situated in areas of relatively poor air quality due to the urban nature of the Borough, where noise and light pollution (such as that associated with road transport) is also a concern.

	ISPA2	++	S, M & L-T Reversible. Low uncertainty.	ISPA2 could contribute towards healthy living environments by improving air quality, encouraging cycling and providing new health services. This could help to improve community interaction levels, which, in turn, could lead to an increase in natural surveillance and community cohesion, leading to a reduction in the fear of crime, and potential reduction in actual crime.
	ISPA3	+	S, M & L-T Reversible. Medium uncertainty.	The protection and enhancement of European sites stipulated in ISPA3 could in some cases help to protect and enhance the quality of the environment within which residents live, such as near the River Orwell.
	ISPA4	+	S, M & L-T Reversible. Medium uncertainty.	ISPA4 could help to situate residents in locations that have good sustainable transport links, green and open spaces around their local community and are unlikely to be in areas of significant noise or air pollution. The layout would incorporate a green rim. Overall, the quality of homes here would be likely to be very high.
5 - To improve levels of education and skills in the population overall	ISPA1	+	N/A	The extent to which this policy impacts education depends almost entirely on the distribution of development in relation to education facilities. However, the increase in the provision of housing is likely to lead to the corresponding delivery of increased educational facilities, in compliance with ISPA2.
	ISPA2	++	S, M & L-T Permanent. Low uncertainty.	ISPA2 sets out a commitment to the delivery of new education facilities to match residential growth. This could help to support higher rates of education and qualifications amongst the young. It would be particularly important in the Borough of Ipswich where the capacity of existing schools is currently under pressure.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 is unlikely to have a discernible effect on SA Objective 5.
	ISPA4	+	S, M & L-T Permanent. Medium uncertainty	ISPA4 sets out a commitment to only delivering the proposed development where the necessary infrastructure is provided for. This would include school places. Should this development proceed, ISPA4 would help to ensure existing and new residents have good access to schooling.
6 - To conserve and enhance water quality and resources	ISPA1	-	S, M & L-T, Permanent. Medium uncertainty.	It is considered to be likely that the construction and occupation of several thousand new homes, in-combination with several thousand new jobs, would result in a net increase in water consumption in the Borough. <i>It is recommended that new developments be of a sustainable design that permit a relatively efficient water use. Necessary capacity of water resources should be guaranteed prior to development taking place, which may occur through a phased approach.</i>
	ISPA2	++	S, M & L-T, Permanent. Medium uncertainty.	ISPA2 sets out a commitment to improving the water supply and treatment capacity in the area. This would be likely to help enhance water quality in some locations and to support the achievement of targets set out in the Water Framework Directive. Should the proposed improvements include attempts to improve water efficiency it would contribute towards more sustainable water consumption in the Borough in the longer term.
	ISPA3	+	S, M & L-T, Reversible. Medium uncertainty.	Many of the European sites in ISPA are water-based designations, such as the River Orwell and those associated with the coast. The likely protection and enhancement ISPA3 would provide them could help to support the achievement of targets in the WFD.
	ISPA4	○	S, M & L-T, Reversible. Medium uncertainty.	ISPA4 would be unlikely to have a discernible effect on SA Objective 6. <i>It is recommended that green infrastructure is included within key infrastructure projects delivered through ISPA4. This may also help to alleviate flood risk in some locations.</i>
7 - To maintain and where possible improve air quality	ISPA1	-	S, M & L-T, Permanent. Medium uncertainty.	It is considered to be likely that the construction and occupation of several thousand new homes, in-combination with several thousand new jobs, as facilitated by ISPA1 would worsen air quality in some locations of the Borough or make air improvement targets increasingly difficult to achieve. <i>It is recommended that good access to pedestrian and cycle paths as well as bus links is provided for in new developments to help limit increases in emissions.</i>
	ISPA2	++	S, M & L-T, Permanent. Medium uncertainty.	ISPA2 proposes a range of sustainable transport mode improvements, including increase capacity via rail and improved cycle routes, particularly for Ipswich. This would be expected to help reduce rates of air pollution associated with road transport in the Borough.
	ISPA3	○	S, M & L-T, Permanent. Low uncertainty.	ISPA3 would be unlikely to have a discernible effect on SA Objective 7.
	ISPA4	-	S, M & L-T, Permanent. Medium uncertainty.	ISPA4 could facilitate the delivery of relatively high rates of public transport uptake and walking and cycling for new residents. However, this policy could also facilitate the delivery of new development in relatively rural locations where air quality is likely to be relatively good. It is considered to be likely that the construction and occupation of new homes in these locations would lead to a net increase in air pollution, such as that associated with road transport. <i>It is recommended that green infrastructure be delivered within the development that helps to filter and sequester air pollutants.</i>

8 - To conserve and enhance soil and mineral resources	ISPA1	-	S, M & L-T, Permanent. Medium uncertainty.	It is considered to be likely that the construction of several thousand new homes would result in a net increase in land and soils lost to development in the Borough. This would also be likely to include some land that is Best and Most Versatile. <i>It is recommended that land be allocated in a sequential approach that seeks to use land that is least agriculturally and ecologically valuable first.</i>
	ISPA2	○	S, M & L-T Permanent. Low uncertainty.	ISPA2 would be unlikely to impact SA Objective 8 in a discernible way.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to have a discernible effect on SA Objective 8.
	ISPA4	-	S, M & L-T Permanent. Medium uncertainty.	The area being considered for development is predominantly previously undeveloped greenfield land that contains ecologically and agriculturally valuable soils. Development here would be likely to result in their permanent loss.
9 - To promote the sustainable management of waste	ISPA1	-	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that the construction and occupation of several thousand new homes, in-combination with several thousand new jobs, would result in a net increase in waste generation in the Borough.
	ISPA2	○	S, M & L-T Permanent. Low uncertainty.	ISPA2 would be unlikely to impact SA Objective 9 in a discernible way.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 9 in a discernible way.
	ISPA4	○	S, M & L-T Permanent. Low uncertainty.	ISPA4 would be unlikely to impact SA Objective 9 in a discernible way. <i>It is recommended that new infrastructure delivered through ISPA4 includes provision for sustainable waste management.</i>
10 - To reduce emissions of greenhouse gases from energy consumption	ISPA1	--	S, M & L-T Permanent. Medium uncertainty.	It is considered to be likely that the construction and occupation of several thousand new homes, in-combination with the creation of several thousand new jobs, would result in an increase in energy and non-renewable fuels consumption in the Borough, thereby increasing the area's total carbon footprint.
	ISPA2	+	S, M & L-T Permanent. Medium uncertainty.	ISPA2 proposes a range of sustainable transport mode improvements, including increased capacity via rail and improved cycle routes, particularly for Ipswich. This would be expected to help limit increases in GHG emissions associated with road transport.
	ISPA3	0	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 10 in a discernible way.
	ISPA4	-	S, M & L-T Permanent. Medium uncertainty.	The construction and occupation of homes at previously undeveloped locations considered in ISPA4 would be expected to result in a net increase in energy consumption and GHG emissions in relation to existing levels. This would be limited to some extent by the accessibility of sustainable transport modes, including rail and cycle.
11 - To reduce vulnerability to climatic events and flooding	ISPA1	--	N/A	The extent to which this policy impacts vulnerability to flood risk depends almost entirely on the distribution of development in relation to flood risk areas. However, it is considered to be likely that it would necessitate some development on land at risk of flooding, including in Flood Zone 3, given the limited opportunities for further growth on the Borough's periphery.
	ISPA2	○	S, M & L-T Permanent. Low uncertainty.	ISPA2 would be unlikely to impact SA Objective 11 in a discernible way.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 11 in a discernible way.
	ISPA4	+/-	S, M & L-T Permanent. Low uncertainty.	The location considered for development under ISPA4 sits in EA Flood Zone 1 and would therefore help to ensure new residents here are less vulnerable to the likely impacts of climate change, compared with development in alternative locations. Large scale development on greenfield land could potentially alter flood risk elsewhere or increase the likelihood of surface water flooding.
12 - To safeguard the integrity of the coast and estuaries	ISPA1	+/-	N/A	The extent to which this policy impacts the coast and estuaries depends almost entirely on the distribution of development in relation to coastal and estuarine areas.
	ISPA2	○	S, M & L-T Permanent. Low uncertainty.	ISPA2 would be unlikely to impact SA Objective 12 in a discernible way.
	ISPA3	++	S, M & L-T Permanent. Medium uncertainty.	Within the ISPA some European sites are associated with the coast and estuaries, such as Debben Estuaries SPA and Stour and Orwell Estuaries SPA. The Recreational Avoidance and Mitigation Strategy, which ISPA3 commits the Council to, would mitigate potential effects of the Local Plan on the Orwell Estuary SPA to avoid significant effects on the birds. This could make a significant contribution towards SA Objective 12 and the

				protection of the integrity of estuaries.
	ISPA4	○	S, M & L-T Permanent. Low uncertainty.	ISPA4 would be unlikely to impact SA Objective 12 in a discernible way.
13 - To conserve and enhance biodiversity and geodiversity	ISPA1	-	S, M & L-T Permanent. High uncertainty.	The impact of Policy ISPA1 on biodiversity and geodiversity depends largely on the distribution of development. However, it is considered to be likely that the quantity of development being targeted would, to some extent, result in the loss of greenfield land, which could fragment the ecological network by increasing distances between habitats and agricultural areas.
	ISPA2	-	S, M & L-T Permanent. Low uncertainty.	The impacts of ISPA2 on biodiversity largely depends on the location of the new road scheme and its infrastructure requirements. It is considered to be likely that this scheme would in some locations result in the loss of green spaces, would pose a risk to protected species (such as by loss of habitat or creating an impenetrable barrier to their movement)
	ISPA3	++	S, M & L-T Permanent. Medium uncertainty.	The Recreational Avoidance and Mitigation Strategy, which ISPA3 commits the Council to, seeks to mitigate potential effects of the Local Plan on the Orwell Estuary SPA to avoid significant effects on the birds. This could make a significant contribution towards SA Objective 13 and the maintenance and enhancement of European sites.
	ISPA4	-	S, M & L-T Permanent. Medium uncertainty.	The area considered for development under ISPA4 is comprised of previously undeveloped greenfield land, which could potentially be supporting a range of protected species that play an important role in the connectivity of the local ecosystem.
	ISPA1	-	N/A	The extent to which this policy impacts cultural heritage depends almost entirely on the distribution of development in relation to heritage assets and constraints. Given the rich heritage and archaeological importance of central Ipswich, it is considered to be likely that adverse impacts on heritage assets would arise in some locations. This would be mitigated to some extent by policies DM12 and DM13.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	ISPA2	-	S, M & L-T Permanent. Low uncertainty.	Impacts of ISPA2 are likely to be primarily related to the impacts of the new road. It is considered to be likely that the road scheme and its infrastructure would alter the setting of heritage assets in some locations, in part due to the visual alteration of the area surrounding heritage assets and potentially due to the impact of noise and light pollution.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 is unlikely to have a discernible effect on SA Objective 14.
	ISPA4	+	S, M & L-T Permanent. Medium uncertainty.	IPSA3 would help to protect and enhance Stour and Orwell Estuaries SPA. Orwell River and the estuary are in proximity to a large number of Listed Buildings and ISPA4 may therefore help to protect and enhance their setting. Orwell River itself has played an important role in the history of Ipswich and the local area and ISPA4 may help to preserve this important feature in the local character and heritage.
	ISPA1	-	S, M & L-T Permanent. High uncertainty.	Depending on the layout and design of development, in many locations Policy ISPA1 could have a positive impact on a site's contribution to the local character. However, this is largely dependent on the distribution of development. Overall it cannot be ruled out that greenfield land would be lost to development and in some locations, there would be an adverse impact on views or the local character. The distinctive character of central areas could also be threatened in some locations.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	ISPA2	○	S, M & L-T Permanent. Low uncertainty.	Impacts of ISPA2 on landscape are likely to be primarily related to the new road scheme. Should the road be built through distinctive natural landscapes, it would result in visual detracting from the local character and result in an altered sense of place that is difficult to mitigate.
	ISPA3	+	S, M & L-T Permanent. Medium uncertainty.	The protection of European sites associated with the estuary, as provided through the Recreational Avoidance and Mitigation Strategy that ISPA3 commits the Council to, could help to protect some important landscape features that define the local character.
	ISPA4	-	S, M & L-T Permanent. Medium uncertainty.	There is a risk that the development considered through ISPA4 could adversely impact the Listed Buildings and Scheduled Monument in proximity to the local area, largely because the development would result in the loss of greenfield land, which may make a positive contribution to the local character. To some extent, this approach could help to alleviate the pressure on central areas to deliver all the required growth for Ipswich, which could help to protect some heritage assets in central locations from harm caused by development.
	ISPA1	++	S, M & L-T Reversible. Medium uncertainty.	Policy ISPA1 seeks to deliver enough jobs to satisfy the employment needs of the Borough by 2036. This would be expected to contribute towards economic growth in Ipswich and to improve the economic performance in more deprived locations. It is expected that the types and variety of jobs would satisfy the identified needs and growth aspirations for specific sectors.
16 - To achieve sustainable levels of prosperity and growth throughout the	ISPA2	+	S, M & L-T Permanent. Medium uncertainty.	ISPA2 sets out a commitment to improve the A12 and A14, as well as to deliver Ipswich Northern Routes and a range of improvements to sustainable transport modes. This could help to improve the accessibility of employment areas in Ipswich, potentially contributing towards improving the resilience of the local economy as well as economic performance in more deprived areas. It could also open up new areas of land for



plan area				business development, improving the attractiveness of the area for inward development.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 16 in a discernible way.
	ISPA4	○	S, M & L-T Permanent. Low uncertainty.	ISPA4 would be unlikely to impact SA Objective 16 in a discernible way. <i>It is recommended that employment opportunities are included in the masterplan to help reduce the need for all residents to travel.</i>
17 - To maintain and enhance the vitality and viability of town and retail centres	ISPA1	++	S, M & L-T Reversible. Medium uncertainty.	The quantity of jobs and employment land that this policy would deliver could make a major contribution to helping regenerate various areas near the central area of the Borough. The number of vacant sites could decrease, and in some locations the distinctiveness of the centre may be enhanced. Increased footfall in central locations would help to enhance the vitality and vibrancy in some locations.
	ISPA2	+	S, M & L-T Permanent. Medium uncertainty.	ISPA2 sets out a commitment to improve the A12 and A14, as well as to deliver Ipswich Northern Routes and a range of improvements to sustainable transport modes. This could help to make central areas of Ipswich increasingly accessible to residents further afield. This could help to improve the vitality and viability of the central area and to contribute towards regeneration.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 17 in a discernible way.
	ISPA4	○	S, M & L-T Permanent. Low uncertainty.	ISPA4 would be unlikely to impact SA Objective 17 in a discernible way.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	ISPA1	-	S, M & L-T Reversible. Medium uncertainty.	The extent to which this policy influences sustainable travel in the Borough largely depends on the distribution of development in relation to public transport links such as bus stops and railway stations. However, it is likely that the quantity of development proposed would increase overall congestion in some locations and thereby reduce the efficiency of movement in some locations in Ipswich.
	ISPA2	++	S, M & L-T Permanent. Low uncertainty.	ISPA2 sets out a commitment to improve the A12 and A14, as well as to deliver Ipswich Northern Routes and a range of improvements to sustainable transport modes. This would make a significant contribution towards encouraging efficient modes of transport whilst helping to ensure most residents good access to a range of services. It would also provide good access to countryside and towns and cities outside the Borough.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 18 in a discernible way.
	ISPA4	+	S, M & L-T Permanent. Low uncertainty.	ISPA4 could help to situate new residents in proximity to walking and cycling routes that provide good access into central areas. This would help to facilitate efficient and relatively sustainable travel of residents at development near Humber Doucy Lane and Tuddenham Road. The development would not proceed until the necessary infrastructure for supporting the development, including highway junctions and improvements, and it is therefore unlikely that the development would have an adverse impact on the efficiency of travel for other residents. The development would also include education and sports facilities, and this would reduce the need to travel.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	ISPA1	+	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that the delivery of new homes and jobs would in some locations provide new digital infrastructure or facilitate the future provision of new digital infrastructure.
	ISPA2	++	S, M & L-T Permanent. Low uncertainty.	ISPA2 sets out a commitment to provide appropriate digital telecommunications to provide mobile, broadband and radio signal for resident and businesses. This would make a significant contribution towards SA Objective 19 and could increase opportunities for the digital economy.
	ISPA3	○	S, M & L-T Permanent. Low uncertainty.	ISPA3 would be unlikely to impact SA Objective 19 in a discernible way.
	ISPA4	○	S, M & L-T Permanent. Low uncertainty.	ISPA4 would be unlikely to impact SA Objective 19 in a discernible way.



## Core Strategy Policies

### Spatial Strategy Policies

#### Policy CS1: Sustainable Development

In Ipswich a comprehensive approach will be taken to tackling climate change and its implications through the policies of this plan.

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- The application of the policies in that Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>2</sup>; or
- The proposal would undermine the achievement of the vision and objectives set out through this Local Plan.

#### Policy CS2: The Location and Nature of Development

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

- a. Focusing new residential development and community facilities into the town centre, the Waterfront, Portman Quarter (formerly Ipswich Village), and Ipswich Garden Suburb and into or within walking distance of the town's District Centres, and supporting community development;
- b. Identifying a broad location for future growth at the northern end of Humber Doucy Lane for housing and associated infrastructure later in the plan period after 2031, and working with Suffolk Coastal District Council to master plan development and ensure a comprehensive approach to its planning and delivery;
- c. Working with neighbouring authorities to address housing need within the Ipswich housing market area;
- d. Focusing major new retail development into the Central Shopping Area with smaller sites identified in District Centres;
- e. Focusing new office, hotel, cultural and leisure development into Ipswich town centre;
- f. Directing other employment uses (B1 (except office), B2 and B8) to employment areas distributed in the outer parts of the Borough, and there will be a town centre first approach to the location of offices;
- g. Dispersing open space based (non-commercial) leisure uses throughout the town with preferred linkage to ecological networks and/or green corridors, and protecting the countryside from inappropriate development; and
- h. Development demonstrating principles of very high quality architecture and urban design and which enhances the public realm and is resilient to climate change.

A sustainable urban extension to north Ipswich will be delivered subject to the provision of suitable infrastructure (see policy CS10).

Major developments within the town centre, Portman Quarter, Waterfront and District Centres should incorporate a mix of uses to help achieve integrated, vibrant and sustainable communities. Major developments (for the purposes of this policy) are defined as commercial developments of 1,000 sq. m or more or residential developments of 10 dwellings or more. Exceptions may be made for large offices or education buildings for a known end user.

In the interests of maximising the use of previously developed land, development densities will be high in the town centre, Portman Quarter and Waterfront, medium in the rest of IP-One and in and around the District Centres, and low elsewhere, where it does not compromise heritage assets and the historic character of Ipswich.

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<sup>2</sup> Those policies in the NPPF relating to sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; land designated as Local Green Space; and Area of Outstanding Natural Beauty; irreplaceable habitats; designated heritage assets and areas at risk of flooding or coastal change.

### Policy CS3: IP-One Area Action Plan

The Council will prepare and implement an IP-One Area Action Plan incorporated in the Site Allocations and Policies Development Plan Document, to plan for significant change in central Ipswich and help to deliver the Ipswich Vision. The Area Action Plan will include policies which:

- a. Define the extent of the Waterfront and the Portman Quarter (formerly Ipswich Village) and set out policy for development within them;
- b. Allocate sites for development in IP-One;
- c. Set down development principles to apply in identified opportunity areas where change will be concentrated;
- d. Define and safeguard the Education Quarter to support the development of the University of Suffolk and, Suffolk New College;
- e. Identify heritage assets which development proposals will need to have regard to and integrate new development with the existing townscape;
- f. Define the Central Car Parking Core within which parking controls will apply;
- g. Identify where new community facilities and open space should be provided within IP-One;
- h. Provide a framework for the delivery of regeneration in IP-One and address the need for infrastructure, including the need for an additional access to the Island Site; and
- i. Provide tree-planting and, urban greening schemes, mindful of the ecological network, to improve the street scene and permeability for wildlife throughout the town centre.

### Policy CS4: Protecting our Assets

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

The Council will conserve, and promote the enjoyment of, the historic environment. To this end, it will:

- i. conserve and enhance the character and appearance of conservation areas, by preparing and reviewing where necessary character appraisals and using them to guide decisions about development.;
- ii. review the extent of conservation areas and designate any new areas or amend boundaries as appropriate;
- iii. conserve and enhance heritage assets within the Borough through the development management policies in this plan, the use of planning obligations to secure the enhancement and promotion of the significance of any heritage asset, the maintenance of a list of buildings and other heritage assets of local importance and taking steps to reduce the number of heritage assets at risk.;
- iv. Promote local distinctiveness and heritage assets through the publication and review of Supplementary Planning Documents (SPDs) including the Ipswich Urban Character SPD and the Development and Archaeology SPD; and
- v. Recognise the wider role heritage can play in regeneration, as a cultural, educational, economic and social resource.

The Council will also seek to protect and enhance local biodiversity, trees and soils in accordance with the National Planning Policy Framework and national legislation by:

- a. Applying appropriate levels of protection commensurate with their status to international, national and local designated sites and protected and priority species and habitats;
- b. Requiring new development to incorporate provision for protecting and enhancing local biodiversity and geodiversity interests;
- c. Avoiding the loss of ancient woodland and ancient or veteran trees in accordance with national policy, and requiring new development to enhance canopy cover;
- d. Supporting the Greenways Project;
- e. Designating additional Local Nature Reserves where appropriate;
- f. Preparing and implementing management plans for Council owned wildlife sites;
- g. Identifying an ecological network across Ipswich and linking into adjacent areas, and protecting and enhancing it in accordance with policy DM8 to maximise the benefits of ecosystem services and provide net gains for biodiversity; and
- h. Conserving and enhancing the scenic value of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and requiring development to respond to local landscape sensitivity.

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

### Policy CS5: Improving Accessibility

Development should be located and designed to minimise the need to travel and to enable access safely and conveniently on foot, by bicycle and by public transport (bus and rail). This will encourage greater use of these modes. The Council will work with the Highway Authority including through the Local Transport Plan to manage travel demand in Ipswich and maximise sustainable transport solutions and in doing so will prioritise the development of an integrated cycle network.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
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1 - To reduce poverty and social exclusion	CS1	+	S, M & L-T Reversible. Low uncertainty.	CS1 commits the Council towards socially, economically and environmentally sustainable development. Achieving this would require the delivery of new homes, jobs, services and facilities that contribute towards the local sense of place, reduce social exclusion and help rejuvenate potentially derelict areas of the Borough.
	CS2	+	S, M & L-T Reversible. Low uncertainty.	CS2 would, in part, focus residential development and community facilities into the town centre, waterfront, Portman Quarter and the Ipswich Garden Suburb – all within walking distance of town or District Centres. In each case, this could help to reduce social exclusion and to rejuvenate potentially derelict areas of the Borough. New community and leisure facilities would be likely to be highly accessible for most residents. New jobs would be situated where they are needed most and where they can easily be accessed, which would be likely to help reduce local rates of unemployment.
	CS3	+	S, M & L-T Reversible. Low uncertainty.	CS3 would see the IP-One Area Action Plan implemented by the Council, which includes policies in relation to the provision of community facilities. This would help to ensure a large portion of residents have excellent access to such facilities and are at less risk of social exclusion.
	CS4	+	S, M & L-T Reversible. Medium uncertainty.	The protection of biodiversity assets throughout Ipswich could help to ensure all residents are able to access greenspaces and a diverse range of natural habitats equally, thereby reducing social exclusion.
	CS5	++	S, M & L-T Reversible. Low uncertainty.	CS5 would ensure community services and facilities are accessible for all, which would help reduce the risk of social exclusion. Environmental improvements that may result from reducing the need to travel could reduce air, noise and light pollution, leading to a reduction in geographical inequalities.
2 - To meet the housing requirements of the whole community	CS1	+	S, M & L-T Reversible. Low uncertainty.	CS1 permits sustainable development in the Borough and in so doing should enable the delivery of new homes. Furthermore, the commitment towards socially sustainable development would necessitate the inclusion of homes that satisfy the diverse needs of the Borough's residents.
	CS2	++	S, M & L-T Reversible. Low uncertainty.	CS2 is a spatial strategy that would enable the Council to satisfy the Borough's housing needs. The majority of this housing, if not all, would be likely to be within the Borough boundary.
	CS3	++	S, M & L-T Reversible. Low uncertainty.	The Area Action Plan facilitated by CS3 would allocate sites for development in the IP-One area, which would make a major contribution towards meeting the Borough's housing needs.
	CS4	○	N/A Low uncertainty	CS4 would be unlikely to have a discernible impact on housing needs.
	CS5	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on housing needs.
3 - To improve the health of the population overall and reduce health inequalities	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 is designed to ensure the Plan delivers economically, socially and environmentally sustainable development. In order to do so, helping to improve the health of residents would be a necessary component of the Local Plan. Furthermore, improvements to air quality and open spaces delivered through the Plan, as well as the delivery of additional health centres and facilities, would provide a positive contribution towards improving overall health and fighting health inequalities.
	CS2	++	S, M & L-T Reversible. Low uncertainty.	The distribution of homes in relation to services and amenities would help to ensure residents have excellent access to doctors, the hospital, green and open spaces and a diverse range of natural habitats whilst being situated within existing communities and the relatively short distances to travel in each case may be likely to encourage high rates of walking and cycling.
	CS3	+	S, M & L-T Reversible. Low uncertainty.	The Area Action Plan facilitated by CS3 would help to ensure new residents are situated within an established community with excellent access to community facilities and open spaces. The short distances may encourage walking and cycling.
	CS4	+	S, M & L-T Reversible. Low uncertainty.	The protection of biodiversity assets throughout Ipswich could help to ensure all residents are able to access greenspaces and a diverse range of natural habitats equally, thereby reducing health inequalities and facilitating active and outdoor lifestyles.
	CS5	+	S, M & L-T Reversible. Low uncertainty.	CS5 would enable higher rates of walking and cycling and therefore more active lifestyles of residents. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
4 - To improve the quality of where people	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 would be expected to help lead to improvements in air quality and the protection of valued built and natural assets. It is highly likely that a knock-on effect of socially sustainable development delivered through CS1 is that residents are able to pursue high-quality, safe and active lifestyles at home and outdoors.

live and work	<b>CS2</b>	++	S, M & L-T Reversible. Medium uncertainty.	It is thought to be likely that the spatial distribution sought through CS2 would help to ensure residents and workers are situated within high quality-built environments with excellent access to a diverse range of natural habitats whilst also being situated away from major sources of noise, air and light pollution in most cases. In many cases, the enhanced built form with natural surveillance may help to reduce rates of crime and the fear of crime.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would help to situate a large quantity of residents within high-quality and distinctive neighbourhoods where natural surveillance may permit reduced crime rates and reduce the fear of crime.
	<b>CS4</b>	+	S, M & L-T Reversible. Low uncertainty.	The enhancement of biodiversity assets and trees throughout Ipswich could help to improve air quality in some locations. Should the high-quality outdoor environments encourage residents to spend a greater portion of their time outdoors, it could increase natural surveillance to the extent that crime rates are reduced.
	<b>CS5</b>	+	S, M & L-T Reversible. High uncertainty.	Higher rates of walking and cycling as well as more efficient transport delivered by CS5 may help to reduce noise, air and light pollution in many parts of the Borough. This could reduce geographical inequalities and improve quality of life more generally.
5 - To improve levels of education and skills in the population overall	<b>CS1</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS1 is designed to ensure the Plan delivers economically, socially and environmentally sustainable development. In order to do so, helping to improve the education and skills of residents to better equip them for the changing economy and world would be a necessary component of the Plan.
	<b>CS2</b>	+	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that CS2 would help to ensure new residents have excellent access to education and employment opportunities that could improve their levels of skills and qualifications.
	<b>CS3</b>	++	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would define and safeguard an Education Quarter that would support the development of the university and the college, which would make a major contribution to improving opportunities for locals to gain skills and qualifications.
	<b>CS4</b>	○	N/A Low uncertainty	CS4 would be unlikely to have a discernible impact on education or skills.
	<b>CS5</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS5 would require residential development to be provided with good access to education opportunities, leading to positive impacts.
6 - To conserve and enhance water quality and resources	<b>CS1</b>	-	S, M & L-T Reversible. Medium uncertainty.	CS1 would seek to ensure new development in the Borough accords with the range of policies in the Plan, thereby permitting sustainable development. This would help to ensure that new development would avoid significant adverse effects on water quality, as required by the WFD, and would ensure there is an adequate and sustainable supply of water resources that can satisfy the growing need. However, the overall increase in development that would be facilitated through CS1 would be expected to result in a net increase in water consumption in the Borough and in some cases, given the quantity of development, the number of sites this would need and the prevalence of waterbodies in Ipswich, it may be difficult to avoid adverse impacts on water quality in all cases.
	<b>CS2</b>	-	S, M & L-T Reversible. Medium uncertainty.	The majority of Ipswich is within a groundwater SPZ and CS2 would be expected to situate most new development in an area where groundwater contamination is a risk. Additionally, a large quantity of development would be on the waterfront adjacent to the Neptune Marina where pollution or contamination of waters, such as through surface water runoff carrying construction dust, could be harmful to water quality. Policy CS1 and its requirements for avoiding harm to water quality would be likely to help avoid and minimise this risk in many cases. However, given the quantity of development it is expected that there would, in some circumstances, be a risk of reduced water quality as well as a net reduction in water resource consumption.
	<b>CS3</b>	-	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would lead to development along the waterfront which could pose a risk to the quality of water here. It would also situate development within a groundwater SPZ. Policy CS1 and its requirements for avoiding harm to water quality would be likely to help avoid and minimise this risk in many cases. However, given the quantity of development it is expected that there would, in some circumstances, be a risk of reduced water quality as well as a net reduction in water resource consumption.
	<b>CS4</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS4 would help to protect and enhance above ground biodiversity and minimise the loss of soils. This could help to reduce potential rates of contamination of water bodies from surface water runoff, such as by increasing the permeability of soils and interception by vegetation.
	<b>CS5</b>	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on water quality and resources.
7 - To maintain	<b>CS1</b>	-	S, M & L-T Reversible.	At the heart of CS1 is a commitment to tackling climate change. This will only be achievable through a reduction in the Borough's carbon footprint

and where possible improve air quality			Medium uncertainty.	and more efficient and more sustainable transport. Such a commitment could also result in a reduction in air pollution. However, it is considered to be unlikely that the development delivered through the LPR would avoid a net reduction in air pollution given the quantity of development and the likely net increase in road traffic and congestion this would lead to.
	<b>CS2</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS2 would help to ensure that residents and workers can reach homes, jobs, services, amenities and facilities efficiently and via sustainable transport modes, including via walking and cycling. This would be likely to help to reduce air pollution associated with road traffic.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	It is largely uncertain how the Area Action Plan facilitated by CS3 would impact on air quality. However, the provision of tree planting and urban greening schemes would be likely to help filter out air pollutants. The IP-One area would also help to enable efficient and relatively sustainable transport of most residents and workers and this may help to improve air quality.
	<b>CS4</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS4 would help to protect and enhance above ground vegetation that can provide an important air pollutant filtering service.
	<b>CS5</b>	+	S, M & L-T Reversible. Low uncertainty.	CS5 would enable higher uptakes of sustainable transport modes, including foot and cycle. It would also result in shorter distances needed to be travelled. This would be highly likely to lead to improvements in air quality in many locations.
8 - To conserve and enhance soil and mineral resources	<b>CS1</b>	-	S, M & L-T Permanent. Medium uncertainty.	CS1 would help to ensure that future development in Ipswich is relatively sustainable. However, such development would inevitably require the use of previously undeveloped land in some cases and would subsequently result in the permanent loss of soils and use of mineral/natural non-renewable resources. Whilst CS1 does require development to accord with Local Plan policies, some of which are designed to ensure an efficient use of land, a net loss in soils cannot be avoided.
	<b>CS2</b>	-	S, M & L-T Permanent. Medium uncertainty.	It is expected that the significant majority of development would be situated on brownfield and previously developed land as a result of CS2. Additionally, much of this development would be of a density that enables an efficient use of land. However, a limited portion of development would be situated on previously undeveloped greenfield land and there would as a result be an unavoidable and permanent net loss in soils – although these would not be BMV soils.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	A key benefit of the Area Action Plan facilitated by CS3 would be that nearly all new development at the Waterfront and the Portman Quarter could take place on brownfield sites.
	<b>CS4</b>	++	S, M & L-T Reversible. Medium uncertainty.	CS4 would seek to protect ecologically valuable soils from being lost or harmed by development. The protection and enhancement of aboveground biodiversity would also be expected to help contribute towards healthier soils. The policy also seeks the use of reclaimed, renewable, recycled and low environmental impact materials in construction, in order to conserve finite natural resources and minimise environmental impacts.
	<b>CS5</b>	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on soils or mineral resources.
9 - To promote the sustainable management of waste	<b>CS1</b>	-	S, M & L-T Permanent. Medium uncertainty.	CS1 would help to ensure that future development in Ipswich is relatively sustainable. However, such development would inevitably require the use and consumption of raw materials, and subsequently the generation of waste (including that which arises from the construction, occupation and demolition phases of development). Whilst CS1 does require development to accord with Local Plan policies, some of which are designed to tackle waste, these are unlikely to prevent a net increase in waste generation arising from the likely quantity of development in the Borough.
	<b>CS2</b>	-	S, M & L-T Permanent. Medium uncertainty.	Given the quantity of development on brownfield and previously undeveloped land CS2 would facilitate, opportunities for reusing materials or buildings during construction could be plentiful and it is likely that most households and businesses would have good access to recycling facilities. However, it is expected that there would be a net increase in materials used and consumed and subsequently in the generation of waste sent to landfill.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	Impacts of the Area Action Plan facilitated by CS3 on waste are largely uncertain, although there could be good opportunities for the reuse of materials or buildings in many cases given the location of development. Access to waste recycling facilities would also be very good in the IP-One area.
	<b>CS4</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS4 would seek to encourage recycled, reused, renewable and low environmental impact materials being used during construction.
	<b>CS5</b>	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on waste
10 - To reduce	<b>CS1</b>	-	S, M & L-T Reversible.	At the heart of CS1 is a commitment to tackling climate change. This will only be achievable through a reduction in the Borough's carbon footprint.

emissions of greenhouse gases from energy consumption			Medium uncertainty.	CS1 is therefore a commitment towards reducing GHG emissions and energy consumption in the Borough. However, the policy also facilitates the required quantity of residential and employment development which would be expected to lead to a net increase in GHG emissions and energy consumption over the Plan period to some extent.
	CS2	+	S, M & L-T Reversible. Medium uncertainty.	CS2 would help to ensure that residents and workers can reach homes, jobs, services, amenities and facilities efficiently and via sustainable transport modes, including via walking and cycling. This would be likely to help to reduce GHG emissions associated with road traffic.
	CS3	+	S, M & L-T Reversible. Medium uncertainty.	It is largely uncertain how the Area Action Plan facilitated by CS3 would impact climate change. However, the provision of tree planting and urban greening schemes would be likely to help provide a carbon sink functions whilst the IP-One area would also help to enable efficient and relatively sustainable transport of most residents and workers.
	CS4	+	S, M & L-T Reversible. Medium uncertainty.	CS4 would help to ensure trees and woodlands are not lost to development. They would also be supported by additional planting in developments. This would be likely to help to increase the carbon storage capacity of vegetation in the Borough.
	CS5	+	S, M & L-T Reversible. Low uncertainty.	CS5 would be likely to result in a reduction in GHG emission associated with transport as a result reducing the need to travel; encouraging the greater uptake of sustainable transport modes; and by enabling efficient movement.
11 - To reduce vulnerability to climatic events and flooding	CS1	-	S, M & L-T Reversible. Medium uncertainty.	CS1 commits the Council to a positive approach of approving development proposals where they accord with Local Plan policies. A range of policies in the Plan are dedicated towards reducing the extent of flood risk residents are exposed to. It is therefore expected that CS1 would help to ensure that, in most cases, new and existing residents in the Borough are not vulnerable to the rising risk of flooding. However, given the quantity of development required and the prevalence of fluvial and surface water flood risk in Ipswich, it is considered to be likely that a portion of new and existing residents will be exposed to flood risk and be more vulnerable to the impacts of climate change over the Plan period.
	CS2	--	S, M & L-T Reversible. Medium uncertainty.	Much of the land development would be directed towards through CS2 is in Flood Zones 2 and 3, for example land at the Waterfront or on the island. It would therefore be necessary to carefully apply the sequential and flood risk exception tests to ensure new development does not take place in areas of flood risk with which it is incompatible.
	CS3	--	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would situate new development in areas of high flood risk such as near the Waterfront.
	CS4	+	S, M & L-T Reversible. High uncertainty.	Green infrastructure can play an essential role in alleviating flood risk and its protection and enhancement through CS4 may help to reduce flood risk in some locations <i>Recommendation: Sustainable drainage and flood risk should be considered specifically as part of GI design.</i>
	CS5	O	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 provides protection to valued assets in the Borough, including those associated with the Orwell Estuary. This would help to protect the Estuary from adverse impacts. It is noted that the Orwell Estuary will be covered by the South East Inshore Marine Plan when it is completed (consultation took place early in 2018).
	CS2	+	S, M & L-T Reversible. Medium uncertainty.	CS2 would situate the significant majority of development within the Borough boundary and therefore away from the coast and estuaries. In so doing, it could be seen to be safeguarding coast and estuaries from harm caused by development.
	CS3	+	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would situate the significant majority of development within the Borough boundary and therefore away from the coast and estuaries. In so doing, it could be seen to be safeguarding coast and estuaries from harm caused by development.
	CS4	+	S, M & L-T Reversible. High uncertainty.	The protection and enhancement of biodiversity assets including the SPA and Ramsar sites would also lead to the protection and enhancement of the River Orwell and its estuary. The protection and enhancement of biodiversity assets including the SPA and Ramsar sites would also lead to the protection and enhancement of the River Orwell and its estuary.
	CS5	O	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on estuaries or the coast.
13 - To conserve and enhance biodiversity and geodiversity	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 commits the Council to a positive approach of approving development proposals where they accord with Local Plan policies. A range of policies in the Plan are dedicated towards protecting the Borough's biodiversity. This will therefore help to ensure that, in most cases, development only arises where it avoids adverse impacts, or leads to positive impacts, on the value of biodiversity in Ipswich, such as by creating a green infrastructure network across previously derelict brownfield land or avoiding development in proximity to European sites.



	<b>CS2</b>	-	S, M & L-T Permanent. Medium uncertainty.	It is expected that the significant majority of development would be situated on brownfield land as a result of CS2 and therefore could avoid the loss of priority habitats. Additionally, development would predominantly be directed towards existing urban locations away from sensitive and protected biodiversity assets such as SACs and SSSIs. However, a limited portion of development would be situated on greenfield land and there would as a result be some degree of loss of structures such as trees and hedgerow that could be supporting protected species. In some cases, development would also be expected to be in proximity to county wildlife sites, such as the River Orwell, for which the impacts of construction could pose a risk of harm.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	The provision of tree planting and urban greening schemes would be likely to help enhance the biodiversity value of the IP-One area. Development in this location would be likely to avoid adverse impacts on designated biodiversity assets. The significant majority of land would be situated on brownfield or derelict sites and may be a chance to enhance their biodiversity value and improve local ecological connectivity.
	<b>CS4</b>	++	S, M & L-T Reversible. Medium uncertainty.	CS4 sets out protection for existing biodiversity assets as well as a commitment to new nature reserves. The biodiversity value of green infrastructure such as trees will be protected from harm and supported by increased canopies. Overall, CS4 could make a major positive contribution towards the protection and enhancement of biodiversity and geodiversity in Ipswich.
	<b>CS5</b>	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on biodiversity or geodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	<b>CS1</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS1 commits the Council to a positive approach of approving development proposals where they accord with Local Plan policies. A range of policies in the Plan are dedicated towards protecting the Borough's historic character. This will therefore help to ensure that, in most cases, development only arises where it avoids adverse impacts, or leads to positive impacts, on the historic environment such as by improving a derelict site's contribution to the setting of a Listed Building or by facilitating archaeological research in the Borough's historic core.
	<b>CS2</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS2 would direct the significant majority of development away from sensitive heritage areas such as the Conservation Area. As development would be situated within areas of existing built form, alterations to settings would be unlikely. In some cases, development may be in somewhat proximity to Listed Buildings or situated on land of archaeological interest. However, development here would be considered to be an opportunity to enhance potentially derelict sites' contribution to the local character, particularly due to the requirement in CS2 for high-quality architecture and design. Development would also be a chance to investigate local archaeology.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would provide the opportunity to rejuvenate derelict sites in proximity to heritage assets and conservation areas and thereby help to improve their contribution to the local setting.
	<b>CS4</b>	++	S, M & L-T Reversible. Medium uncertainty.	CS4 sets out protection for heritage assets and Conservation Areas. Through this policy, the Plan would be highly likely to avoid adverse impacts whilst leading to positive impacts in many locations, such as due to the redevelopment of derelict plots with high-quality designs that enhance the local setting.
	<b>CS5</b>	○	N/A Low uncertainty	CS5 would be unlikely to have a discernible impact on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	<b>CS1</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS1 commits the Council to a positive approach of approving development proposals where they accord with Local Plan policies. A range of policies in the Plan are dedicated towards enhancements of the Borough's landscapes and townscapes. This could therefore help to ensure that, in most cases, development only arises where it avoids adverse impacts, or leads to positive impacts, on the local character.
	<b>CS2</b>	+	S, M & L-T Reversible. Low uncertainty.	CS2 would direct new development towards existing urban areas and would therefore help to ensure it generally accords with the existing character. Additionally, CS2 would ensure development is of a high-quality design that makes a positive contribution to the local character. The provision of open spaces throughout the Borough would also be likely to have a positive impact on the character of where they are located.
	<b>CS3</b>	+	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan facilitated by CS3 would see new development be situated within an existing built form with which it accords. The provision of GI and open space, and the redevelopment of derelict or vacant plots, would help to ensure the IP-One area protects and enhances the character of various areas in the Borough.
	<b>CS4</b>	++	S, M & L-T Reversible. Medium uncertainty.	CS4 sets out protection for heritage assets and Conservation Areas as well as various green infrastructure assets and open spaces. As a result of CS4, development would be of a high-quality design and architecture, incorporating open spaces and GI, likely resulting in an improvement to the impact of a site on the local character in many places.
	<b>CS5</b>	○	N/A	CS5 would be unlikely to have a discernible impact on landscapes or townscapes.



			Low uncertainty	
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 permits sustainable economic development throughout the Borough, should it accord with Local Plan policies. It will therefore enable development of an appropriate type and scale to occur that contributes towards a sustainable level of growth and prosperity.
	CS2	++	S, M & L-T Reversible. Low uncertainty.	CS2 would help to ensure new businesses and employment land are situated in central areas that are highly accessible for residents and workers. It commits the Council to a spatial strategy that would accommodate the level of new employment land needed to satisfy the forecasted jobs growth of the Borough.
	CS3	++	S, M & L-T Reversible. Low uncertainty.	The Area Action Plan facilitated by CS3 would lead to the provision of new employment land, helping to ensure new jobs arise where they are needed and where they are accessible to local residents.
	CS4	○	N/A Low uncertainty	By protecting and enhancing assets throughout the Borough, CS4 could help to improve and regenerate the attractiveness of areas throughout the Borough. In so doing, this may help to increase footfall and people's willingness to socialise outdoors, thereby providing a boost to businesses and services in such areas.
	CS5	+	S, M & L-T Reversible. Medium uncertainty.	CS5 would enable more efficient movement of residents in Ipswich. This would help to alleviate congestion and to improve the productivity of the Borough's workers. The Policy also includes support for the expansion of electronic communications networks throughout the Plan area as a means for supporting economic growth and enabling home working.
17 - To maintain and enhance the vitality and viability of town and retail centres	CS1	+	S, M & L-T Reversible. Medium uncertainty.	CS1 permits sustainable economic development throughout the Borough, should it accord with Local Plan policies. In many locations, this would permit development to occur that would help enhance the vitality and vibrancy of the Borough's centres.
	CS2	+	S, M & L-T Reversible. Low uncertainty.	CS2 would situate new employment land and homes near central areas throughout the Borough, likely leading to a boost to the vitality of various centres. It would also lead to numerous derelict sites being redeveloped and rejuvenated throughout Ipswich, particularly in central areas.
	CS3	++	S, M & L-T Reversible. Low uncertainty.	The Area Action Plan facilitated by CS3 would see new residents and jobs situated near central areas with derelict sites also being rejuvenated. District and retail centres throughout the Borough would receive a boost to their vitality and vibrancy.
	CS4	+	S, M & L-T Reversible. Low uncertainty.	CS4 would see an improvement to the outdoor environment with the protection and enhancement of GI. This could help to encourage residents to spend more time outdoors and in attractive retail centres, potentially improving their vibrancy.
	CS5	++	S, M & L-T Reversible. Medium uncertainty.	CS5 would enable more efficient movement of residents in Ipswich. Central areas may be more permeable and therefore more easily visited by tourists. The productivity of workers in central areas, dealing with less congestion on a daily basis, may also increase. The vitality of the town centres depends on people being able to access it via a variety of means and CS5 would make a meaningful contribution towards this.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	CS1	+	S, M & L-T Reversible. Medium uncertainty.	Mitigating climate change and only be achieved if transport is made more efficient and more sustainable. The pursuit of reducing Ipswich's carbon footprint would be expected to incorporate a trend of ever more sustainable and efficient travel in the Borough.
	CS2	+	S, M & L-T Reversible. Low uncertainty.	It is considered to be likely that development in central and urban locations and on brownfield or derelict sites would lead to the provision of new digital infrastructure where it can benefit large quantities of residents.
	CS3	+	S, M & L-T Reversible. Low uncertainty.	The Area Action Plan delivered through CS3 would situate new residents in proximity to jobs, services, facilities and open spaces and in so doing would facilitate their efficient movement via sustainable transport modes including foot, cycle and bus.
	CS4	+	S, M & L-T Reversible. Low uncertainty.	High quality outdoor environments with attractive GI would encourage higher rates of walking and cycling.
	CS5	++	S, M & L-T Reversible. Low uncertainty.	CS5 would seek to reduce the distances residents are required to travel, thereby enabling more efficient movement from place to place. It would also ensure residents and workers are able to take sustainable modes of transport, particularly walking and cycling, to access jobs, services, facilities and amenities. The Policy also includes support for the expansion of electronic communications networks throughout the Plan area as a means for reducing the need to travel.
19 - To ensure that the digital infrastructure available meets the needs of current and	CS1	+	S, M & L-T Reversible. Medium uncertainty.	The local, national and international economy is growing ever more digitalised. The commitment of CS1 towards sustainable economic growth would necessitate the delivery of new digital infrastructure that is equipped for future technologies such as 5G.
	CS2	+	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that development in central and urban locations would enable the provision of digital infrastructure in locations that would benefit large quantities of people.
	CS3	+	S, M & L-T Reversible. Medium uncertainty.	The Area Action Plan delivered through CS3 would be expected to lead to the provision of digital infrastructure that provides for the needs of local residents.

future generations	<b>CS4</b>	○	N/A Low uncertainty	CS4 would be unlikely to have a discernible impact on digital infrastructure.
	<b>CS5</b>	++	N/A Low uncertainty	CS5 includes support for the expansion of electronic communications networks throughout the Plan area as a means for supporting economic growth and enabling home working.

## Live Policies

### Policy CS6: The Ipswich Area

Policy deleted.

### Policy CS7: The Amount of Housing Required

This policy has been assessed elsewhere in the SA Report as a quanta of growth option.

### Policy CS8: Housing Type and Tenure

The Council will plan for a mix of dwelling types to be provided, in order to achieve strong, vibrant and healthy communities. All major schemes over 10 dwellings will be expected to provide a mix of dwelling types and sizes in accordance with the Council's Strategic Housing Market Assessment where it remains up to date and any other evidence of local needs supported by the Council.

Exceptions to this approach will only be considered where:

- a. A different approach is demonstrated to better meet housing needs in the area; or
- b. The site location, characteristics or sustainable design justify a different approach; or
- c. A different approach would expedite the delivery of housing needed to meet targets and is acceptable in other planning terms.

The Council will support Self Build, Custom Build and Co-Housing developments for residential accommodation in appropriate locations, in the interests of supporting high quality homes which meet the identified needs of the Borough. In all housing schemes of 50 or more dwellings, the Council will require 10% of the plots to be provided for self or custom build. The subdivision of larger sites into smaller ones with the purpose to circumvent the requirement will not be permitted.

For affordable housing provision, the most appropriate type, size and mix for each development will be guided by the Council's Affordable Housing Position Statement, where it remains up to date, and the particular characteristics of the site.

### Policy CS9: Previously Developed Land

Policy deleted.

### Policy CS10: Ipswich Garden Suburb

Land at the northern fringe of Ipswich, which is referred to as Ipswich Garden Suburb, will form a key component of the supply of housing land in Ipswich during the plan period.

The site, identified on the policies map, consists of 195ha of land which will be developed comprehensively as a garden suburb of three neighbourhoods: Henley Gate neighbourhood (east of Henley Road and north of the railway line), Fonnereau neighbourhood (west of Westerfield Road and south of the railway line) and Red House neighbourhood (east of Westerfield Road). Approximate area in hectares

Over the plan period, the site will deliver land uses as set out below: Land use

Public open space, sport and recreation facilities including dual use playing fields 40

A Country Park (additional to the public open space above) 24.5 (minimum)

Residential development of approximately 3,500 dwellings 100

A District Centre located within Fonnereau Neighbourhood, providing: 3.5

i. A maximum of 2,000 sq.m m net of convenience shopping, to include a medium/large supermarket between 1,000 and 1,700 sq.m m net;

ii. Up to 1,220 sq.m m net of comparison shopping;

iii. Up to 1,320 sq.m m net of services uses including non-retail Use Class A1, plus A2 to A5 uses;

iv. A health centre;

v. A library;

vi. A police office;

vii. A multi-use community centre; and

viii. Residential accommodation in the form of appropriately designed and located upper floor apartments.

Two Local Centres located in Henley Gate and Red House neighbourhoods, together providing:

1.5 including 0.5ha per local centre in the Henley Gate and Red House neighbourhoods and 0.5ha within the Henley Gate neighbourhood for the country park visitor centre and community centre.

- i. Up to 500 sq.m net of convenience retail floorspace
- ii. Up to 600 sq.m net of comparison retail floorspace; and
- iii. Up to 500 sq.m net of service uses including non-retail Use Class A1, plus Classes A2 to A5; and
- iv. Community Centre use (which could include Country Park Visitor Centre use) located in Henley Gate

A secondary school within the Red House neighbourhood with access from Westerfield Road	9
Three primary schools (one in each neighbourhood)	6
Primary road infrastructure, including a road bridge over the railway to link the Henley Gate and Fonnereau neighbourhoods	5

The broad distribution of land uses is indicated on the policies map. The detailed strategic and neighbourhood infrastructure requirements for the development are included in Table 8B in Chapter 10. Triggers for their delivery will be identified through the Ipswich Garden Suburb Infrastructure Delivery Plan.

Future planning applications for the site shall be supported by an Infrastructure Delivery Plan based on the identified infrastructure requirements set out in Table 8B. The Infrastructure Delivery Plan shall set out in detail how the proposed development and identified strategic and neighbourhood infrastructure will be sequenced and delivered within the proposed schemes.

Overall, the Council will seek 31% affordable housing at Ipswich Garden Suburb. For each individual application, the level of affordable housing should be the maximum compatible with achieving the overall target and achieving viability, as demonstrated by an up to date viability assessment which has been subject to independent review. The re-testing of the viability will occur pre-implementation of individual applications within each neighbourhood. Each phase of development will be subject to a cap of 35% affordable housing. The Council will seek a mix of affordable dwelling types, sizes and tenures in accordance with policies CS8 and CS12.

An Ipswich Garden Suburb supplementary planning document (SPD) has been adopted, which will:

- a. guide the development of the whole Ipswich Garden Suburb area;
- b. amplify 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 potential development phases, in the interests of sustainability and integration;
- c. identify the detailed location of a district and two local centres and other supporting infrastructure; and
- d. provide guidance on the sequencing of housing and infrastructure delivery required for the development.

Development proposals will be required to demonstrate that they are in accordance with the SPD. They should positively facilitate and not prejudice the development of other phases of the Ipswich Garden Suburb area and meet the overall vision for the comprehensive development of the area as set out in the SPD.

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 as envisaged by CS16 and is more particularly identified in the SPD.

The land to the west of Tuddenham Road north of the railway line is allocated for the replacement playing fields necessary to enable development of the Ipswich School playing field site as part of the Garden Suburb development.

## Policy CS11: Gypsy and Traveller Accommodation

Provision will be found within the Ipswich Borough where possible for additional permanent pitches to meet the need for 27 permanent pitches to 2036, as identified through the Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Needs Assessment 2017. Where sites cannot be found within the Borough, the Council will work with neighbouring authorities to secure provision.

Applications for the provision of permanent pitches will be considered against the following criteria:

- a. The existing level of local provision and need for sites;
- b. The availability (or lack) of alternative accommodation for the applicants; and
- c. Other personal circumstances of the applicant, including the proposed occupants must meet the definition of Gypsy or Traveller.

Sites for additional Gypsy and Traveller pitches will be assessed against the following criteria.

- a. The site should be located: i. where it would be well served by the road network; and ii. where it would be well related to basic services including the public transport network.
- b. The site should be: i. accessible safely on foot, by cycle and by vehicle; ii. free from flood risk and significant contamination; iii. safe and free from pollution; iv. capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities; v. proportionate in size to any nearby settlements, to support community cohesion; and vii.vi. where possible, located on previously developed land.
- c. The site should not have a significant adverse impact on: i. the residential amenity of immediate or close neighbours; ii. the appearance and character of the open countryside; iii. sites designated to protect their nature conservation, ecological networks, geological or landscape qualities; iv. heritage assets including their setting; and v. the physical and social infrastructure of local settlements.

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

The Council will work with Suffolk County Council and neighbouring authorities to develop a South Suffolk transit (short stay) site between Ipswich and Felixstowe.

The needs of travelling showpeople will be kept under review. Applications for new sites will be assessed against criteria a. to c. above.

Sites currently used by Gypsies and Travellers are identified on the policies map and are protected for that use.

## Policy CS12: Affordable Housing

The Council will seek to ensure that a choice of homes is available to meet identified affordable housing needs in Ipswich. Outside the Ipswich Garden Suburb, this will be achieved by requiring major new developments of 10 dwellings or more (or on sites of 0.5ha or more) to provide for at least 15% on-site affordable housing by number of dwellings. At least 60% of affordable housing provision shall consist of affordable housing for rent and the remainder affordable home ownership, except where:

- i. The proposal is for Build to Rent units only; ii. The proposal provides specialist accommodation to meet specific needs; iii. The proposal is for self-build homes; or iv. The proposal is exclusively for affordable housing.

The Council will only consider reducing the requirement for the proportion of affordable housing on a particular development site, or amending the tenure mix to include more affordable home ownership, where:

- a. Alternative provision is outlined by the applicant within a site-specific viability assessment (using a recognised toolkit) and the conclusions are accepted by the Council; or
- b. An accepted independent review of development viability finds that alternative provision on viability grounds is justifiable; and
- c. The resultant affordable housing provision would ensure that the proposed development is considered sustainable in social terms through its delivery of housing integration, with particular regard to meeting the identified need for small family dwellings where these can reasonably be integrated into the scheme.

The presumption will be in favour of on-site provision rather than the payment of commuted sums in lieu of provision. Affordable housing should be integrated into developments and should not be readily distinguishable from market housing

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	CS8	++	S, M & L-T Reversible. Low uncertainty.	CS8 would help to ensure that new housing in Ipswich satisfies the varied needs of the local population, including in terms of affordability, type and size and would therefore make a major positive contribution towards alleviating rates of social exclusion and poverty in various areas of the Borough.
	CS10	++	S, M & L-T Reversible. Low uncertainty.	CS10 would deliver a significant quantity of homes that are of a mix and type to support the varied needs of Ipswich's residents. The provision of open space, services and facilities would help to ensure that residents here are situated within a community and do not feel excluded. The proposed Development of the garden suburb would be likely to make a major contribution towards alleviating local rates of poverty by providing a range of homes and jobs suited to the needs of local residents.
	CS11	+	S, M & L-T Reversible. Low uncertainty.	CS11 would help to ensure that appropriate provision is made for Gypsy and Traveller accommodation, on safe sites that would be accessible for all via foot, cycle and public transport. This would help to alleviate poverty and exclusion for this section of Ipswich's community.
	CS12	++	S, M & L-T Reversible.	CS12 would help to ensure that new housing in Ipswich satisfies the varied needs of the local population, including in terms of the provision of

			Low uncertainty.	affordable housing – 60% of which would be available to rent.
2 - To meet the housing requirements of the whole community	CS8	++	S, M & L-T Reversible. Low uncertainty.	CS8 is designed to ensure that, whilst the quantity of homes satisfies the forecast growth in need, the type, cost and location of homes also satisfies the varied needs of Ipswich's diverse and growing population. The mix of homes is informed by a robust evidence base in the SHMA and would be expected to help establish, or to support, strong and healthy communities throughout the Borough.
	CS10	++	S, M & L-T Reversible. Low uncertainty.	The proposed garden suburb to be delivered through CS10 would provide approximately 3,500 new homes in Ipswich. This would make a major contribution towards meeting the housing needs for the entire community of Ipswich over the Plan period.
	CS11	++	S, M & L-T Reversible. Low uncertainty.	CS11 would ensure that the housing needs of the Gypsy and Traveller community are catered for. It is likely that their specific needs and requirements in terms of site location would be satisfied given the Council's commitment to identifying sites in collaboration with the community.
	CS12	++	S, M & L-T Reversible. Low uncertainty.	CS12 would help to ensure that new housing in Ipswich satisfies the varied needs of the local population, including in terms of the provision of affordable housing – 60% of which would be available to rent.
3 - To improve the health of the population overall and reduce health inequalities	CS8	+	S, M & L-T Reversible. Medium uncertainty.	Inappropriate housing can result in a range of health problems for residents and it is essential that people live in homes that suit their personal needs, such as the elderly. CS8 would help to ensure that a varied mix of housing is available that aligns with the varied needs of the local population and would thereby help to tackle health inequalities. Living in a strong and healthy community is also beneficial to the mental wellbeing of residents.
	CS10	++	S, M & L-T Reversible. Low uncertainty.	New residents within the proposed garden suburb would have excellent access to open spaces, a diverse range of natural habitats and health facilities. They would be within an existing community, within which is a new medical centre, and would be likely to be encouraged to take up walking and cycling given their proximity to a broad range of services and facilities.
	CS11	+	S, M & L-T Reversible. Low uncertainty.	The provision of appropriate sites in accessible locations away from major sources of pollutants would be expected to enable members of the Gypsy and Traveller community within Ipswich to pursue active and healthy lifestyles.
	CS12	+	S, M & L-T Reversible. Low uncertainty.	CS12 would help to ensure residents of Ipswich who require affordable housing to buy or rent are able to acquire a home that suits their needs and in so doing the policy would facilitate healthier lifestyles at home.
4 - To improve the quality of where people live and work	CS8	++	S, M & L-T Reversible. Low uncertainty.	CS8 would help to ensure that all members of the community are able to reside in high-quality housing that meets their personal needs and circumstances. The pursuit of strong and healthy communities would be likely to encourage lower crime rates and healthier living environments.
	CS10	++	S, M & L-T Reversible. Low uncertainty.	The garden suburb proposed in CS10 is an effective means of situating a large portion of new residents within an attractive and distinctive neighbourhood with public open spaces and infrastructure that may be likely to enable higher rates of natural surveillance and thus lower crime rates. The provision of a police station within the suburb would also make a major contribution towards the safety of residents. The area of the suburb in the northern fringe would help to avoid areas of poor air quality and major noise and light pollutants – although there is a risk that some residents would be in proximity to the railway line which could be a source of noise and light disturbance. <i>Recommendation: Within the garden suburb, new homes should be located and designed in a manner to minimise potential air, noise and light pollution associated with the railway track.</i>
	CS11	+	S, M & L-T Reversible. Low uncertainty.	CS11 would help to ensure Gypsies and Travellers are able to pursue high quality and active lifestyles at home, being situated away from major sources of pollution and with excellent access to necessary services as well as the countryside.
	CS12	+		CS12 would help to ensure that all members of the community are able to reside in high-quality housing that meets their personal needs and circumstances.
5 - To improve levels of education and skills in the population overall	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on education or skills.
	CS10	++	S, M & L-T Reversible. Low uncertainty.	The garden suburb would provide new education facilities, including a new primary and secondary school, that would make a major contribution towards increasing local schooling capacity. The garden suburb would also be an effective means of situating a large number of new residents in proximity to schools.
	CS11	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on education or skills.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on education or skills.

				<i>Recommendation: It is recommended that, in addition to the provision of affordable homes, residential sites are considered for the extent to which they would provide residents with access to state education including primary and secondary schooling.</i>
6 - To conserve and enhance water quality and resources	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on water resources.
	CS10	⊖	S, M & L-T Permanent. Low uncertainty.	Within the northern fringe area there are several waterbodies. The proposed construction and occupation of the significant quantity of development here may pose a risk to the quality of these waters. Most of the area is also within groundwater SPZ3, whilst a small portion in the north is in SPZ2. Construction and operation here may therefore pose a risk to the quality of groundwaters. Additionally, given the general area is largely previously undeveloped, the proposed development would be expected to result in a major increase in water consumption at this location in relation to existing levels. <i>Recommendation: Best efforts would be required during construction to avoid contamination or pollution of any and all water bodies in the northern fringe area and SuDS should be incorporated into the proposed Development. New homes here should be designed with efficient water consumption in mind, with the use of efficient fittings (i.e. taps, showers etc.), water harvesting, and water butts considered.</i>
	CS11	+	S, M & L-T Permanent. Medium uncertainty.	CS11 would help to ensure that new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation are able to be appropriately drained and serviced, including with waste disposal, and thus adverse impacts on water quality as a result of development and occupation in these locations are more likely to be avoided.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on air quality.
	CS10	⊖	S, M & L-T Permanent. Low uncertainty.	CS10 would help to situate a large portion of new residents in an area of relatively good air quality. However, the construction and occupation of 3,500 homes as well as various services, facilities and associated infrastructure would be expected to result in a major increase in air pollution in the northern fringe area. The provision of the new road may help to improve the efficiency of road traffic movement to some extent, but overall it is likely to result in a major increase in the quantity of road traffic in the area. <i>Recommendation: Ensure residents have excellent access to pedestrian and cycle routes to key and central areas. Incorporate GI throughout the development to help filter air pollutants effectively, such as along road sides and near homes.</i>
	CS11	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on air quality.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on air quality.
8 - To conserve and enhance soil and mineral resources	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on soils or mineral resources.
	CS10	⊖	S, M & L-T Permanent. Low uncertainty.	The proposed construction of the garden suburb in the northern fringe area would result in the permanent loss of significant quantities of previously undeveloped land containing ecologically and agriculturally valuable soils. Much of this soil is Grade 2 ALC i.e. BMV. The proposed development incorporates large swathes of open space and a new country park, within which soil stocks would be preserved. However, these comprise just 64.5ha of the 195ha of land to be lost to development. <i>Recommendation: Sustainable soil management techniques should be adopted during construction. Workers should seek to exceed current standards and ensure that erosion, compaction and/or contamination of soils is avoided as much as possible. Where feasible, soil stocks should be relocated or reused. Best efforts should be made at an efficient land use in order to minimise losses of soils, which are inherently permanent unless successfully reused elsewhere. Whilst opportunities for doing so may be limited given the previously undeveloped character of the area, opportunities for reusing buildings or previously developed land should be sought out as often as possible. Residential gardens will play an important role in preserving soil stocks in the general area. Ensuring the highest standards of sustainable soil management during construction would be likely to require monitoring.</i>
	CS11	+	S, M & L-T Reversible. Medium uncertainty.	CS11 would seek to ensure that any new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation are situated on previously developed land, which would help to minimise losses of soils and to facilitate efficient uses of land.



	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on soils or mineral resources.
9 - To promote the sustainable management of waste	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on waste.
	CS10	-	S, M & L-T Permanent. Low uncertainty.	The construction and operation of the significant quantity of development targeted in the garden suburb would be expected to result in a significant increase in the generation of waste sent to landfill. Given the previously undeveloped nature of the area, opportunities for reusing buildings or materials are likely to be limited. The requirement for the use of recycled, renewable and low-impact materials through CS4 would help to limit waste generation. <i>Recommendation: Construction workers, residents and businesses should be provided with excellent access to facilities and means for recycling as many waste types as possible. Whilst they may be limited, opportunities for the reuse of previously developed land or vacant buildings should be sought out as often as possible.</i>
	CS11	-	S, M & L-T Permanent. Low uncertainty.	CS11 would help to ensure that new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation are able to be appropriately drained and serviced, including with waste disposal. This would be likely to enable the recycling of waste at these locations. Where sites are allocated on previously developed land, there may be good opportunities for reusing materials. However, overall, it is expected that the allocation of these sites would result in a net increase in the generation of waste sent to landfill.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	CS8	+	N/A Low uncertainty.	CS8 would be likely to encourage high quality homes, which in many cases would be likely to require the use of sustainable design. <i>Recommendation: Development delivered in part through CS8 should seek to incorporate sustainable design principles.</i>
	CS10	--	S, M & L-T Permanent. Low uncertainty.	CS10 would situate a large number of new residents in proximity to services, facilities and amenities. This would encourage efficient movement and walking and cycling. They would also have excellent access to Westerfield Railway Station. However, the significant scale of construction and increase in local businesses and residents would be expected to result in a major increase in local rates of road traffic. Access to bus links is largely uncertain for most new residents, and it is therefore assumed that rates of reliance on personal car use would be high for many residing here. The proposed Development would also be expected to result in a permanent loss of a significant quantity of soils and vegetation, both of which play an important role in storing carbon. Policy DM7 requires the provision of access to electric car charging points which may encourage more sustainable travel. <i>Recommendation: Residents should have good access to Westerfield Railway Station and multiple bus links, which may be a requirement of policy CS5. Safe and convenient cycling and pedestrian links should be provided throughout the suburb. Low-emission materials should be encouraged during construction whilst energy efficiency should be at the heart of the design of new homes. Soils should be protected from harm as much as possible, whilst tree canopy should be preserved and enhanced (preferably resulting in an overall increase tree canopy).</i>
	CS11	-	S, M & L-T Permanent. Low uncertainty.	The allocation of Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation would be expected to lead to a minor increase in GHG emissions in these locations. As they would be highly accessible locations, there may be good opportunities for residents here to use sustainable transport modes, although that it largely uncertain.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on climate change or GHG emissions. <i>Recommendation: Development delivered in part through CS8 should seek to incorporate sustainable design principles.</i>
11 - To reduce vulnerability to climatic events and flooding	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on flooding.
	CS10	+	S, M & L-T Permanent. Medium uncertainty.	The vulnerability of residents to flooding would largely depend on their precise location. The northern fringe area is entirely within Flood Zone 1. There are a limited number of small areas at a medium or high risk of surface water flooding and it is considered to be likely that the proposed Development can avoid this land. A flood risk assessment would be required for the development given its size. <i>Recommendation: Development delivered through CS10 should incorporate SuDS to help avoid alterations to surface water runoff.</i>
	CS11	+	S, M & L-T Permanent. Medium uncertainty.	The policy requires Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation to be situated away from land at risk of flooding.
	CS12	○	N/A	CS12 would be unlikely to have a discernible impact on flooding.

12 - To safeguard the integrity of the coast and estuaries	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on the coast and estuaries.
	CS10	○	N/A Low uncertainty.	CS10 would be unlikely to have a discernible impact on the coast and estuaries.
	CS11	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on the coast and estuaries.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on the coast and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on biodiversity or geodiversity.
	CS10	+	S, M & L-T Permanent. Medium uncertainty.	The proposed garden suburb would be unlikely to impact on a designated biodiversity asset. However, the northern fringe area is comprised of greenfield land and the proposed Development here would be expected to result in a large quantity of grassland, hedgerow and trees. The broad presence of existing structures are likely to be supporting protected species in some locations. Furthermore, the proposed Development would significantly alter local habitat connectivity by greatly increasing distances between habitats and agricultural areas. The provision of approximately 64.5ha of open space and Country Park would help to alleviate this to some extent. <i>Recommendation: Existing green infrastructure, particularly hedgerow and trees, in the northern fringe area should be preserved as much as feasible. This should be supported by the planting of a diverse range of native species throughout the suburb, preferably resulting in an overall increase in tree canopy. GI should be planted in a manner that provides wildlife corridors and stepping stones throughout the suburb to provide a route from east to west and vice versa for wildlife. Ecological surveys of the northern fringe area should be carried out prior to development to establish the presence of protected species, with appropriate plans put in place should protected species be found.</i>
	CS11	+	S, M & L-T Permanent. Medium uncertainty.	By seeking to situate new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation on brownfield land, it is considered to be likely that adverse impacts on biodiversity or geodiversity would be avoided in most cases.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on biodiversity or geodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	CS8	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on the historic environment.
	CS10	-	S, M & L-T Permanent. Medium uncertainty.	There are not sensitive heritage assets within the northern fringe area and so none would be lost to development. There are a limited number of Grade II Listed Buildings in proximity to the northern fringe, particularly the four Grade II Listed Buildings associated with Sparrow's Nest adjacent to the fringe's north west perimeter. The setting of these heritage assets would be expected to be altered by the proposed Development, given the transformation of large swathes of greenfield land to residential built form, although there is a dense layer of screening vegetation surrounding the Listed Buildings that may help to limit these impacts. <i>Recommendation: Development in the garden suburb should adopt a high-quality design with green infrastructure incorporated throughout that helps to ensure that, although greenfield land has been turned into the built form, the suburb is attractive and makes a relatively positive contribution to the local character and is in keeping with the built form on its southern perimeter as much as possible.</i>
	CS11	+	S, M & L-T Permanent. Medium uncertainty.	The policy requires new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation to avoid adverse impacts on the local landscape character as well as residential amenity for neighbours. This would be expected to also help ensure that adverse impacts on the historic environment, such as on the setting of a heritage asset, are avoided.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and	CS8	+	S, M & L-T Reversible. Medium uncertainty.	CS8 would help to ensure that new homes built in the Borough are of a high standard that contribute towards strong and healthy communities. It is considered to be likely that, as a component of this, new homes would typically be in-keeping with their existing setting (i.e. new homes situated amongst existing residential areas) and in so doing, this policy would help to protect and enhance the character of various areas in the Borough.
	CS10	--	S, M & L-T Permanent. Low uncertainty.	CS10 would transform around 195ha of land from greenfield land to a predominantly residential built form. Impacts on an AONB would not be

townscape				<p>expected. However, the character of the area would be significantly and permanently altered. Whilst the suburb would provide approximately 64.5ha of open space and a Country Park which may help to alleviate the impact in some locations, a major alteration to the local landscape character cannot be avoided.</p> <p><i>Recommendation: Existing green infrastructure, particularly hedgerow and trees, in the northern fringe area should be preserved as much as feasible. This should be supported by the planting of a diverse range of native species throughout the suburb, preferably resulting in an overall increase in tree canopy. Development should adopt a high-quality design and vernacular architecture that helps to keep the proposed Development in-keeping with the character of the existing built form south of the suburb.</i></p>
	CS11	+	S, M & L-T Reversible. Medium uncertainty.	The policy requires new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation to avoid adverse impacts on the local landscape character.
	CS12	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on landscapes or townscapes.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	CS8	+	S, M & L-T Reversible. Medium uncertainty.	CS8 would help to ensure that a diverse mix of people can reside happily in Ipswich. A diverse and vibrant community would contribute towards a diverse and vibrant local economy. The policy also facilitates the anticipated level of Ipswich's population growth, a growth which is expected to help grow the Borough's economy.
	CS10	++	S, M & L-T Reversible. Medium uncertainty.	CS10 would approximately 1,600m <sup>2</sup> of convenience retail, comparison retail and office floorspace. This would make a major contribution towards satisfying the employment land needs to accommodate the forecast jobs growth in the Borough. Additionally, the provision of new infrastructure may help to facilitate more efficient movement of workers and residents, thereby contributing towards greater productivity in the area.
	CS11	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on economic prosperity or growth.
	CS12	+	S, M & L-T Reversible. Medium uncertainty.	CS12 would help to ensure that a diverse mix of people can reside happily in Ipswich. A diverse and vibrant community would contribute towards a diverse and vibrant local economy. The policy also facilitates the anticipated level of Ipswich's population growth, a growth which is expected to help grow the Borough's economy.
17 - To maintain and enhance the vitality and viability of town and retail centres	CS8	+	S, M & L-T Reversible. Medium uncertainty.	CS8 would help to ensure that housing in Ipswich supports a diverse and rich community that in turn contributes towards a diverse and vibrant local economy. The policy facilitates small builds, self builds and various other types of development that in many cases would be likely to be suitable for small and derelict brownfield sites in central areas, the delivery of which would make a meaningful contribution towards enhancing the vibrancy and vitality of local economies.
	CS10	++	S, M & L-T Reversible. Medium uncertainty.	The garden suburb would deliver approximately 1,600m <sup>2</sup> at local centres in Henley Gate and Red House neighbourhoods, which would make a major positive contribution towards the vitality of these centres. The provision of improved infrastructure and roads would help to ensure visitors can access central areas efficiently and via a variety of transport modes.
	CS11	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on the vitality of town centres.
	CS12	+	S, M & L-T Reversible. Medium uncertainty.	CS8 would help to ensure that housing in Ipswich supports a diverse and rich community that in turn contributes towards a diverse and vibrant local economy
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	CS8	+	S, M & L-T Reversible. Medium uncertainty.	CS8 would seek to ensure that new homes are situated in appropriate locations. It is expected that this would facilitate relatively efficient movement for new residents, being situated in proximity to services, facilities and amenities.
	CS10	++	S, M & L-T Reversible. Medium uncertainty.	<p>The proposed garden suburb would help to ensure that a major portion of new residents live within proximity to services, amenities, jobs, schools and open spaces. It is expected that this would enable relatively efficient and sustainable movement for residents and would be likely to encourage high rates of walking and cycling. Access to Westerfield Railway Station is currently limited. It is considered to be likely that new bus links would be provided within the suburb, although this is currently uncertain. The provision of the new road may help to alleviate congestion in certain areas of the Borough and to provide residents with excellent access to locations throughout and beyond Ipswich.</p> <p><i>Recommendation: Ensure new residents have excellent access to a range of bus services and safe cycle and pedestrian links that provide access to central areas, services, amenities and places of employment.</i></p>
	CS11	+	S, M & L-T Reversible.	CS11 would require new Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation to be accessible via foot, cycle and vehicle.

19 - To ensure that the digital infrastructure available meets the needs of current and future generations			Medium uncertainty.	As they would also be predominantly brownfield sites, it is expected that residents on these sites would be able to travel efficiently and via relatively sustainable modes.
	<b>CS12</b>	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on transport or movement.
	<b>CS8</b>	○	N/A Low uncertainty.	CS8 would be unlikely to have a discernible impact on digital infrastructure.
	<b>CS10</b>	+++	S, M & L-T Reversible. Medium uncertainty.	It is expected that new digital infrastructure would be provided within the garden suburb that satisfies the needs of residents here. Given the suburb's location adjacent to existing residential areas, this could help to benefit a large number of residents. As the infrastructure would be newly installed, it would be an excellent opportunity to install digital infrastructure that is equipped for high speeds and full-fibre internet, as well as capable of adapting to future technologies like 5G.
	<b>CS11</b>	○	N/A Low uncertainty.	CS11 would be unlikely to have a discernible impact on digital infrastructure.
	<b>CS12</b>	○	N/A Low uncertainty.	CS12 would be unlikely to have a discernible impact on digital infrastructure.

## Work, Learn and Play Policies

### Policy CS13: Planning for Jobs Growth

The Council will promote sustainable economic growth in the Ipswich Strategic Planning Area, with a focus on the delivery of jobs within the Borough. It will encourage the provision of approximately 15,580 jobs in the Borough between 2018 and 2036 by:

- a. allocating a range and choice of sites amounting to at least 28ha of land for employment development (in Use Classes B1, B2 and B8) through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document;
- b. protecting land for employment uses in existing employment areas defined on the policies map;
- c. allocating land for other employment-generating uses including education, leisure, tourism and hospitality, and retail, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document;
- d. supporting the continued growth of the University of Suffolk and Suffolk New College in order to raise skills and qualifications levels in the workforce; and
- e. taking a lead with local partners to ensure that coordinated action is taken to encourage sustainable economic growth and protect local jobs, through implementing local and sub-regional economic strategies.

### Policy CS14: Retail Development and Main Town Centre Uses

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

The Council will allocate land for 10,000 sq.m net of new comparison retail floorspace up to 2031, in accordance with the national requirement to allocate suitable sites in town centres to meet likely need looking at least ten years ahead. This reflects the Ipswich Vision Strategy for the town centre, the scale of housing growth set out in the plan, latest household projections and the most up-to-date evidence and monitoring of market conditions and the changing nature of the high street. The Council will review retail need within five years to ensure that this approach best supports the success of the town centre. The need for convenience floorspace over the same period will be met by the new District Centre at Ipswich Garden Suburb allocated through policy CS10.

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

Through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document, the Council will:

- Amend the Central Shopping Area and frontage zones to deliver flexibility;
- Strengthen north-south connectivity through the Town Centre; and
- Allocate sites within defined centres for retail development.

This will enable the delivery of additional floorspace to diversify the retail offer.

The Council will direct other town centre uses including offices, leisure, arts, culture, tourism and hotel developments into the town centre area, with some provision being appropriate in the Central Shopping Area and Waterfront, in recognition of the area's good accessibility by public transport, cycle and foot.

The Council will also promote environmental enhancements and urban greening to the town centre through the Public Realm Strategy Supplementary Planning Document and improved public transport accessibility.

### Policy CS15: Education Provision

The Council will continue to support the development of educational facilities at Suffolk New College and the University of Suffolk. Land for the further development of these facilities will be identified and safeguarded for education use through the Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document.

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

New primary school provision will be needed to meet the demands of growth. Sites for new or extended primary schools in Ipswich will be identified through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document.

Any additional nursery and children's centre provision will be encouraged to locate within or adjacent to District and Local Centres or co-located within schools in order to facilitate linked trips by parents. Where land is available, this would also apply to schools. The sustainable location of such facilities so that they are accessible by walking, cycling or public transport will be a requirement. Education needs associated with development at the Ipswich Garden Suburb are identified, a secondary school site allocated and broad locations for primary schools safeguarded through policy CS10 of this plan and the policies map. The sports facilities associated with the secondary school will be required to be made available for dual use by the community.

### Policy CS16: Green Infrastructure, Sport and Recreation

The Council will safeguard, protect and enhance biodiversity and the environment by working in partnership with others to ensure that our parks and open spaces are well designed, well managed, safe and freely accessible, encouraging use and benefitting the whole community. The Council will enhance and extend the ecological network and green corridors, open spaces, sport and recreation facilities for the benefit of

biodiversity, people and the management of local flood risk. It will do this by:

- requiring all developments to contribute to the provision of open space necessary for that development according to the Borough's standards, identified strategic needs and existing deficits in an area;
- requiring major new developments to include usable on-site public open spaces and wildlife habitat. On-site provision must create a network or corridor with existing green infrastructure where such an ecological network or green corridor exists beyond the site boundaries;
- supporting proposals or activities that protect, enhance or extend open spaces and sport and recreation facilities;
- working with partners to prepare, implement and monitor the Recreational Disturbance Avoidance and Mitigation Strategy and other strategies and management plans for green spaces, an Orwell Country Park management plan, that will result in a reduced impact upon birds in the Orwell Estuary;
- supporting the Greenways Project in working with communities and volunteers to manage green corridors in Ipswich;
- support the enhancement of canopy cover and ecological networks;
- working with partners to improve green infrastructure provision and link radial ecological networks and green corridors with a publicly accessible green rim around Ipswich;
- working with partners to ensure the provision of a new country park and visitor centre within the Ipswich Garden Suburb, and an extension to Orwell Country Park; and
- reviewing the town's estate of sports facilities to consider how they can best meet the needs of a growing population.

Policies in this plan and the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document identify existing, new and proposed open spaces, sport and recreation facilities, green corridors and networks and allocate sites for new open spaces and facilities.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	CS13	++	S, M & L-T Reversible. Medium uncertainty.	CS13 would seek to ensure that enough employment land is delivered in the Borough over the Plan period to accommodate the forecast growth in jobs, based on robust evidence bases. By improving the employment prospects of current and future residents, CS13 could make a positive contribution towards alleviating local rates of poverty. Additionally, the creation of new businesses may help to improve residents' access to services and facilities and thereby help to reduce the risk of social exclusion.
	CS14	++	S, M & L-T Reversible. Medium uncertainty.	CS14 would help to ensure that significant quantities of new retail space is provided in central locations. It would also seek to ensure uses for leisure, arts and culture are situated in central areas. This would help to ensure all members of the local community are able to access services and amenities equally, thereby reducing the risk of social exclusion, whilst providing a variety of employment opportunities that could alleviate poverty.
	CS15	+	S, M & L-T Reversible. Medium uncertainty.	The increase in education facilities, and the improvement of existing facilities, throughout the Borough would be expected to better enable all local residents to gain skills and qualifications that better equip them for employment, thereby alleviating unemployment, whilst contributing towards a sense of community that combats exclusion. The sports facilities associated with the secondary school would be required to be made available to dual use by the community, which could further help to reduce social exclusion through community interaction.
	CS16	+	S, M & L-T Reversible. Medium uncertainty.	CS16 would seek to protect and enhance open spaces and green infrastructure in the Borough, including by providing a new Country Park, extending the entrance to Orwell Country Park and protecting biodiversity assets. This would be expected to help ensure that all residents of the Borough are equally able to access green and open spaces as well as a diverse range of natural habitats that play an important role in social cohesion and that contributes to a sense of community, thereby alleviating the risk of social exclusion.
2 - To meet the housing requirements of the whole community	CS13	○	N/A Low uncertainty.	CS13 would be unlikely to have a discernible impact on housing.
	CS14	○	N/A Low uncertainty.	CS14 would be unlikely to have a discernible impact on housing.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on housing.
	CS16	○	N/A Low uncertainty.	CS16 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and	CS13	○	N/A Low uncertainty.	CS13 would be unlikely to have a discernible impact on health.
	CS14	○	N/A Low uncertainty.	CS14 would be unlikely to have a discernible impact on health.



reduce health inequalities	CS15	+	S, M & L-T Reversible. Medium uncertainty.	CS15 would require the sports facilities associated with the educational facilities to be made accessible to the public. This would help to facilitate active lifestyles and socialisation for local residents.
	CS16	+	S, M & L-T Reversible. Low uncertainty.	CS16 would help to protect and enhance open spaces in the Borough. In so doing, local residents may be encouraged to enjoy outdoor spaces, green spaces and a diverse range of natural habitats. This is not only beneficial to mental wellbeing but may also facilitate greater social cohesion. The provision of new outdoor recreational opportunities including sports would encourage more active lifestyles, as would the provision of attractive green rims and corridors that may lead to higher rates of walking and cycling. The provision and enhancement of the GI network would help to filter out air pollutants in many locations and this would reduce the likelihood of harmful health impacts caused by poor air quality.
4 - To improve the quality of where people live and work	CS13	+	S, M & L-T Reversible. Medium uncertainty.	CS13 would seek to ensure that employment land is allocated throughout the Borough and it is considered to be likely that the majority of such land would be situated away from sources of pollution or areas of high crime rates, particularly as it would largely be situated near existing employment areas.
	CS14	+	S, M & L-T Reversible. Medium uncertainty.	CS14 promotes environmental enhancements and greening of central and retail areas, which would help to improve the quality of where people work.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on the quality of where people work and live.
	CS16	+	S, M & L-T Reversible. Medium uncertainty.	The provision and enhancement of open and green spaces would, where location, help contribute towards high quality home and work environments. It may also encourage residents to spend more time outdoors, leading to greater natural surveillance and thus lower crime rates.
5 - To improve levels of education and skills in the population overall	CS13	++	S, M & L-T Reversible. Low uncertainty.	CS13 would seek to ensure that land is allocated for employment generating land, including education purposes and the continued growth of the University of Suffolk. It is considered to be likely that the creation of new businesses and jobs facilitated by this policy, as well as educational facilities, would help residents and employees to gain new skills and qualifications.
	CS14	+	S, M & L-T Reversible. Medium uncertainty.	The provision of accessibly retail space may help to enhance opportunities for local residents to learn new skills.
	CS15	++	S, M & L-T Reversible. Low uncertainty.	CS15 would lead to the provision of new education facilities and the upgrading of existing facilities to ensure the education needs of the growing and changing population in Ipswich are satisfied. This would make a major contribution towards helping improve the levels of education and skills of residents.
	CS16	○	N/A Low uncertainty.	CS16 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	CS13	-	S, M & L-T Reversible. Medium uncertainty.	The majority of Ipswich is within groundwater SPZs. The allocation of employment land, and the construction of new businesses in these areas, could increase the risk of groundwater contamination. It is also considered to be likely that these new businesses and local economic growth would lead to a net increase in water consumption. <i>Recommendation: New businesses should be encouraged to adopt efficient water consumption measures.</i>
	CS14	-	S, M & L-T Reversible. Medium uncertainty.	The majority of Ipswich is within groundwater SPZs. The allocation of new retail floorspace would lead to construction in an area that could risk contaminating groundwater. Furthermore, the creation of new retail businesses and jobs would be likely to lead to a net increase in water consumption. <i>Recommendation: New retail businesses should be encouraged to adopt efficient water consumption measures.</i>
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on water.
	CS16	+	N/A Low uncertainty.	CS16 would help to protect and enhance the GI network, which could help to lead to improved water quality in nearby waterbodies. <i>Recommendation: Where development is considered to be necessary in areas of food risk, SuDS should be considered as a more integrated component of the wider GI network, including green walls and roofs, particularly in urban areas.</i>
7 - To maintain and where possible improve air quality	CS13	-	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that the creation of new jobs would ultimately lead to a net increase in air pollution, largely as a result of the associated increase in road transport. <i>Recommendation: Employment land should have good access to bus and rail links as well as electric car charging points, as well as safe pedestrian and cycle links.</i>



	CS14	-	S, M & L-T Reversible. Medium uncertainty.	It is considered to be likely that the creation of new retail land would ultimately lead to a net increase in air pollution, largely as a result of the associated increase in road transport. The accessibility of these areas via bus, foot and cycle may help to limit this. <i>Recommendation: Retail land should have good access to bus and rail links as well as electric car charging points, as well as safe pedestrian and cycle links.</i>
	CS15	+	S, M & L-T Reversible. Medium uncertainty.	CS15 would help to ensure that education facilities are accessible via walking and cycling in most cases, which would help encourage a reduced reliance on personal car use for the frequent school trips and in so doing could help to improve air quality.
	CS16	+	N/A Low uncertainty.	Vegetation in the Borough provides an important air filtering service that improves air quality. CS16 would help to protect and enhance vegetative cover in many locations, thereby preserving and potentially enhancing this service. <i>Recommendation: It is recommended that, where feasible, GI is of a type and location that is well placed to filter out pollutants from major sources such as industrial areas and busy roads.</i>
8 - To conserve and enhance soil and mineral resources	CS13	-	S, M & L-T Reversible. Medium uncertainty.	CS13 would allocate new land for employment uses. The majority of this would be expected to be on brownfield land that enables an efficient use of land and minimises soil loss. However, it cannot be ruled out that some new employment land would be situated in previously undeveloped locations that ultimately result in a permanent net loss of soils. <i>Recommendation: Sustainable soil management techniques should be adopted during the construction and occupation of new employment land to reduce the risk of erosion, compaction or contamination of soils and to minimise direct soil losses. Where feasible, excavated soils should be reused elsewhere.</i>
	CS14	+	S, M & L-T Reversible. Medium uncertainty.	The central areas of Ipswich targeted for new retail floorspace would see such development take place on previously developed brownfield land that would constitute an efficient management of soils and resources.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on soils and resources.
	CS16	+	S, M & L-T Reversible. Medium uncertainty.	The quality of soils belowground is largely determined by the ecological health of above ground biodiversity. CS16 would in many places help to protect and enhance above ground biodiversity and in so doing it would contribute towards improved soil structure and fertility.
9 - To promote the sustainable management of waste	CS13	-	S, M & L-T Reversible. Low uncertainty.	It is considered to be likely that the provision of new employment land, and the net increase in jobs that this would facilitate, would lead to a net increase in the generation of waste sent to landfill. The focus on previously developed land may help to alleviate this. CS4 requires the use of renewable, reused and low-impact materials as much as possible and this may help to minimise this. <i>Recommendation: New businesses should have excellent access to, and be encouraged to seek out, opportunities for recycling waste.</i>
	CS14	-	S, M & L-T Reversible. Low uncertainty.	It is considered to be likely that the provision of new retail floorspace, and the net increase in jobs that this would facilitate, would lead to a net increase in the generation of waste sent to landfill. The focus on previously developed land may help to alleviate this. CS4 requires the use of renewable, reused and low-impact materials as much as possible and this may help to minimise this. <i>Recommendation: New businesses should have excellent access to, and be encouraged to seek out, opportunities for recycling waste.</i>
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on waste.
	CS16	○	N/A Low uncertainty.	CS16 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	CS13	-	S, M & L-T Reversible. Low uncertainty.	It is considered to be likely that the provision of new employment land, and the net increase in jobs that this would facilitate, would lead to a net increase in GHG emissions. This would largely be due to the associated increase in local traffic. <i>Recommendation: New employment land uses should seek to incorporate energy efficient designs into the development. Businesses should be encouraged to adopt energy efficiency practices and seek out renewably sourced energy where feasible.</i>
	CS14	+	S, M & L-T Reversible. Low uncertainty.	It is considered to be likely that the provision of new retail space, and the net increase in jobs that this would facilitate, would lead to a net increase in GHG emissions. This would largely be due to the associated increase in local traffic. <i>Recommendation: New retail spaces should seek to incorporate energy efficient designs into the development. Businesses should be encouraged to adopt energy efficiency practices and seek out renewably sourced energy where feasible.</i>
	CS15	○	N/A	CS15 would be unlikely to have a discernible impact on GHG emissions and climate change.

			Low uncertainty.	
	CS16	+	S, M & L-T Reversible. Medium uncertainty.	Vegetation plays an important carbon storage service. CS16 would help to protect and potentially enhance the extent of vegetation and tree canopy in many locations. In such cases, the carbon capture and storage service naturally provided would be protected and enhanced. <i>Recommendation: Where development is considered to be necessary in areas of food risk, SuDS should be considered as a more integrated component of the wider GI network, including green walls and roofs, particularly in urban areas.</i>
11 - To reduce vulnerability to climatic events and flooding	CS13	+	S, M & L-T Reversible. Medium uncertainty.	The vulnerability of new employment land to flood risk largely depends on its precise location. However, the focus on previously developed locations makes it likely that a large portion of new employment land development would be situated away from land at risk of flooding and would avoid altering flood risk for others.
	CS14	+	S, M & L-T Reversible. Medium uncertainty.	The vulnerability of new retail spaces to flood risk largely depends on its precise location. However, the focus on previously developed locations in central Ipswich makes it likely that a large portion of new employment land development would be situated away from land at risk of flooding and would avoid altering flood risk for others.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on flooding.
	CS16	+	S, M & L-T Reversible. Medium uncertainty.	Above ground vegetation can play an essential role in alleviating flood risk. CS16 would help to protect and enhance the extent of vegetation and tree canopy in many locations. In such cases, soil permeability would also be likely to be improved. As a result, surface water run off would be intercepted by vegetation and would infiltrate soils at a much higher rate than if the land were lost to development. <i>Recommendation: Where development is considered to be necessary in areas of food risk, SuDS should be considered as a more integrated component of the wider GI network, including green walls and roofs, particularly in urban areas.</i>
12 - To safeguard the integrity of the coast and estuaries	CS13	○	N/A Low uncertainty.	CS13 would be unlikely to have a discernible impact on coasts and estuaries.
	CS14	○	N/A Low uncertainty.	CS14 would be unlikely to have a discernible impact on coasts and estuaries.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on coasts and estuaries.
	CS16	+	N/A Low uncertainty.	CS16 would help to protect and enhance the Borough's GI and open spaces throughout Ipswich. It is considered to be likely that this would help to protect and potentially enhance the landscape character and biodiversity value of Stour and Orwell Estuary and functionally linked land.
13 - To conserve and enhance biodiversity and geodiversity	CS13	-	S, M & L-T Reversible. Medium uncertainty.	CS13 would focus new employment land in previously developed or brownfield locations. Adverse impacts on biodiversity are therefore likely to be largely minimised. However, the allocation of 28ha of land for employment purposes would be likely, in some locations, to result in the loss of previously undeveloped land that could have a pre-existing biodiversity value such as due to the presence of priority habitats. <i>Recommendation: New employment land should seek to incorporate high-quality GI comprised of a diverse range of natural species.</i>
	CS14	○	N/A Low uncertainty.	CS14 would focus new retail spaces in the Town Centre and on previously developed land. It would be unlikely to have a discernible impact on biodiversity.
	CS15	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	CS16	++	S, M & L-T Reversible. Low uncertainty.	CS16 is a policy designed to protect and enhance green infrastructure throughout the Borough. This includes wildlife sites as well as country parks and green corridors. These areas of the Borough are essential refuges for wildlife and biodiversity such as priority habitats and protected species. <i>Recommendation: Green infrastructure throughout the Borough should be joined in a coherent network that enables the movement of wildlife through the network and into or out of the Borough freely with minimal blocking off by roads or the built form. Best efforts should be made to ensure that the tree canopy in Ipswich increases over the Plan period. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.</i>
14 - To conserve and where appropriate enhance areas	CS13	+	S, M & L-T Reversible. Low uncertainty.	The allocation of employment land in predominantly previously developed locations and near existing employment areas would be expected to provide the opportunity to redevelop potentially derelict sites. High-quality designs and architecture would help to enhance the setting of heritage assets in such cases. Additionally, new development near the Borough's core would provide the opportunity to carry out additional archaeological research.

and assets of historical and archaeological importance	<b>CS14</b>	+	S, M & L-T Reversible. Low uncertainty.	The allocation of retail space in predominantly previously developed locations and near existing employment areas would be expected to provide the opportunity to redevelop potentially derelict sites. High-quality designs and architecture would help to enhance the setting of heritage assets in such cases. Additionally, new development near the Borough's core would provide the opportunity to carry out additional archaeological research.
	<b>CS15</b>	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on the historic environment.
	<b>CS16</b>	+	S, M & L-T Reversible. Low uncertainty.	Green infrastructure plays an essential role in the local character and setting of historic areas and heritage assets such as Listed Building. In many cases, CS16 would help to protect and enhance the setting of such areas and assets.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	<b>CS13</b>	-	S, M & L-T Reversible. Medium uncertainty.	CS13 would focus the majority of new employment land on brownfield land that would be likely to enhance the local character. By situating new employment land in areas of existing built form, and near existing employment areas, it is likely that most new employment development would be in-keeping with the local character. However, the allocation of 28ha of land would be expected to require in some locations the allocation of previously undeveloped land and in such cases an adverse impact on the local character cannot be ruled out.
	<b>CS14</b>	+	S, M & L-T Reversible. Low uncertainty.	The allocation of retail space in predominantly previously developed locations and near existing employment areas would be expected to provide the opportunity to redevelop potentially derelict sites. High-quality designs and architecture would help to enhance the local character.
	<b>CS15</b>	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on landscapes and townscapes.
	<b>CS16</b>	++	S, M & L-T Reversible. Low uncertainty.	Green infrastructure, particularly Country Parks, play an essential role in the character of the local landscape and townscape. Their protection and enhancement through this policy, in addition to the delivery of a new country park, would be expected to make a major positive contribution towards protecting and enhancing the distinctive and attractive character of various areas in Ipswich.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	<b>CS13</b>	++	S, M & L-T Reversible. Low uncertainty.	CS13 would see 28ha of land allocated in the Borough, which would accommodate the anticipated level of jobs growth over the Plan period. This would be expected to facilitate sustainable growth of Ipswich's economy and greater prosperity.
	<b>CS14</b>	++	S, M & L-T Reversible. Low uncertainty.	CS14 would deliver 10,000m <sup>2</sup> new retail floorspace in the Town Centre and shopping areas. This would make a major contribution towards sustainable economic growth and prosperity in the region.
	<b>CS15</b>	+	S, M & L-T Reversible. Low uncertainty.	The provision of new, and the upgrading of existing, education facilities may help to ensure that local residents have the skills necessary to take up and succeed in employment roles provided for in the Borough. In so doing, they would be well placed to make a meaningful contribution towards the success and growth of the local economy.
	<b>CS16</b>	○	N/A Low uncertainty.	CS16 would be unlikely to have a discernible impact on economic growth.
17 - To maintain and enhance the vitality and viability of town and retail centres	<b>CS13</b>	++	S, M & L-T Reversible. Low uncertainty.	CS13 would see 28ha of land allocated in the Borough, in many cases redeveloping derelict sites in central areas. This would be expected to provide a major boost to the vitality and vibrancy of district and retail centres throughout the Borough.
	<b>CS14</b>	++	S, M & L-T Reversible. Low uncertainty.	CS14 would deliver 10,000m <sup>2</sup> new retail floorspace in the Town Centre and shopping areas. This would provide a major boost to the vitality and vibrancy of the central areas whilst attracting shoppers and visitors from further afield. It would also provide the opportunity to redevelop brownfield sites.
	<b>CS15</b>	+	S, M & L-T Reversible. Medium uncertainty.	The provision of new, and the upgrading of existing, education facilities may help to ensure that local residents have the skills necessary to take up and succeed in employment provided for in the Borough. In so doing, they would be well placed to make a meaningful contribution towards the success and growth of the local economy in the town centre.
	<b>CS16</b>	+	S, M & L-T Reversible. Medium uncertainty.	The protection and enhancement of green infrastructure would lead to more attractive neighbourhoods in central locations. This may encourage a greater footfall in central areas and thereby provide a boost to the economy here. Additionally, the incorporation of high-quality GI in developments at potentially derelict locations would rejuvenate central areas.
18 - To encourage efficient patterns	<b>CS13</b>	+	S, M & L-T Reversible. Low uncertainty.	It is expected that CS13 would lead to the majority of new employment land being situated in highly accessible areas in proximity to residents, thereby enabling relatively efficient movement. <i>Recommendation: New employment land should be provided with excellent access to bus and rail links as well as safe pedestrian and cycle links.</i>

of movement, promote sustainable travel of transport and ensure good access to services	<b>CS14</b>	++	S, M & L-T Reversible. Low uncertainty.	The new retail space would be expected to be highly accessible for pedestrians and cyclists as well as via bus and rail.
	<b>CS15</b>	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on access and transport.
	<b>CS16</b>	+	S, M & L-T Reversible. Medium uncertainty.	The creation of attractive and high-quality green corridors and rims could encourage greater rates of walking and cycling. <i>Recommendation: The policy could go further and pursue a coherent walking and cycling GI network throughout the Borough providing a permeable and highly accessible safe and efficient route for cyclist and pedestrians across the Plan area. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.</i>
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<b>CS13</b>	+	S, M & L-T Reversible. Low uncertainty.	The creation of new employment land and subsequently new jobs and businesses would be expected to lead to the provision of new or improved digital infrastructure in many circumstances, frequently situated in built up areas where they are well placed to benefit a large number of people.
	<b>CS14</b>	+	S, M & L-T Reversible. Low uncertainty.	The creation of new retail spaces and subsequently new jobs and businesses would be expected to lead to the provision of new or improved digital infrastructure in many circumstances, frequently situated in built up areas where they are well placed to benefit a large number of people.
	<b>CS15</b>	○	N/A Low uncertainty.	CS15 would be unlikely to have a discernible impact on digital infrastructure.
	<b>CS16</b>	○	N/A Low uncertainty.	CS16 would be unlikely to have a discernible impact on digital infrastructure.

## Policy CS17: Delivering Infrastructure

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

Each development will be expected to meet site related infrastructure needs. Where the provision of new, or the improvement or extension of existing, off- site infrastructure is needed to support a new development or mitigate its impacts, and it is not anticipated that the infrastructure will be provided through CIL, the development will be required to contribute proportionately through a Section 106 Agreement commuted sum, or other mechanism as agreed with the Council.

Section 106 Agreements will apply to all major developments and some minor developments but may be varied according to:

- a. the scale and nature of the development and its demonstrated viability; and
- b. whether or not a planning obligation meets all of the statutory reasons ('tests') for granting planning permission.

The broad categories of infrastructure to be secured or financed from new developments are as follows and detailed further in Appendix 5:

1. highways and transport; 2. childcare, early years and education; 3. health and emergency services; 4. environment and conservation; 5. community and cultural facilities including heritage and archaeology; 6. sport and recreation; 7. economic development; and 8. utilities.

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

- Ipswich flood defences;
- sustainable transport measures and accessibility improvements between the Central Shopping Area, Waterfront and railway station;
- measures to increase and maximise east-west capacity in the public transport system to ease congestion;
- strategic education provision of new schools;
- strategic green infrastructure including a country park;
- sports and leisure facilities serving the whole Borough;
- community facilities including GP surgeries and health centres; ■ water management infrastructure;
- new primary electricity substation in Turret Lane;
- town centre environmental enhancements; and
- ultrafast broadband and the opportunity for full fibre broadband to the premises (FTTP).

There will be specific requirements linked to the Ipswich Garden Suburb that will be identified in the Ipswich Garden Suburb supplementary planning document that has been prepared in advance of any development taking place there.

The Council will seek contributions to ensure that the mitigation measures identified in the Habitats Regulations Assessment and in the Recreational Avoidance and Mitigation Strategy can be addressed and delivered, including for any measures not classified as infrastructure.

## Policy CS18: Strategic Flood Defence

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

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

## Policy CS19: Provision of Health Services

The Council safeguards the Heath Road Hospital site, which is defined on the policies map, for health and ancillary uses. Ancillary uses may include:

- Staff accommodation;
- Residential care home;
- Intermediate facilities;
- Education and teaching centre; or
- Therapies centre.

Proposals for development at the Heath Road site shall demonstrate that they would not compromise the future delivery of health services at the site and shall be accompanied by a detailed master plan, and a strategy that includes a satisfactory travel plan and measures to address local car parking issues.

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

effectively than any other better located and realistically available site.

## Policy CS20: Key Transport Proposals

The Council supports the following strategic transport improvements: a. Ipswich Northern Routes; b. A14 improvements; c. Sustainable transport measures in Ipswich; d. Improved cycle routes; e. Increased capacity on railway lines for freight and passenger traffic, including the completion of the upgrading of the Felixstowe to Nuneaton rail line.

The Council supports measures to improve sustainable travel options across the Borough, and to prioritise pedestrians and cyclists in Ipswich town centre. The Council will support further measures to facilitate cycling and walking in the Borough, as detailed through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document, including crossings of the river and railway lines to improve connectivity between residential communities and jobs, services or facilities.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	CS17	+	S, M & L-T Reversible. Low uncertainty.	CS17 sets out a commitment to deliver key infrastructure. This includes a range of community services and key facilities, each of which would be highly accessible to the public. Overall, this would be expected to reduce the risk of social exclusion for residents and help to alleviate local rates of poverty.
	CS18	+	S, M & L-T Reversible. Low uncertainty.	CS18 would be deliver flood defence infrastructure that is essential to the regeneration of the town, thereby enabling development that combats poverty and exclusion.
	CS19	+	S, M & L-T Reversible. Low uncertainty.	CS19 would help to safeguard health facilities and contribute towards the provision of new facilities. This would help to ensure all of Ipswich's residents are able to access health services and thereby help to prevent social exclusion.
	CS20	+	S, M & L-T Reversible. Low uncertainty.	CS20 would facilitate strategic infrastructure improvements to the Borough's transport network, including cycling and pedestrian routes. This would help to ensure services, facilities and community areas are equally accessible to residents across Ipswich, thereby helping to combat social exclusion.
2 - To meet the housing requirements of the whole community	CS17	○	N/A Low uncertainty.	CS17 would be unlikely to have a discernible impact on housing.
	CS18	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on housing.
	CS19	+	S, M & L-T Reversible. Medium uncertainty.	CS19 would, in part, safeguard areas of land for housing for workers associated with the health system. The Heath Road Hospital site includes a residential care home.
	CS20	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	CS17	++	S, M & L-T Reversible. Low uncertainty.	CS17 would ensure the delivery of new health and emergency services, as well as open spaces, whilst improving the accessibility of existing health facilities.
	CS18	+	S, M & L-T Reversible. Low uncertainty.	CS18 would be deliver flood defence infrastructure that is essential to the regeneration of the town.
	CS19	++	S, M & L-T Reversible. Low uncertainty.	CS19 would make a major contribution towards ensuring the health needs and requirements of Ipswich's diverse population are met. This would include access to residential care, therapy and GP surgeries.
	CS20	+	S, M & L-T Reversible. Low uncertainty.	The provision and enhancement of pedestrian and cycle links may help to encourage active lifestyles and spending time outdoors for residents.
4 - To improve the quality of where people live and work	CS17	+	S, M & L-T Reversible. Low uncertainty.	CS17 would help to ensure new community facilities are delivered over the Plan period that may contribute towards a reduction in crime rates. Enhancements to the transport network, which would be targeted at reducing congestion, may improve air quality whilst reducing noise and light pollution for workers and residents in various locations.
	CS18	+	S, M & L-T Reversible. Low uncertainty.	CS18 would be deliver flood defence infrastructure that is essential to the regeneration of the town , thereby contributing towards an improvement in the environment in which people live and work.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on the quality of where people work.



	<b>CS20</b>	+	S, M & L-T Reversible. Medium uncertainty.	CS20 would encourage more sustainable travel and this may help to facilitate greater community cohesion through increase interaction, as well as an improvement to local environmental quality and accessibility.
5 - To improve levels of education and skills in the population overall	<b>CS17</b>	++	S, M & L-T Reversible. Low uncertainty.	CS17 would ensure the delivery of new education facilities whilst improving the accessibility of existing facilities.
	<b>CS18</b>	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on education or skills.
	<b>CS19</b>	+	S, M & L-T Reversible. Low uncertainty.	The Heath Road Hospital site safeguarded under CS19 includes an education and teaching centre, which would help contribute towards local residents gaining skills and qualifications in healthcare.
	<b>CS20</b>	+	N/A Low uncertainty.	CS19 could contribute towards improving local residents' education or skills by improving the connectivity between residential areas, jobs and schools.
6 - To conserve and enhance water quality and resources	<b>CS17</b>	+	S, M & L-T Reversible. Low uncertainty.	CS17 would ensure the delivery of new water management infrastructure that would better enable sustainable water consumption and would ensure development does not take place prior to an adequate supply being available.
	<b>CS18</b>	+	S, M & L-T Reversible. Low uncertainty.	CS18 would help to alleviate flood risk in many locations. As flooding can be a major cause of pollutants entering natural waters, CS18 may help to protect the quality of water resources.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on water resources.
	<b>CS20</b>	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on water resources. <i>Recommendation: The policy could go further and pursue a coherent walking and cycling GI network throughout the Borough providing a permeable and highly accessible safe and efficient route for cyclist and pedestrians across the Plan area. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.</i>
7 - To maintain and where possible improve air quality	<b>CS17</b>	+	S, M & L-T Reversible. Low uncertainty.	CS17 would ensure the enhancement of public transport networks including bus and rail in order to reduce congestion. This would be expected to help limit air pollution associated with road traffic. The delivery of green infrastructure would provide an air filtering capacity that would help to improve air quality further.
	<b>CS18</b>	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on air quality.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on air quality.
	<b>CS20</b>	+/-	S, M & L-T Reversible. Low uncertainty.	CS20 would provide improvements to the strategic road network, which could potentially lead to an increase in the average amount of daily traffic in some locations, including along the A14. However, it would also reduce congestion and lead to a reduction in traffic queues that could help to alleviate air pollution. The policy also seeks to enhance the Borough's public transport network, as well as pedestrian and cycling routes, which would help to increase the uptake of more sustainable transport modes and reduce emissions associated with road vehicles. <i>Recommendation: The policy could go further and pursue a coherent walking and cycling GI network throughout the Borough providing a permeable and highly accessible safe and efficient route for cyclist and pedestrians across the Plan area. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.</i>
8 - To conserve and enhance soil and mineral resources	<b>CS17</b>	○	N/A Low uncertainty.	CS17 would be unlikely to have a discernible impact on soils.
	<b>CS18</b>	+	N/A Low uncertainty.	CS18 would help to alleviate flood risk in many locations. As flooding can be a major cause of erosion, CS18 would help to protect soils.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on soils.
	<b>CS20</b>	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on soils.
9 - To promote the sustainable	<b>CS17</b>	○	N/A Low uncertainty.	CS17 would be unlikely to have a discernible impact on waste.



management of waste	CS18	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on waste.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on waste.
	CS20	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	CS17	+	S, M & L-T Reversible. Low uncertainty.	CS17 would ensure the enhancement of public transport networks including bus and rail in order to reduce congestion. This would be expected to help limit GHG emissions associated with road traffic. The delivery of green infrastructure would provide an air filtering capacity that would help to capture and store carbon. It is uncertain the impact the new electricity substation at Turret Lane would have on GHG emissions, although it may contribute towards a more efficient local supply.
	CS18	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on GHG emissions or energy.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on GHG emissions or energy.
	CS20	+/-	S, M & L-T Permanent. High uncertainty.	CS20 would provide improvements to the strategic road network, which could potentially lead to an increase in the average amount of daily traffic in some locations, including along the A14, and this would contribute to some degree of GHG emissions increase from road traffic. However, this is countered by the enhancement of the Borough's public transport network, as well as pedestrian and cycling routes, which would help to increase the uptake of more sustainable transport modes and reduce GHG emissions associated with road vehicles. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
11 - To reduce vulnerability to climatic events and flooding	CS17	++	S, M & L-T Reversible. Low uncertainty.	CS17 sets out a commitment to new flood defences, which would be expected to help reduce the extent to which residents and businesses in Ipswich are vulnerable to flooding.
	CS18	++	S, M & L-T Reversible. Low uncertainty.	The need for and importance of the Ipswich Flood Defence Strategy is central to the Core Strategy document. The Council will continue to work with partners to implement the Ipswich Flood Defence Management Strategy as a key piece of infrastructure. This policy links closely with policy CS17, as the flood defences are a key piece of strategic infrastructure. CS18 commits the Council to this flood defence infrastructure and in so doing would make a major contribution towards reducing the vulnerability of residents and businesses to flooding.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on climatic events or flooding.
	CS20	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on climatic events or flooding. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
12 - To safeguard the integrity of the coast and estuaries	CS17	○	N/A Low uncertainty.	CS17 would be unlikely to have a discernible impact on coasts and estuaries.
	CS18	+/-	S, M & L-T Permanent. High uncertainty.	The impact of flood defences on the coast and estuaries largely depends on the details of the defences and their precise location. These defences could potentially help to protect the form and character of Stour and Orwell Estuary caused by flood events. Conversely, the flood defences could alter the character of the estuary.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on coasts and estuaries.
	CS20	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on coasts and estuaries.
13 - To conserve and enhance	CS17	+	S, M & L-T Reversible. Low uncertainty.	CS17 would help to ensure green infrastructure is delivered over the Plan period and in such cases would provide a refuge for local wildlife and would help to better connect the local ecological network.

biodiversity and geodiversity	<b>CS18</b>	+	S, M & L-T Reversible. Low uncertainty.	Flood events can also cause harm to biodiversity. CS18 would help to protect areas of high biodiversity or geodiversity value and assets inland.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on biodiversity or geodiversity.
	<b>CS20</b>	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on biodiversity or geodiversity. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	<b>CS17</b>	++	S, M & L-T Reversible. Low uncertainty.	CS17 would help to enhance the character and setting of derelict sites throughout the Borough, in part through the provision of GI. It also sets out a commitment to community and cultural facilities, including heritage and archaeology.
	<b>CS18</b>	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on the historic environment.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on the historic environment.
	<b>CS20</b>	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	<b>CS17</b>	+	S, M & L-T Reversible. Low uncertainty.	CS17 would help to enhance the character and setting of derelict sites throughout the Borough, in part through the provision of GI.
	<b>CS18</b>	+/-	S, M & L-T Permanent. High uncertainty.	Flood defences delivered through CS18 could potentially have an adverse impact on landscape character, depending on their precise design and location.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on landscapes or townscapes.
	<b>CS20</b>	+/-	S, M & L-T Permanent. High uncertainty.	CS20 would protect and enhance walking links, which may reduce the need for new roads in the future and this would protect landscape character. However, the policy also encourages road improvements which could potentially have adverse impacts on landscape character.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	<b>CS17</b>	++	S, M & L-T Reversible. Low uncertainty.	CS17 would improve the efficiency of transport in Ipswich, thereby enabling the local economy and workers to be increasingly productive and reach further afield locations. The provision of new digital infrastructure would help to ensure local businesses can compete in the national and international markets.
	<b>CS18</b>	+	S, M & L-T Reversible. Low uncertainty.	CS18 would be deliver flood defence infrastructure that is essential to the regeneration of the town.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on the economy.
	<b>CS20</b>	++	S, M & L-T Reversible. Low uncertainty.	CS20 would improve the efficiency of transport in Ipswich, thereby enabling the local economy and workers to be increasingly productive and reach further afield locations.
17 - To maintain and enhance the vitality and viability of town and retail centres	<b>CS17</b>	++	S, M & L-T Reversible. Low uncertainty.	CS17 would improve the efficiency of transport in Ipswich, thereby enabling people to reach central areas of Ipswich via a variety of means quickly. This would increase the footfall in central areas. The provision of GI would be likely to rejuvenate derelict sites whilst the provision of digital infrastructure would help to ensure businesses in central areas can compete in the national and international markets.
	<b>CS18</b>	+	S, M & L-T Reversible. Low uncertainty.	CS18 would be deliver flood defence infrastructure that is essential to the regeneration of the town.
	<b>CS19</b>	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on town centres.
	<b>CS20</b>	++	S, M & L-T Reversible. Low uncertainty.	CS20 would improve the efficiency of transport in Ipswich, thereby enabling people to reach central areas of Ipswich via a variety of means quickly. This would increase the footfall in central areas.

18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	CS17	++	S, M & L-T Reversible. Low uncertainty.	CS17 would improve the efficiency of transport in Ipswich, thereby enabling more sustainable travel for residents and those visiting Ipswich.
	CS18	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on transport.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on transport.
	CS20	++	S, M & L-T Reversible. Low uncertainty.	CS20 would improve the efficiency of transport in Ipswich, thereby enabling more sustainable travel for residents and those visiting Ipswich. It would also facilitate the provision of railway crossings, thereby better connecting residential areas with jobs and services and improving pedestrian linkages.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	CS17	++	S, M & L-T Reversible. Low uncertainty.	CS1 sets out a commitment to new digital infrastructure in the Borough, including ultrafast broadband and full fibre broadband. <i>Recommendation: It is recommended that, where feasible, new digital infrastructure is capable of adapting to future technologies such as 5G.</i>
	CS18	○	N/A Low uncertainty.	CS18 would be unlikely to have a discernible impact on digital infrastructure.
	CS19	○	N/A Low uncertainty.	CS19 would be unlikely to have a discernible impact on digital infrastructure.
	CS20	○	N/A Low uncertainty.	CS20 would be unlikely to have a discernible impact on digital infrastructure.

## Development Management Policies

### Policy DM1: Sustainable Construction

New residential development will be required to meet a high standard of environmental sustainability.

The following standards should be achieved as a minimum unless, in exceptional circumstances, it can be clearly demonstrated that this is either not feasible or not viable:

- a) CO<sub>2</sub> emissions of 19% below the Target Emission Rate of the 2013 Edition of the 2010 Building Regulations (Part L); and
- b) The water efficiency standards of 110 litres/person/day as set out in Requirement G2, Part G of Schedule 1 and regulation 36 to the Building Regulations 2010, as amended.

Development will also be expected to incorporate sustainable drainage and water efficiency measures as required by DM4. Surface water should be managed as close to its source as possible. This will mean the use of Sustainable Urban Drainage systems, green or blue roofs, soakaways and permeable paving.

The Council will also encourage non-residential development of 500 sq.m and above to achieve a minimum of BREEAM Very Good standard or equivalent.

### Policy DM2: Decentralised Renewable or Low Carbon Energy

All new build development of 10 or more dwellings or in excess of 1,000 sq. m of other residential or non-residential floorspace shall provide at least 15% of their energy requirements from decentralised and renewable or low-carbon sources. If it can be clearly demonstrated that this is neither feasible or viable, the alternative of reduced provision and/or equivalent carbon reduction in the form of additional energy efficiency measures will be required. The design of development should allow for the development of feed in tariffs.

### Policy DM3: Air Quality

The Council will take into account the impact of air quality when assessing development proposals in isolation or cumulatively.

The Council will publish an Air Quality Action Plan (AQAP) identifying actions and mitigating measures to be implemented by the Council and partners to reduce emissions.

In order to allow proper consideration, an Air Quality Assessment (AQA) will be required where development is likely to expose residents to high levels of air pollution.

Any development proposals that would result in deterioration of the air quality of an existing Air Quality Management Area (AQMA), or significantly worsen air quality elsewhere resulting in the need for a new AQMA, will be refused.

Similarly, developments that introduce sensitive receptors (such as housing, hospitals, schools and ecologically sensitive habitat) into locations of poor air quality will not be acceptable unless mitigation measures are agreed to reduce the impact of pollution.

Development proposals that are capable of being offset by measures of agreed mitigation may require planning obligations to ensure that the timing or delivery of development does not detract from air quality or the aims of the AQAP.

### Policy DM4: Development and Flood Risk

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

- a. it does not increase the overall risk of all forms of flooding in the area or elsewhere through the layout and form of the development and appropriate application of Sustainable 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.

### Policy DM5: Protection of Open Spaces, Sports and Recreation

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

- a. the site or facility is surplus in terms of all the functions an open space can perform, and is of low value and poor quality, as shown by the Ipswich Open Space, Sport and Recreation Facilities Study 2009 (as updated in 2017) and subsequent update; or
- b. alternative and improved provision would be made in a location well related to the users of the existing facility; or
- c. the development is for alternative sports and recreation provision, the need for which clearly outweighs the loss.

### Policy DM6: Provision of New Open Spaces, Sports and Recreation

In all new residential developments of 105 dwellings or more (or on sites of 0.5ha or more), the Council will require provision of high-quality open spaces, sport and recreation facilities to meet the needs of their occupiers. The types and required standards of these spaces and facilities are identified in Appendix 6.

There will be a preference for on-site provision where practicable, however off-site contributions may be appropriate depending on the size of the site and the level of existing provision within its walking catchment. If

there are deficits of certain types of open spaces or facilities within the walking catchment of the development site, meeting these needs should be prioritised. Standards for children's and young people's facilities will be not be applied to elderly persons' accommodation and nursing homes.

There may be circumstances where development would more suitably accommodate greater provision of one typology at the expense of another. Such circumstances will be considered on their merits.

The effect of on-site provision and/or off-site enhancements on development viability will also be a consideration, although the resultant provision to account for this must not be at a level that the development would not be deemed sustainable in either social or environmental terms.

For non-residential developments of 1,000 sq. m floor space or more contribution to public open spaces and outdoor sports facilities will be negotiated on a case by case basis. open space over and above site landscaping should be provided where appropriate, for the health and wellbeing of employees.

Public green spaces should be well overlooked by new properties, and the provision within large-scale developments should be meaningful, usable and distributed throughout the site.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	DM1	+	S, M & L-T Reversible. Medium uncertainty.	DM1 would lead to more energy and water efficient homes and, in so doing, could make the cost of living for new residents more affordable due to lower utility bills. This could reduce levels of fuel poverty.
	DM2	+	S, M & L-T Reversible. Medium uncertainty.	The use of renewable energy could contribute towards homes being more affordable to run, such as due to solar hot water.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on SA Objective 1.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on poverty or exclusion.
	DM5	+	S, M & L-T Reversible. Medium uncertainty.	DM5 would help to protect open spaces and sports and recreation facilities from being lost to development unless the open space or facilities are of low value, poor quality, replaced by alternative facilities or their loss is clearly outweighed by the gain from the proposed development. As such, this policy would help to ensure residents throughout the Borough are able to continue to access important community facilities. Enabling the redevelopment of such spaces or facilities in certain circumstances could help to regenerate certain areas of the Borough.
	DM6	+	S, M & L-T Reversible. Medium uncertainty.	By requiring developments of 10 or more dwellings to provide open space, sport and recreation facilities DM6 would help to ensure that all new residents are able to access community facilities, thereby facilitating community interactions and reducing the risk of social exclusion. DM6 aspires to deliver high-quality spaces and facilities which in many cases may contribute towards an improvement of the public realm.
2 - To meet the housing requirements of the whole community	DM1	+	S, M & L-T Reversible. Medium uncertainty.	DM1 would help to ensure that homes delivered in Ipswich are sustainable by setting requirements for their carbon footprint and water efficiency standards. It is unclear the extent to which encouraging non-residential developments of 500sqm to achieve BREEAM Very Good standard would result in more sustainable developments.
	DM2	+	S, M & L-T Reversible. Medium uncertainty.	DM2 would help to ensure that homes delivered in Ipswich are sustainable by setting requirements for their carbon footprint and water efficiency standards.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on SA Objective 2.
	DM4	+	S, M & L-T Reversible. Medium uncertainty.	DM4 would help to ensure that new homes delivered in the Borough are safe for people for the lifetime of their development.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on housing.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on health.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on health.
	DM3	+	S & M-T Reversible. Medium uncertainty.	DM3 would be expected to help lead to an improvement in air quality in some locations of the Borough, as well as to help direct new residents towards locations that are not exposed to dangerous levels of air pollution, such as that associated with road transport. This could help to protect the

				long-term health of residents from harm caused by air pollution. This may particularly be the case for more deprived areas, which are typically more central and dealing with worse air quality, and thus this policy could help combat health inequalities.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on health.
	DM5	+	S, M & L-T Reversible. Low uncertainty.	The protection granted to open spaces and sports and recreational facilities may help to ensure Ipswich's residents can pursue active lifestyles and experience green spaces and semi-natural habitats.
	DM6	+	S, M & L-T Reversible. Low uncertainty.	The provision of high-quality open spaces and sports and recreational facilities would help to ensure new residents can pursue active lifestyles and experience green spaces and semi-natural habitats whilst also feeling integrated within a community.
4 - To improve the quality of where people live and work	DM1	+	S, M & L-T Reversible. Medium uncertainty.	DM1 could potentially help lead to more healthy living environments as a result of lower emission homes.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on the quality of where people live and work.
	DM3	+	S & M-T Reversible. Medium uncertainty.	DM3 could help to ensure residents live away from areas of significantly poor air quality, which could reduce the overall quality of where they live and also pose a risk to their long-term health.
	DM4	+	S, M & L-T Reversible. Medium uncertainty.	DM4 would help to ensure that new homes delivered in the Borough are safe for people for the lifetime of their development.
	DM5	+	S, M & L-T Reversible. Medium uncertainty.	DM5 would help to ensure development does not arise in locations that could adversely affect people's health.
	DM6	+	S, M & L-T Reversible. Medium uncertainty.	DM6 would see new developments provide high-quality open spaces, which would provide a general improvement to the quality of where people live whilst potentially providing a buffer against noise, air or light pollutants. High-quality open spaces may also enable higher rates of natural surveillance that help to reduce the risk of crime.
5 - To improve levels of education and skills in the population overall	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on education.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on education.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on education.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on education.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on education.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	DM1	+	S, M & L-T Reversible. Low uncertainty.	DM1 sets out requirements for water efficiency standards of new homes to be no more than 110 litres/person/day. This is more efficient than the typical standard of 125 litres. In so doing, this policy would help to ensure a sustainable use of water in the Borough.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on water.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on water.
	DM4	+	S, M & L-T Reversible. Low uncertainty.	DM4 would require water efficiency measures such as rainwater harvesting or land drainage, as well as the application of SuDS where appropriate. This would contribute towards a more sustainable use of water resources in the Borough whilst reducing the risk of surface run off contamination waterbodies.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on water.
	DM6	○	N/A	DM6 would be unlikely to have a discernible impact on water.

			Low uncertainty.	
7 - To maintain and where possible improve air quality	DM1	+	S, M & L-T Reversible. Medium uncertainty.	The construction and occupation of new homes in Ipswich could be expected to increase air pollution and lead to a reduction in air quality, primarily due to the associated increases in local traffic but also because of pollution emitted from homes, such as that emitted from cooking or chimneys. The requirement for lower carbon footprints of new homes set out in DM1 may help to limit air pollution from new homes.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on air quality in Ipswich.
	DM3	++	S, M & L-T Reversible. Medium uncertainty.	DM3 would be expected to make a major positive contribution towards SA Objective 7. New development would be situated away from AQMAs where it would otherwise make achieving air improvement targets at an AQMA more difficult. It would also help to ensure new redesigns are not exposed to the harmful poor air quality in these locations. This policy would be likely to be highly effective on a site-by-site basis, although it is unclear the extent to which it would be effective at tackling the likely cumulative impact of development, including the net increase in road transport, on air quality across the Borough.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on air quality in Ipswich.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on air quality in Ipswich.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on air quality in Ipswich.
8 - To conserve and enhance soil and mineral resources	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on soils.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on soils.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on soils.
	DM4	○	N/A Low uncertainty.	DM4 would help to alleviate flood risk in many locations. As flooding can be a major cause of erosion, CS18 would help to protect soils.
	DM5	+	S, M & L-T Reversible. Medium uncertainty.	By reducing the risk of development taking place on open spaces, it is likely that soils in these areas of the Borough, that are typically of higher ecological value than soils in built-up areas, are protected from direct loss or harm caused by development.
	DM6	+	S, M & L-T Reversible. Medium uncertainty.	DM6 would see new developments provide open spaces, within which soils would be likely to be preserved.
9 - To promote the sustainable management of waste	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on waste.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on waste.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on waste.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on waste.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on waste.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy	DM1	+	S, M & L-T Reversible. Low uncertainty.	DM1 requires new homes to have carbon emissions of 19% below the Target Emission Rate of the 2013 Edition of the 2010 Building Regulations. This would make a meaningful contribution towards achieving a reduced carbon footprint for Ipswich. <i>Recommendation: Adapting to and addressing climate change is a particularly urgent challenge for the East of England, which is considered to be highly vulnerable to the impacts of climate change and where a high level of future development is planned, and subsequently high carbon emissions are likely. The requirement for new builds to have carbon emissions 19% below the TER would help to reduce the carbon footprint of the planned</i>



consumption				<i>development. However, this would also mean that the delivery of carbon neutral homes in the Borough is unlikely over the LPR period, which ends in 2036. The Council could consider more ambitious carbon emissions standards, such as a 25% reduction on TER. An approach similar to that seen in the London Plan could also be considered, wherein increasingly ambitious yet appropriate carbon emissions requirements are phased in, such as beginning with a 19% reduction on TER between 2018-2023 followed by increasingly stringent targets over several phases before culminating in a requirement for new homes to be carbon neutral for the final phase.</i>
	DM2	+	S, M & L-T Reversible. Low uncertainty.	DM2 would require new developments of 10 or more dwellings to source 15% or more of their energy from decentralised and renewable, or low-carbon, sources. Just over a third of Ipswich's carbon emissions are domestic, although emissions from this sector decreased by 28% between 2005 and 2014 and this policy would help to continue or speed up this trend.
	DM3	+	S, M & L-T Reversible. Low uncertainty.	DM3 would require new developments to provide AQAs. It is considered to be likely that this would help to reduce the rate of GHG emissions stemming from new development in some locations.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on energy or GHG emissions.
11 - To reduce vulnerability to climatic events and flooding	DM1	+	S, M & L-T Reversible. Low uncertainty.	DM1 would see surface water management systems included within developments, such as SuDS, green roofs or permeable paving. This requirement would be likely to better manage surface water and help to reduce the risk of surface water flooding, which is relatively prevalent in Ipswich.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on flooding.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on flooding.
	DM4	++	S, M & L-T Reversible. Low uncertainty.	DM4 ensure that new developments help to reduce the level of surface water flood risk in various areas of the Borough through the incorporation of SuDS. It would also seek to ensure that new development is adequately protected from flood risk in accordance with the NPPF and that new homes will remain safe for people for the lifetime of development. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on flooding.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on flooding. <i>Recommendation: Public green spaces can also provide a flood risk alleviation service, and this should be factored into their design and management.</i>
12 - To safeguard the integrity of the coast and estuaries	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on coasts and estuaries.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on coasts and estuaries.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on coasts and estuaries.
	DM4	+/-	S, M & L-T Permanent. High uncertainty.	The impact of flood defences on the coast and estuaries largely depends on the details of the defences and their precise location. These defences could potentially help to protect the form and character of Stour and Orwell Estuary caused by flood events. Conversely, the flood defences could alter the character of the estuary.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on coasts and estuaries.

	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	DM1	+	S, M & L-T Reversible. Medium uncertainty.	As a result of DM1, a larger portion of roofs may be expected to be green or blue. Green roofs can provide an important habitat or stepping stone for wildlife, particularly if situating within a wider and integrated network of green roofs.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on SA Objective 13. <i>It is recommended that mitigation for air pollution includes the provision of green infrastructure, comprised of species and planted in a manner that effectively filters and sequesters air pollutants.</i>
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on biodiversity and geodiversity. <i>Recommendation: SuDS should be enhanced for their biodiversity value, such as green roofs.</i>
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on biodiversity and geodiversity. <i>Recommendation: New public and open spaces should be designed and managed in part for their biodiversity value.</i>
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on the historic environment.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on the historic environment.
	DM3	+	S, M & LT Permanent. Medium uncertainty	DM3 would help to improve air quality, which in some locations could be beneficial to heritage assets such as Listed Buildings. <i>It is recommended that the AQAP consider the wider benefits or air quality improvement, such as on the local character and cultural heritage.</i>
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on the historic environment.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on the historic environment.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	DM1	+	S, M & L-T Reversible. Medium uncertainty.	DM1 may help to ensure that new developments have a positive impact on the local character, such as due to the provision of green roofs.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on landscape and townscapes.
	DM3	+	S, M & LT Permanent. Low uncertainty.	Improved air quality, as delivered through DM3, could help to enhance townscapes. <i>It is recommended that the AQAP consider the wider benefits or air quality improvement, such as on the local character and cultural heritage.</i>
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on landscape and townscapes. <i>Recommendation: Suds could be part of a wider landscape scheme which could help improve the setting of developments.</i>
	DM5	+	S, M & L-T Reversible. Medium uncertainty.	Open spaces often play a distinctive role in determining the character of the local townscape or landscape. DM5 would reduce the risk of development leading to the loss of open spaces and in so doing would help to protect the character of various locations in Ipswich.
	DM6	+	S, M & L-T Reversible. Medium uncertainty.	Open spaces often play a distinctive role in determining the character of the local townscape or landscape. DM6 would help to ensure that, where new development arises, a portion of the site is high-quality open space that makes a positive contribution to the character of the local area.
16 - To achieve sustainable levels of prosperity and growth throughout the	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on growth and prosperity.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on growth and prosperity.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on growth and prosperity.

plan area	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on growth and prosperity.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on growth and prosperity.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on growth and prosperity.
17 - To maintain and enhance the vitality and viability of town and retail centres	DM1	○	N/A Low uncertainty.	DM1 would be unlikely to have a discernible impact on town centres.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on town centres.
	DM3	+	S, M & L-T Permanent. Low uncertainty.	Improved air quality in central areas could make them more attractive and popular with visitors, thereby leading to an increase in footfall.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on town centres.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on town centres.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on town centres.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	DM1	+	S, M & L-T Reversible Low uncertainty.	In an effort to further reduce the need to travel the introduction of a communications network infrastructure, capable of delivering at least superfast broadband, is supported as part of the build process through DM1.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on transport or movement.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on transport or movement.
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on transport or movement.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on transport or movement.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on transport or movement.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	DM1	+	S, M & L-T Reversible. Low uncertainty.	In an effort to further reduce the need to travel the introduction of a communications network infrastructure, capable of delivering at least superfast broadband, is supported as part of the build process through DM1.
	DM2	○	N/A Low uncertainty.	DM2 would be unlikely to have a discernible impact on digital infrastructure.
	DM3	○	N/A Low uncertainty.	DM3 would be unlikely to have a discernible impact on SA Objective 19. <i>It is recommended that mitigation measures include a focus on home working, utilising digital infrastructure, to help reduce the need for travel.</i>
	DM4	○	N/A Low uncertainty.	DM4 would be unlikely to have a discernible impact on digital infrastructure.
	DM5	○	N/A Low uncertainty.	DM5 would be unlikely to have a discernible impact on digital infrastructure.
	DM6	○	N/A Low uncertainty.	DM6 would be unlikely to have a discernible impact on digital infrastructure.

## Policy DM7: Provision of Private Outdoor Amenity Space in New and Existing Developments

To ensure that new residential developments deliver a high quality and environmentally sustainable living environment. Developments will be required to incorporate well designed and located private outdoor amenity space of an appropriate type and amount which should also contribute to the improvement of biodiversity.

Provision will be in accordance with the following standards:

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

All private gardens and other outdoor amenity spaces should be safely accessible to occupants, designed to take advantage of sunlight and daylight and provide a functional space having regard to the mix of housing/types to be provided. In this regard the principles within the Space and Design Guidelines SPD should be applied.

Should this requirement 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 proposals the Council will expect applicants to demonstrate that adequate provision of private outdoor amenity space will be provided for the occupants of the proposed dwellings.

In existing development, unless an alternative provision can be identified to compensate for the loss, proposals for extensions or other development that reduces the available private outdoor amenity space to an area that falls below the appropriate standard will be refused.

## Policy DM8: The Natural Environment

All development is expected to incorporate measures to enhance conditions for biodiversity.

Sites of International and national importance

Proposals which would have an adverse impact on European protected sites will not be permitted, unless imperative reasons of over-riding public interest exist in accordance with the provisions of the European Habitats Directive.

Sites of Special Scientific Interest (SSSI) will be protected from development, which directly or indirectly would have an adverse effect on their natural value. An exception will only be made where a proposed development:

a. could not be located on an alternative site that would cause less harm, b. would deliver benefits that clearly outweigh the impacts on the site's special interest and on the national network of such sites, and c. would compensate for the loss of natural capital.

Local nature reserves and county wildlife sites

Planning permission will not be granted for development that would result in loss in extent or otherwise have a significant adverse effect on Local Nature Reserves or Local Sites (locally designated county wildlife sites and geological sites), unless the harm can be mitigated by appropriate measures.

Proposals which would result in significant harm or net loss to biodiversity, having appropriate regard to the 'mitigation hierarchy', will not normally be permitted.

Enhancements for protected sites and protected and priority species will be expected where possible.

Priority habitats and species

Development which could harm, directly or indirectly, species, which are legally protected, or species and habitats that have been identified as Species or Habitats of Principal Importance in England (also known as Section 41 or 'Priority' species and habitats) will not be permitted unless the harm can be avoided or mitigated by appropriate measures.

Enhancing ecological networks

The Council will enhance the ecological network across the Borough as identified on Plan 5. The designated sites are ranked 1 and 2 High Conservation Value. Within the remaining core areas of the ecological network and the corridors which link them, development proposals will be required to have regard to existing habitat features and the wildlife corridor function, through their design and layout, and achieve net biodiversity gains commensurate with the scale of the proposal, through measures such as retaining existing habitat features, habitat restoration or re-creation and comprehensive landscaping, which is appropriate to local wildlife. Development which that would fragment the corridor function will not be permitted unless there is adequate mitigation.

Within the buffer zones around core areas and corridors, development will be encouraged to enhance the ecological network where possible, through measures such as wildlife beneficial landscaping.

## Policy DM9: Protection of Trees and Hedgerows

The Council will protect existing trees and seek to secure additional trees that increase canopy cover in the interests of amenity and biodiversity by:

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

c. adhering to the principles of BS3998 'Tree work – Recommendations' 2010 for established tree management options (including soil care and tree felling);

d. refusing planning permission for development resulting in the loss or deterioration of trees or vegetation of significant amenity, historic, cultural or ecological value unless the need for, and benefits of, the development in that location clearly outweigh the loss; and

e. encouraging tree planting to help achieve a target of 22% canopy cover by 2050.

Planning permission for development resulting in the loss or deterioration of ancient woodland and ancient or veteran trees (irreplaceable habitats) will be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

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

a. an accurate survey and assessment of all existing trees and hedgerows on site in accordance with BS5837 'Trees in relation to design, demolition and construction – Recommendations' 2012 by a competent arborist; and

b. details of protective measures to be put in place during the development process to ensure the health and safety of each specimen and hedgerow to be retained; and

c. where removal of a mature or semi-mature tree is proposed, a plan for replacement planting on a two for one basis and using semi-mature specimens, unless otherwise agreed by the Council.

Design in new development should have proper regard to the setting of protected trees. Landscaping and tree planting should be integrated into new development, including carparking areas.

Where appropriate, new tree planting will be encouraged within landscaping schemes to increase the Borough's tree canopy cover. Soft landscaping shall include plants which encourage biodiversity, such as nectar rich plants.

## Policy DM10: Green Corridors

The Council will seek to establish and enhance green corridors within the Borough and linking to adjacent open spaces and walking, cycling or riding routes.

Green corridors are identified broadly on Plan 6 in the following locations:

a. Between Bramford Lane Allotments and Whitton Sports Centre playing fields and grounds, Whitton Church Lane and adjoining countryside; b. Between Christchurch Park, the Dales, playing fields north of Whitton Church Lane and adjacent countryside; c. Between Christchurch Park, the Fonnereau Way, green infrastructure within the Ipswich Garden Suburb development area and open countryside beyond; d. Between the Cemetery, Playing Fields at Tuddenham Road and adjacent countryside; e. Between Woodbridge Road and Bixley Heath via St Clement's Hospital grounds; f. Between Alexandra Park and Orwell Country Park and surrounding countryside via Holywells Park, Landseer Park and Pipers Vale; g. Between the Gipping Valley path near Station Bridge and Belstead Brook Park and adjacent countryside via Bourne Park; h. Between Gippeswyk Park, Belstead Brook Park and adjoining countryside; i. Between Gippeswyk Park, Chantry Park and adjacent countryside; and j. Between the Wet Dock and Sproughton Millennium Green and adjacent countryside along the river corridor.

Development within the green corridors identified on Plan 6 will be expected to maintain, and where possible enhance, the corridor's amenity, recreational and green transport functions. The Council will seek to establish attractive green links and to provide for public access wherever safe and practicable.

Opportunities will be sought to link existing green corridors into a more continuous network through the layout of new development, the provision of new open spaces or public realm improvement. Development proposals which break or disrupt an existing corridor without being able to form an acceptable and useable alternative route in the network will be refused.

A further "blue" corridor can be identified, comprising the length of the navigable River Orwell within the Borough.

Development proposals which relate closely to river banks will be required to provide for the improvement of public pedestrian and cycle paths along the site boundary relating to the river where appropriate and should enhance its appearance.

The Council will seek to establish and extend a publicly accessible green rim around the edge of the Borough as illustrated on Plan 6 in order to address the need within the Borough for access to Natural and Semi Natural Greenspace. The green rim will provide an ecological corridor and a recreational resource for people to use. Development at the edge of the built up area will be required to provide links within the green rim as part of their on-site open space provision.

## Policy DM11: Countryside

Within the countryside defined on the policies map, development will only be permitted if it:

a. respects the character of the countryside; and b. maintains separation between Ipswich and surrounding settlements; and c. does not result in isolated dwellings; and d. contributes to the green rim and other strategic walking and cycling routes and wildlife corridors where appropriate.

Major development in the countryside will only be permitted if it satisfies a. to d. above and:

e. is necessary to support a sustainable rural business including tourism, or f. is a recreational use of land which retains its open character; or

g. is major residential development.

In the case of the AONB, major development will only be permitted in exceptional circumstances in accordance with NPPF paragraph 172. The landscape and scenic beauty of the AONB should be conserved.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	DM7	+	S, M & L-T Reversible Medium uncertainty.	DM7 would help to ensure that new residential developments provide high quality outdoor amenity space that is well designed and of an appropriate type and amount. In many cases, it is considered to be likely that new residential development makes a positive contribution to the local area and regenerates sites throughout the Borough, whilst also enabling greater interaction between neighbours. The proposed residential gardens would be designed to be safely accessible to occupants.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	DM8 could help to ensure that the Borough's residents are able to access a diverse range of natural habitats at Local Nature Reserves and Wildlife Sites, which play an important role in the functioning of the local community and which facilitate community interaction and outdoor socialising. The Council will likely be committing to a Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which is a means of facilitating residential development whilst at the same time adequately protecting Suffolk's coastal, estuarine and heathland European wildlife sites from harm. Measures within the RAMS include the provision of Suitable Alternative Natural Greenspaces as well as a suite of measures at European sites, including dedicated staff such as site rangers, improved education and interpretation, changes to visitor infrastructure such as footpaths and car parking. In some locations, RAMS could potentially limit access to European sites for recreational purposes but overall would be expected to help ensure residents can visit and make best use of these internationally recognised wildlife sites.

	<b>DM9</b>	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on poverty or exclusion.
	<b>DM10</b>	+	S, M & L-T Reversible Medium uncertainty.	The creation and enhancement of green corridors as proposed in DM10 would help to ensure all residents are able to walk or cycle, and access equally and freely, community services throughout the Borough. Being encouraged to spend more time outdoors the subsequent increase in natural surveillance may help to reduce crime and the fear of crime.
	<b>DM11</b>	+	S, M & L-T Reversible Medium uncertainty.	DM11 could reduce the quantity of development that might arise in the countryside. Given that land in the countryside is typically isolated and distant from existing communities or services and facilities, DM11 would help to ensure that new residents are situated in more urban locations and less likely to feel excluded.
2 - To meet the housing requirements of the whole community	<b>DM7</b>	+	S, M & L-T Reversible Medium uncertainty.	DM7 would help to ensure new residents are provided with homes that are more environmentally sustainable throughout the lifetime of development. Such space is needed for socialising, play, drying washing, and gardening (flowers and food) and is key to the creation of a sustainable residential environment.
	<b>DM8</b>	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on housing.
	<b>DM9</b>	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on housing.
	<b>DM10</b>	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on housing.
	<b>DM11</b>	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	<b>DM7</b>	+	S, M & L-T Reversible Medium uncertainty.	High-quality outdoor amenity spaces can make a meaningful contribution to good mental wellbeing. Garden space is needed for socialising, play, drying washing, and gardening (flowers and food) and is key to the creation of a sustainable residential environment.
	<b>DM8</b>	+	S, M & L-T Reversible Medium uncertainty.	DM8 could help to ensure that the Borough's residents are able to access greenspaces and a diverse range of natural habitats at Local Nature Reserves and Wildlife Sites. Access to such spaces is important for the mental wellbeing of residents, whilst also encouraging outdoor exercise and active lifestyles. The Council will likely be committing to a Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which is a means of facilitating residential development whilst at the same time adequately protecting Suffolk's coastal, estuarine and heathland European wildlife sites from harm. Measures within the RAMS include the provision of Suitable Alternative Natural Greenspaces as well as a suite of measures at European sites, including dedicated staff including site rangers, improved education and interpretation, changes to visitor infrastructure such as footpaths and car parking. In some locations, RAMS could potentially limit access to European sites for recreational purposes but overall would be expected to help ensure residents can visit and make best use of these internationally recognised wildlife sites.
	<b>DM9</b>	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on health.
	<b>DM10</b>	+	S, M & L-T Reversible Medium uncertainty.	The creation and enhancement of green corridors as proposed in DM10 would be likely to encourage higher rates of walking and cycling as well as community interaction and outdoor recreation. Residents would also benefit from spending more time in proximity with nature and greenery on a regular basis.
	<b>DM11</b>	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on health.
4 - To improve the quality of where people live and work	<b>DM7</b>	++	S, M & L-T Reversible Medium uncertainty.	Garden space is needed for socialising, play, drying washing, and gardening (flowers and food) and is key to the creation of a sustainable residential environment. DM7 would help to ensure new residents are provided with this space. Residential gardens may also enable greater rates of natural surveillance that reduce the risk of crime.
	<b>DM8</b>	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on the quality of homes.
	<b>DM9</b>	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on the quality of homes.
	<b>DM10</b>	++	S, M & L-T Reversible Medium uncertainty.	Green corridors would help to create a sense of place and provide an attractive and appealing character to areas throughout the Borough. With



				residents encouraged to spend more time outdoors the subsequent increase in natural surveillance may help to combat crime. The provision of green buffers may also help to reduce noise, air and light pollution in some locations.
	DM11	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on the quality of homes.
5 - To improve levels of education and skills in the population overall	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on education or skills.
	DM8	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on education or skills.
	DM9	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on education or skills.
	DM10	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on education or skills.
	DM11	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on education or skills.
6 - To conserve and enhance water quality and resources	DM7	+	S, M & L-T Reversible Medium uncertainty	DM7 would increase the GI cover in the Borough due to residential gardens and this may provide further protection to the quality of natural waterbodies by helping to alleviate flood risk.
	DM8	+	S, M & L-T Reversible Medium uncertainty	Some of the county wildlife sites in the Borough, such as the River Orwell and the River Gipping, are important waterbodies that could potentially be affected by development in proximity. DM8 would help to protect these designations from harm caused by the construction or occupation of new development, which in the case of these waterbodies would necessitate the protection of their water quality.
	DM9	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on water.
	DM10	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on water.
	DM11	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on water. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
7 - To maintain and where possible improve air quality	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on air quality.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	Vegetation and the natural environment provide an essential air filtering service for the Borough. The protection and enhancement of this throughout the Borough may therefore be likely to contribute towards an improvement in air quality or to alleviate the impact of traffic increases on air quality.
	DM9	+	S, M & L-T Reversible Medium uncertainty	Vegetation and the natural environment provide an essential air filtering service for the Borough. The protection and enhancement of trees and hedgerow cover throughout the Borough may therefore contribute towards an improvement in air quality or help to alleviate the impact of traffic increases on air quality.
	DM10	+	S, M & L-T Reversible Medium uncertainty	DM10 would establish and enhance green corridors which, to some extent, are likely to be supporting vegetation that is an important filter of air pollutants. The higher rates of walking and cycling amongst residents would also help to reduce increases in air pollution from road traffic. <i>Recommendation: The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.</i>
	DM11	+	S, M & L-T Reversible Medium uncertainty	DM11 would, for the most part, protect land in the countryside from development. This would subsequently protect vegetation that filters out air pollutants from being lost to development, whilst also helping to avoid air polluting development taking place in areas of relatively good air quality.
8 - To conserve and enhance soil and mineral	DM7	+	S, M & L-T Reversible Low uncertainty	Gardens provide an important refuge for ecologically valuable soil stocks. DM7 would help to ensure that, within areas of residential development, not all soils within the site is lost. <i>Recommendation: Best efforts should be made during the construction phase to help ensure that soils in residential gardens are not exposed to the</i>

resources				<i>risk of contamination, erosion or compaction where feasible. This would help to ensure soils in gardens at new residential developments are capable of supporting a diverse range of above and below ground biodiversity.</i>
	DM8	+	S, M & L-T Reversible Low uncertainty	Biodiversity designations such as SSSIs and LNRs are important refuges for ecologically valuable soils. The protection and enhancement of the natural environment, as pursued through DM8, would also protect and enhance the quality of sensitive soil stocks in these locations.
	DM9	+	S, M & L-T Reversible Low uncertainty	Where trees and hedgerow cover is protected and enhanced, this would be expected to help protect and enhance the structure and fertility of soils nearby.
	DM10	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on soils.
	DM11	+	S, M & L-T Reversible Low uncertainty	DM11 would, for the most part, protect land in the countryside from development. Soils and mineral resources in the predominantly previously undeveloped locations in the countryside are typically of high agricultural or ecological value. By preventing development in these locations, DM11 would make a meaningful contribution towards preserving valuable soils stocks.
9 - To promote the sustainable management of waste	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on waste.
	DM8	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on waste.
	DM9	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on waste.
	DM10	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on waste.
	DM11	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	The Borough's vegetation plays an important role in capturing and storing carbon. The protection and enhancement of the natural environment afforded through DM8 and the vegetation it contains may help to protect and enhance the carbon capture and storage service.
	DM9	+	S, M & L-T Reversible Medium uncertainty.	The Borough's vegetation plays an important role in capturing and storing carbon. The protection and enhancement of trees, hedgerow and woodland afforded through DM9 may help to protect and enhance this carbon capture and storage service.
	DM10	+	S, M & L-T Reversible Medium uncertainty.	DM10 would likely to encourage higher rates of walking and cycling and this could help to minimise road traffic associated GHG emissions.
	DM11	+	S, M & L-T Reversible Medium uncertainty.	As a result of DM11, it is likely that only a very limited portion of development would take place in the countryside. The carbon footprint of residents in the countryside is typically higher than that of those in urban locations due to the longer distances to travel to access services and facilities and the more limited options in terms of public transport. Avoiding development in the countryside would also help to protect the important carbon storage service provided by soils and vegetation in these areas.
11 - To reduce vulnerability to climatic events and flooding	DM7	+	S, M & L-T Reversible Medium uncertainty	DM7 would increase the GI cover in the Borough due to residential gardens and this may help to alleviate flood risk.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	The natural environment can provide an important climate cooling function that can help local residents to adapt to the changing climate. DM8 would help to protect and enhance this climate cooling function. DM8 would also help to protect and enhance the flood risk alleviation service provided by the natural environment, such as vegetation and greenfield sites on higher land.
	DM9	+	S, M & L-T Reversible Medium uncertainty.	Trees and woodland provide an important climate cooling function that can help local residents to adapt to the changing climate. DM9 would help to protect and enhance this climate cooling function. DM9 would also help to protect and enhance the flood risk alleviation service provided by woodland and trees, particularly those on higher land.
	DM10	+	S, M & L-T Reversible Medium uncertainty.	The green corridor delivered through DM10 would provide good opportunities for flood risk alleviation and climate cooling services due to the provision of vegetation and canopy.
	DM11	+	S, M & L-T Reversible	DM11 would help to protect GI in the countryside that provides an important flood risk alleviation and climate cooling service.

			Medium uncertainty.	
12 - To safeguard the integrity of the coast and estuaries	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on coasts and estuaries.
	DM8	++	S, M & L-T Reversible Low uncertainty.	The nearest estuary to Ipswich, Stour and Orwell Estuaries, is adjacent and very partially within the Borough's south western corner. DM8 sets out protected for European sites and, as Stour and Orwell Estuaries is a SPA, the policy would help to ensure adverse impacts on the estuary do not arise as a result of development delivered through the LPR.
	DM9	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on coasts and estuaries.
	DM10	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on coasts and estuaries.
	DM11	+	S, M & L-T Reversible Medium uncertainty.	By avoiding development in the countryside, DM11 would help to prevent adverse impacts on the Stour and Orwell estuaries.
13 - To conserve and enhance biodiversity and geodiversity	DM7	+	S, M & L-T Reversible Low uncertainty.	Residential gardens can be of very high biodiversity value particularly when considering the cumulative value of multiple residential gardens that are functionally linked. DM7 would help to ensure that, where new homes are delivered, each home has the opportunity to make a meaningful contribution towards the protection and enhancement of biodiversity and the connectivity of the wider ecological network – particularly where the new homes are proposed for brownfield sites. <i>Recommendation: Wildlife in gardens of new homes should seek to support a diverse range of native species, including the provision of trees. Ideally, there would be a net increase in tree canopy cover. Where residential gardens are ecologically linked, such as consistencies throughout adjacent gardens in terms of species and plant types, and where there is capacity for wildlife to safely and freely move from one garden to the next (including birds, mammals and insects), these gardens can make a very positive contribution towards the connectivity of the ecological network throughout and beyond Ipswich.</i>
	DM8	++	S, M & L-T Reversible Low uncertainty.	DM8 would help to ensure that significant adverse effects on sensitive biodiversity assets such as SACs, SPAs, SSSIs, LNRs and CWSs are avoided. Where harm may arise, this would need to be adequately mitigated or compensated. The policy also proposes to protect priority habitats and species and to help establish a coherent ecological network throughout the Borough. The Council will likely be committing to a Recreational Disturbance Avoidance and Mitigation Strategy (RAMS), which is a means of facilitating residential development whilst at the same time adequately protecting Suffolk's coastal, estuarine and heathland European wildlife sites from harm. Measures within the RAMS include the provision of Suitable Alternative Natural Greenspaces as well as a suite of measures at European sites, including dedicated staff including site rangers, improved education and interpretation as well as changes to visitor infrastructure such as footpaths and car parking. In some locations, RAMS could potentially limit access to European sites for recreational purposes but overall would be expected to help ensure residents can visit and make best use of these internationally recognised wildlife sites. <i>Recommendation: It is recommended that, where compensatory habitat is provided in response to the loss of biodiversity land, this compensatory habitat should be of an equal if not greater size and quality. Ideally, the tree canopy of the Borough would increase over the LPR period.</i>
	DM9	++	S, M & L-T Reversible Low uncertainty.	DM9 would provide protection to trees, hedgerow and woodlands, including Ancient Woodland, in the Borough, which are essential havens of wildlife and biodiversity. <i>Recommendation: Losses of trees and hedgerow should be compensated for by alternative trees and hedgerow, of equal quality and quantity, should be provided for. Compensatory habitat should enhance the connectivity of the wider ecological network. Consideration is needed for impacts of development on land functionally linked with woodlands, or land that provides supporting habitat, where impacts of development may be less apparent and more long term but ultimately causing a decline in the health of the woodland ecosystem.</i>
	DM10	+	S, M & L-T Reversible Low uncertainty.	Green corridors can help to support a diverse range of species that act as havens for biodiversity throughout the Borough. The inter-connected nature of this network of corridors also makes a meaningful contribution to the wider connectivity of the ecological network. <i>Recommendation: The green corridor should also seek to provide an inter-connected network of traveling through and beyond Ipswich for wildlife.</i>
	DM11	+	S, M & L-T Reversible Low uncertainty.	Land in the countryside is typically of relatively high biodiversity value due to the existing presence of habitats, structures and good soils and the reduced human disturbance. DM11 would help to ensure that these areas are protected from development and, in so doing, would help to protect area of good biodiversity value.

14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on the historic environment.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	The natural environment plays an important role in determining the setting of some of the Borough's sensitive heritage assets, such as the Grade II Listed Building Pond Hall, situated within the Pond Hall Carr Farm proposed LNR. It is considered to be likely that in many cases, the protection and enhancement of sensitive biodiversity assets would also help to protect and enhance the setting of heritage assets.
	DM9	+	S, M & L-T Reversible Medium uncertainty.	Woodland, trees and hedgerow play an important role in determining the setting of some of the Borough's sensitive heritage assets, such as the Grade II Listed Building Pond Hall, situated within the Pond Hall Carr Farm proposed LNR. It is considered to be likely that in many cases, the protection and enhancement of sensitive biodiversity assets would also help to protect and enhance the setting of heritage assets. Woodland, trees and hedgerow can also be remnants that are hundreds of years old and contribute towards local history.
	DM10	+	S, M & L-T Reversible Medium uncertainty.	It is considered to be likely that the green rim and green corridors proposed in DM10 would help to improve the attractiveness and visual amenity of various areas throughout the Borough, potentially rejuvenating or regenerating currently derelict or run-down areas. In such circumstances, it is expected that the setting of nearby heritage assets or historic areas would also be enhanced.
	DM11	+	S, M & L-T Reversible Medium uncertainty.	There are various heritage assets throughout the Borough's countryside, including numerous Listed Buildings, and avoiding development here would help to avoid adverse impacts on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	DM7	+	S, M & L-T Reversible Medium uncertainty.	High-quality outdoor amenity spaces can help to make sure that new development makes a positive contribution to the local character. The space they provide for GI contributes towards developments that are visually attractive whilst also providing a screening function.
	DM8	+	S, M & L-T Reversible Medium uncertainty.	The natural environment plays a critical role in the character of landscapes and townscapes, generally making a positive contribution to distinctive natural landscapes. The protection and enhancement of designated biodiversity assts, including SACs, SPAs, SSSIs, LNRs and CWSs would help to protect and enhance the character of the local landscape in each case.
	DM9	+	S, M & L-T Reversible Medium uncertainty.	Trees, woodland and hedgerow plays a critical role in the character of landscapes and townscapes, generally making a positive contribution to distinctive natural landscapes. The protection and enhancement of these landscape features would help to protect and enhance the character of the local landscape in each case. The pursuit of 22% canopy cover by 2050 would be likely to help enhance the character of landscapes and townscapes throughout the Borough.
	DM10	+	S, M & L-T Reversible Medium uncertainty.	It is considered to be likely that the green rim and green corridors proposed in DM10 would help to improve the attractiveness and visual amenity of various areas throughout the Borough, potentially rejuvenating or regenerating currently derelict or run-down areas. This would have a positive impact in protecting and enhancing the character of landscapes and townscapes in Ipswich.
	DM11	++	S, M & L-T Reversible Medium uncertainty.	DM11 ensures that development in the countryside that could adversely impact the local character or could reduce the clear separation between Ipswich and other settlements, is avoided. It also sets out protection for the AONB. The countryside typically has a distinctive character and a highly appealing sense of place and DM11 would be expected to make a major contribution towards preserving this.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on prosperity or growth.
	DM8	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on prosperity or growth.
	DM9	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on prosperity or growth.
	DM10	+	S, M & L-T Reversible Medium uncertainty.	DM10 would help to ensure access into retail and District Centres via foot and cycle is both convenient and relatively pleasant for residents. This would be likely to increase footfall in these areas to some extent and thereby provide a boost to the local economy.
	DM11	+	S, M & L-T Reversible Medium uncertainty.	DM11 leaves room for businesses operating in the countryside of carry out development that is necessary to support their sustainable growth, including businesses in the tourism industry.
17 - To maintain and enhance the vitality and viability of town and retail centres	DM7	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on town centres.
	DM8	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on town centres.
	DM9	○	N/A	DM9 would be unlikely to have a discernible impact on town centres.

			Low uncertainty.	
	<b>DM10</b>	+	S, M & L-T Reversible Medium uncertainty.	DM10 would help to ensure access into retail and District Centres via foot and cycle is both convenient and relatively pleasant for residents. This would be likely to increase footfall in these areas to some extent and thereby provide a boost to the local economy.
	<b>DM11</b>	+	S, M & L-T Reversible Low uncertainty.	As a result of DM11 preventing development in the countryside (in most cases), it is likely that a larger portion of development would be directed towards more central areas of Ipswich and in proximity to town and retail centres that would economically benefit from the increased footfall.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	<b>DM7</b>	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on transport or movement.
	<b>DM8</b>	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on transport or movement.
	<b>DM9</b>	○	S, M & L-T Reversible Low uncertainty.	DM9 would be unlikely to have a discernible impact on transport or movement.
	<b>DM10</b>	++	S, M & L-T Reversible Low uncertainty.	DM10 would help to ensure that residents and workers are able to access homes, jobs, services, amenities and facilities freely, efficiently and safely via foot and cycle, particularly given the considerate and well-planned network linking particular areas of the Borough. Movement via the green corridor network would be both efficient and sustainable and its use should be encouraged as much as possible.
	<b>DM11</b>	+	S, M & L-T Reversible Low uncertainty.	DM11 would help to ensure the majority of new development in Ipswich occurs in more central areas where access to services and facilities is greater and where public transport modes are more plentiful, there enabling more efficient and sustainable movement for new residents. Where development is permitted in the countryside, DM11 would ensure that it contributes to the green rim and walking and cycling routes.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<b>DM7</b>	○	N/A Low uncertainty.	DM7 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM8</b>	○	N/A Low uncertainty.	DM8 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM9</b>	○	N/A Low uncertainty.	DM9 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM10</b>	○	N/A Low uncertainty.	DM10 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM11</b>	○	N/A Low uncertainty.	DM11 would be unlikely to have a discernible impact on digital infrastructure.

## Policy DM12: Design and Character

The Council will require all new development to be well designed and sustainable. In Ipswich the plan area this will mean layouts and designs that provide a safe, and attractive public realm capable of being used by all. They will

- a. Form areas which function well by integrating residential, working and community environments and which fit well with adjoining areas;
- a. help create safe and secure communities;
- b. include useable public spaces for all (including pedestrians, cyclists and people with disabilities) that are easily understood and easy to pass through;
- c. introduce greener streets and spaces to contribute to local biodiversity, visual amenity, and health and well-being, and offset the impacts of climate change;
- d. incorporate cycle and waste storage, public transport infrastructure and car parking (including electric vehicles) if appropriate, all designed and integrated in a way that supports the street scene and safeguards amenity;
- e. in residential development of 10 or more dwellings, 25% of new dwellings will be required to be built to Building Regulations standard M4(2). The Council will consider waiving or reducing the requirement where the circumstances of the proposal, site or other planning considerations mean it is not possible to accommodate the requirement and/or in cases where the requirement would render the development unviable.

Proposals should also respect the special character and distinctiveness of Ipswich by:

- a. protecting and enhancing significant views that are considered to be important or worthy of protection, including those set out in the Ipswich Urban Character Studies, Conservation Area Appraisal and Management Plans, as well as the setting of any heritage assets. The design should help to reinforce the attractive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene;
- b. ensuring good public realm design that enhances the streetscape and protects and reinforces a sense of place, through the appropriate use of public art, bespoke paving, street furniture and soft landscaping; and
- c. c. ensuring good architectural design that responds to and reflects its setting, is sustainable, accessible and designed for long life by being capable of adaptation to changing needs and uses over time.

Designs that do not adequately meet or address these criteria will be refused.

***Recommendation: Consideration to whether or not the repetitiveness of this policy with DM1 may be appropriate.***

## Policy DM13: Built Heritage and Conservation

Heritage assets include listed buildings, conservation areas, registered parks and gardens, scheduled monuments, as well as undesignated heritage assets including buildings and structures on the Local List. A full list of heritage assets is included in the glossary of this development plan document.

The Council will refuse proposals which result in the loss of a heritage asset, unless it can be demonstrated that the loss is necessary to achieve a substantial public benefit which outweighs the loss of the asset.

Proposals that result in harm to the significance of a heritage asset, will also be refused unless the public benefits of the proposal convincingly outweigh that harm.

- a) resist the total or substantial demolition of a listed building;
- b) resist proposals for a change of use or alterations and extensions to
- c) a listed building where this would cause harm to the special
- d) architectural and historic interest of the building; and
- e) resist development that would cause harm to the significance of a listed building
- f) through the introduction of inappropriate development that would impact on the buildings setting.

### Conservation Areas

The adopted Conservation Area Appraisals and Management Plans will be used to inform the Council's decisions when assessing the impact of proposals. The Council will:

- require development within conservation areas to protect and enhance the special interest, character and appearance of the area and its setting including views into and out of the conservation area;
- require the position, mass and materials of proposed development and the design of the space and landscaping around it, to pay regard to the character of adjoining buildings and the area as a whole.
- ensure that proposed development within or adjacent to conservation areas would not detract from the special interest, character and appearance of the designated area, which should include sympathetic alterations and additions to and the retention of any existing features of special architectural merit.
- preserve trees and garden spaces which contribute to the character and appearance of a conservation area or which contribute to the significance of the area by being located in the setting of the conservation area.
- resist the total or substantial demolition of an unlisted building that makes a positive contribution to the special interest and significance of a conservation area.

Non-designated heritage assets



The Council will also protect non-designated heritage assets. The effect of a proposal on the significance of a non-designated heritage asset will be weighed against the public benefits of the proposal, balancing the scale of any harm or loss against the significance of the heritage asset.

### Policy DM14: Archaeology

Development will not be permitted which may disturb remains below ground, unless the proposal is supported by an appropriate assessment of the archaeological significance of the site and, if necessary, a programme of archaeological investigation in accordance with that assessment. Such assessments should be proportionate to the importance of the site. Sites within the Area of Archaeological Importance are highly likely to contain significant archaeology. The Development and Archaeology Supplementary Planning Document provides guidance on the preparation of archaeological assessments.

Planning permission will not be granted if the remains identified are of sufficient significance to be preserved in situ and cannot be so preserved in the context of the development proposed, taking account of the necessary construction techniques to be used.

Where archaeological potential is identified but there is no overriding case for any remains to be preserved in situ, development which would destroy or disturb potential remains will be permitted, subject to an appropriate programme of archaeological investigation, recording, reporting, and archiving, publication and community involvement.

### Policy DM15: Tall Buildings

Planning permission for tall buildings will be granted within the arc of land to the south-west of the town centre in the vicinity of Civic Drive and the Northern Quays of the Waterfront, as shown on the IP-One Area Inset Policies Map, providing that the design of any proposed building satisfactorily addresses all of the following criteria:

- a. Respects local character and context;
- c. achieving a building is of the highest architectural quality;
- d. is sustainable in design and construction and ensures the public safety of all building users;
- e. the credibility of the design in technical and financial terms;
- f. makes a positive contribution public space and facilities;
- g. does not negatively impact on the local microclimate;
- h. integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage;
- i. provides a well-planned external and internal environment;
- j. preserves strategic and local views, with particular reference to conservation areas listed buildings and other heritage assets, and the wooded skyline visible from and towards central Ipswich.

In other locations within the Borough proposals for tall buildings may exceptionally be considered to be appropriate if it can be demonstrated satisfactorily that they satisfy criteria a. to j. of the policy and would not harm the character and appearance of the area.

### Policy DM16: Extensions to Dwellings and the Provision of Ancillary Buildings

Alterations or extensions to existing dwellings and ancillary development within the curtilage of dwellings will be permitted provided that the proposal:

- a. respects the character, scale and design of the existing dwelling;
- b. respects and preserves the historic pattern and established townscape of the surrounding areas and does not lead to the creation of a terracing effect where there are not already terraces;
- c. would not result in over-development of the dwelling's curtilage; and
- d. would not adversely affect the residential amenity of occupants of nearby properties, particularly in terms of privacy, light or overbearing impact.

In addition to the above criteria, the development of residential annexes will be permitted where it meets all the following criteria:

- e. it is subordinate in scale to the main dwelling;
- f. it is functionally linked to the main dwelling and does not physically divide the residential curtilage;
- g. it could not be accessed separately from the main dwelling or its curtilage unless required by Building Regulations; and
- h. it would have shared vehicular access and garden.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	DM12	+	S, M & L-T Reversible Low uncertainty.	DM12 would help to ensure that new developments are sustainable and capable of being used by all. This would help to ensure that the diverse nature of Ipswich's population is equally able to make use of new developments and to facilitate community interaction, thereby combating the risk of social exclusion.



	<b>DM13</b>	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on poverty or exclusion.
	<b>DM14</b>	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on poverty or exclusion.
	<b>DM15</b>	+	S, M & L-T Reversible Low uncertainty.	DM15 would help to ensure that, where tall buildings are required, they are well integrated into the local community and this would reduce the risk of social exclusion amongst new residents.
	<b>DM16</b>	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on poverty or exclusion.
2 - To meet the housing requirements of the whole community	<b>DM12</b>	+	S, M & L-T Reversible Low uncertainty.	DM12 would help to ensure that new residential development meets the varied needs of Ipswich's diverse population and that all new residents are provided with sustainable homes suitable for living in over the development lifetime.
	<b>DM13</b>	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on housing.
	<b>DM14</b>	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on housing.
	<b>DM15</b>	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on housing.
	<b>DM16</b>	+	S, M & L-T Reversible Low uncertainty.	DM16 would permit the extension of residential dwellings in certain conditions. This would help to ensure the diverse and varied housing needs of the local population are met over the LPR period.
3 - To improve the health of the population overall and reduce health inequalities	<b>DM12</b>	+	S, M & L-T Reversible Medium uncertainty.	DM12 would help to ensure that new homes are safe, accessible and well-integrated into existing communities. The mental wellbeing of new residents would benefit from the excellent access to neighbours, community facilities and greenspaces.
	<b>DM13</b>	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on health.
	<b>DM14</b>	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on health.
	<b>DM15</b>	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on health.
	<b>DM16</b>	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on health.
4 - To improve the quality of where people live and work	<b>DM12</b>	++	S, M & L-T Reversible Low uncertainty.	DM12 is largely designed to help ensure new developments provide high-quality working and living environments for new residents. New residents would be situated in areas of strong visual amenity where natural surveillance is likely to be high and where buildings are designed and laid out to promote safety and less crime.
	<b>DM13</b>	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on the quality of homes or work.
	<b>DM14</b>	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on the quality of homes or work.
	<b>DM15</b>	+	S, M & L-T Reversible Medium uncertainty.	DM15 would help to ensure that any tall buildings are of a high architectural standard that provides public space and facilities. Residents here would enjoy a well-planned external and internal living environment within which public safety is ensured.
	<b>DM16</b>	+	S, M & L-T Reversible Medium uncertainty.	DM16 would help to ensure that, where extensions or annexes are permitted, the quality of life at home is not diminished, such as by over-population of the dwelling or the loss of residential amenity.
5 - To improve levels of education and skills in the population overall	<b>DM12</b>	○	N/A Low uncertainty.	DM12 would be unlikely to have a discernible impact on skills and education.
	<b>DM13</b>	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on skills and education.
	<b>DM14</b>	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on skills and education.

	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on skills and education.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on skills and education.
6 - To conserve and enhance water quality and resources	DM12	+	S, M & L-T Reversible Medium uncertainty.	DM12 would introduce greener streets and spaces to contribute to local biodiversity and this could bring benefits to water quality in some locations.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on water.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on water.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on water.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	DM12	+	S, M & L-T Reversible Medium uncertainty.	A component of DM12 is to ensure that new developments are accessible via walking, cycling and public transport links with electric car charging points also provided. As such, air quality at new developments is less likely to be reduced by emissions associated with road traffic.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on air.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on air.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on air.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on air.
8 - To conserve and enhance soil and mineral resources	DM12	+	S, M & L-T Reversible Medium uncertainty.	DM12 would introduce greener streets and spaces to contribute to local biodiversity and this could bring benefits to soils.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on soils.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on soils.
	DM15	+	S, M & L-T Reversible Low uncertainty.	DM15 would in some locations permit the use of taller buildings. Tall buildings contribute towards a more efficient use of land by situating a larger number of dwellings into the site without the need for greater losses of soils.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on soils.
9 - To promote the sustainable management of waste	DM12	+	S, M & L-T Reversible Medium uncertainty.	DM12 would require new developments to incorporate waste storage, which would enable a more efficient management of waste. <i>Recommendation: Included within the waste storage incorporated into development should be the capacity for residents and occupants to recycle.</i>
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on waste.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on waste.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on waste.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of	DM12	+	S, M & L-T Reversible Medium uncertainty.	A component of DM12 is to ensure that new developments are accessible via walking, cycling and public transport links with electric car charging points also provided. As such, GHG emissions associated with road traffic may increase less than otherwise. The policy would also introduce

greenhouse gases from energy consumption				greener streets and spaces to contribute to local biodiversity and this may help to capture and store GHGs.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on GHG emissions and energy.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on GHG emissions and energy.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on GHG emissions and energy.
11 - To reduce vulnerability to climatic events and flooding	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on GHG emissions and energy.
	DM12	+	S, M & L-T Reversible Medium uncertainty.	DM12 would introduce greener streets and spaces to contribute to local biodiversity and this may help to alleviate the risk of flooding in some locations.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on flooding.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on flooding.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on flooding.
	DM12	+	S, M & L-T Reversible Medium uncertainty.	DM12 would introduce greener streets and spaces to contribute to local biodiversity and this may help to protect the character and biodiversity value of the Stour and Orwell estuary.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on coasts and estuaries.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on coasts and estuaries.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on coasts and estuaries.
	DM12	+	S, M & L-T Reversible Low uncertainty.	Part of the design and character standards implemented by DM12 are for greener streets that contribute to local biodiversity. It is expected that the streets would be capable of supporting a diverse range of species and would be maintained to do so.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on biodiversity.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on biodiversity.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on biodiversity.
	DM12	+	S, M & L-T Reversible Low uncertainty.	DM12 sets out a range of criteria to ensure that new developments are of a high-quality design and layout. The open space, greener streets and clear requirements for having respect for the local character and architectural setting would be expected to help ensure that new development makes a positive contribution to the setting of any nearby heritage assets or historic areas.
	DM13	++	S, M & L-T Reversible Low uncertainty.	DM13 sets out protection for the range of listed and non-listed heritage assets in Ipswich. The policy would help to ensure that heritage assets are not lost or harmed due to development and that their setting is respected. The policy would enable development to enhance heritage assets and historic areas, such as by regenerating a derelict site, in many cases.
	DM14	++	S, M & L-T Reversible	DM14 would help to ensure that archaeology is not lost as a result of development. In many cases, development may be a chance to explore and

importance			Low uncertainty.	find both known and unknown archaeology in the Borough's historic core.
	DM15	+	S, M & L-T Reversible Medium uncertainty.	DM15 would ensure that, where taller buildings are permitted, they are of a high-quality design and architecture that integrates well with surrounding streets and open spaces and preserves strategic as well as local views. Particular reference is made to preserving the setting of conservation areas, listed buildings and other heritage assets.
	DM16	+	S, M & L-T Reversible Low uncertainty.	DM16 requires annexes and extensions to respect and preserve the historic pattern and established townscape of the surrounding area, and to avoid the creation of a terracing effect where terraces to not already exist. In so doing, DM16 would help to protect the setting of sensitive heritage assets and historic areas throughout the Borough.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	DM12	++	S, M & L-T Reversible Low uncertainty.	DM12 sets out clear criteria for development to respect the character and visual appearance of the neighbourhood in which they are situated, as well as to ensure the public realm design enhances the streetscape and reinforces a sense of place as well as incorporates good architectural design that reflects its setting. DM12 would therefore help to ensure that new development in Ipswich makes a positive contribution towards protected and enhancing the character of the townscapes and landscapes within which they are situated.
	DM13	+	S, M & L-T Reversible Low uncertainty.	It is expected that, by requiring sites to respect the setting of heritage assets, development would in many cases adopt a high-quality design and vernacular architecture that accords well with the local character and makes a positive contribution to the local sense of place.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on biodiversity.
	DM15	+	S, M & L-T Reversible Medium uncertainty.	DM15 would ensure that, where taller buildings are permitted, they are of a high-quality design and architecture that integrates well with surrounding streets and open spaces and preserves strategic as well as local views.
	DM16	+	S, M & L-T Reversible Medium uncertainty.	DM16 requires annexes and extensions to respect and preserve the established townscape of the surrounding area, and to avoid the creation of a terracing effect where terraces to not already exist. In so doing, DM16 would help to protect the character of townscapes throughout the Borough.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	DM12	○	N/A Low uncertainty.	DM12 would be unlikely to have a discernible impact on economic growth and prosperity.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on economic growth and prosperity.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on economic growth and prosperity.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on economic growth and prosperity.
	DM16	○	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on economic growth and prosperity.
17 - To maintain and enhance the vitality and viability of town and retail centres	DM12	○	N/A Low uncertainty.	DM12 would be unlikely to have a discernible impact on town centres.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on town centres.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on town centres.
	DM15	○	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on town centres.
18 - To encourage efficient patterns of movement, promote sustainable travel	DM12	++	S, M & L-T Reversible Low uncertainty.	DM12 would help to ensure future residential development is highly accessible for all, including via walking, cycling and electric vehicles. In so doing, DM12 would enable residents to move efficiently and sustainably when access services, facilities and jobs.
	DM13	○	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on transport or movement.
	DM14	○	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on transport or movement.

of transport and ensure good access to services	<b>DM15</b>	<b>+</b>	S, M & L-T Reversible Medium uncertainty.	DM15 would require taller buildings to integrate well with the surrounding area and to improve movement through the site and wider area with direct, accessible and easily recognisable routes. This would help to facilitate relatively efficient movement of residents and occupants of taller buildings.
	<b>DM16</b>	<b>○</b>	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on transport or movement.
<b>19 - To ensure that the digital infrastructure available meets the needs of current and future generations</b>	<b>DM12</b>	<b>○</b>	N/A Low uncertainty.	DM12 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM13</b>	<b>○</b>	N/A Low uncertainty.	DM13 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM14</b>	<b>○</b>	N/A Low uncertainty.	DM14 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM15</b>	<b>○</b>	N/A Low uncertainty.	DM15 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM16</b>	<b>○</b>	N/A Low uncertainty.	DM16 would be unlikely to have a discernible impact on digital infrastructure.

### Policy DM17: Small Scale Infill and Backland Residential Developments

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

- a. is sited in a location where it would not be disturbed by or disturb other land uses;
- b. protects the setting of existing buildings and the character and appearance of the area;
- c. allows the retention of a reasonable sized garden, in accordance with the provision set out in policy DM7;
- d. does not cause unacceptable loss of amenity to neighbouring residents having regard to noise and vibration, sunlight, daylight, outlook, overshadowing, light pollution/ spillage, privacy/ overlooking and sense of enclosure
- e. provides a suitable level of amenity for future occupiers;
- f. has safe and convenient access;
- g. meets the Council's parking standards; and
- h. has secure and lit bicycle storage external storage for recycling, organic waste and non-recyclable waste.

### Policy DM18: Amenity

The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not result in an unacceptable loss of amenity. Exceptions will only be made where satisfactory mitigation measures can be secured. The factors we will consider include:

- visual privacy and overlooking
- overbearing impact and sense of enclosure
- sunlight, daylight, overshadowing and artificial light levels
- noise and vibration levels
- odour, fumes and dust
- contamination

Development that would be adversely affected by the conduct of established uses nearby will not be permitted.

### Policy DM19: The Subdivision of Family Dwellings

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

- a. would not result in the conversion of small or modest sized family houses containing 3 bedrooms or fewer or having a floorspace of less than 100 sq.m.
- b. would not lead to detriment to a listed building and/or conservation area;
- c. would not create a harmful concentration of such a use in the local area or cause harm to nearby residential amenity;
- d. provides sufficient car parking in accordance with the standards, secure and lit bicycle storage, amenity space and refuse, recycling and garden waste storage is provided for each unit;
- e. incorporates a convenient principal front door for each unit of accommodation and provides an appropriate standard of residential amenity.

### Policy DM20: Transport and Access in New Developments

To promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:

- a. not result in a severe adverse impact on rights of way or the local road network in respect of traffic capacity and, highway safety;
- b. not result in a significant impact on air quality or an Air Quality Management Area;
- c. incorporate electric vehicle charging points and a car club scheme, or if not viable the infrastructure to secure their future delivery, where this would be consistent with the scale and location of the development;
- d. promote pedestrian and cycle accessibility to and permeability within the site, ensuring that any new routes are coherent and in accordance with the design principles of policy DM512; and
- e. have safe and convenient access to public transport within 400m, and facilitate its use through the provision of services, infrastructure and/or tickets where required.

Applicants will be required to demonstrate how any adverse transport impacts would be acceptably managed and mitigated. The Council will expect major development proposals to provide a travel plan to explain how sustainable patterns of travel to and from the site will be achieved.

### Policy DM21: Car and Cycle Parking in New Development

The Council will require adopted standards of car and cycle parking to be complied with in all new development (except in the IP-One area) and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities and create a safe and attractive environment. The Council will also require the provision of secure cycle parking in any new car parks in the town.

Outside the IP-One area, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land. There will be reduced maximum standards of car parking provision for residential development within the IP-One Area, which has frequent and extensive public transport networks, and easy access to a wide range of employment, shopping, and other facilities. A central car parking core will be defined in the town centre, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document. Within the central car parking core, only operational car parking will be permitted in connection with non-residential development, so that the stock of long-stay parking is not increased. New, non-residential long-stay car parks will not be permitted. New development will provide high quality, secure cycle storage, and within non-residential developments of more than 1,000 sq. m or where more than 50 people will be employed, high quality shower facilities and lockers. Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	DM17	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on poverty or exclusion.
	DM18	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on poverty or exclusion.
	DM19	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on poverty or exclusion.
	DM20	+	S, M & L-T Reversible Medium uncertainty.	DM20 would help to ensure residential development sites are permeable and accessible, thereby helping to ensure residents are not trapped or excluded from their local community.
	DM21	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on poverty or exclusion.
2 - To meet the housing requirements of the whole community	DM17	+	S, M & L-T Reversible Low uncertainty.	DM17 would enable residential development on small infill and backland sites. This would facilitate a flexible delivery of housing that contributes towards satisfying the OAN.
	DM18	+	S, M & L-T Reversible Low uncertainty.	DM18 would help to ensure new occupants of homes can live in appropriate housing that satisfies their needs.
	DM19	+	S, M & L-T Reversible Low uncertainty.	DM19 would help to ensure new occupants can live in appropriate housing that satisfies their needs.
	DM20	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on housing.
	DM21	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	DM17	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on health.
	DM18	+	S, M & L-T Reversible Low uncertainty.	DM18 would enable new residents to pursue high quality lives at home with good access to outdoor amenity spaces, which would be highly beneficial to the mental wellbeing of residents whilst providing opportunities for outdoor recreation and exercise as well as community interaction and socialisation.
	DM19	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on health.
	DM20	+	S, M & L-T Reversible Low uncertainty.	DM20 seeks to promote pedestrian and cycle accessibility and permeability within sites, which would enable active lifestyles that benefit health.
	DM21	+	S, M & L-T Reversible Low uncertainty.	DM21 would require new development to provide high quality, secure cycle storage, which would enable active lifestyles that benefit health.
4 - To improve the quality of where people live and work	DM17	+	S, M & L-T Reversible Low uncertainty.	DM17 would ensure that, where small scale residential development on infill or backland sites occurs, the residential amenity of existing residents is unaffected and unacceptable levels of noise, vibration or pollution are avoided.
	DM18	++	S, M & L-T Reversible Low uncertainty.	DM18 is designed to ensure that residents in Ipswich can pursue a high quality of life at home with their residential amenity preserved and potentially enhanced following new development. This includes consideration of their visual privacy, sense of enclosure, light, noise, vibration, odour, fumes, dust and contamination.



	<b>DM19</b>	+	S, M & L-T Reversible Low uncertainty.	DM19 would help to ensure that where houses are converted into flats or multiple houses, residential amenity and the quality of the home environment would be preserved as much as feasible for new residents. Neighbours near the property would also be saved from seeing their quality of life at home adversely impacted in such cases.
	<b>DM20</b>	+	S, M & L-T Reversible Low uncertainty.	DM20 would be expected to help reduce air pollution near homes due to their accessibility via low-polluting means, including walking, cycling and electric vehicles. This would also contribute to a reduction in noise and light pollution.
	<b>DM21</b>	+	S, M & L-T Reversible Low uncertainty.	DM21 would ensure residential development has car and cycle parking incorporated into the Development. This parking would need to be attractive and to make an efficient use of land as well as safe and secure with the provision of lockers and showers. This may enable lower rates of crime such as in the form of bike theft whilst encouraging higher rates of cycling to the extent that air, noise and light pollution associated with transport is minimised.
5 - To improve levels of education and skills in the population overall	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on education or skills.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on education or skills.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on education or skills.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on education or skills.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on education or skills.
6 - To conserve and enhance water quality and resources	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on water.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on water.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on water.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on water.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on air quality.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on air quality.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on air quality.
	<b>DM20</b>	+	S, M & L-T Reversible Low uncertainty.	DM20 would be expected to help reduce air pollution due to the accessibility residents would have to low-polluting transport, including walking, cycling, public transport and electric vehicles. DM20 would also require new development to avoid a significant impact on an AQMA.
	<b>DM21</b>	+	S, M & L-T Reversible Low uncertainty.	DM21 would ensure residential development has car and cycle parking incorporated into the Development. This parking would need to be attractive and to make an efficient use of land as well as safe and secure with the provision of lockers and showers. This may encourage higher rates of cycling to the extent that air, noise and light pollution associated with transport is minimised.
8 - To conserve and enhance soil and mineral resources	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on soils.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on soils.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on soils.

	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on soils.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on soils.
9 - To promote the sustainable management of waste	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on waste.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on waste.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on waste.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on waste.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on waste.
	10 - To reduce emissions of greenhouse gases from energy consumption	<b>DM17</b>	○	N/A Low uncertainty.
<b>DM18</b>		○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM19</b>		○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM20</b>		++	S, M & L-T Reversible Low uncertainty.	DM20 would help to ensure new residents have excellent access to walking and cycling routes as well as public transport links and electric car charging points. This may help to encourage lower carbon footprints for new residents.
<b>DM21</b>		++	S, M & L-T Reversible Low uncertainty.	DM21 would ensure residential development has car and cycle parking incorporated into the Development. This parking would need to be attractive and to make an efficient use of land as well as safe and secure with the provision of lockers and showers. This may encourage higher rates of cycling to the extent that GHG emissions associated with transport are minimised.
11 - To reduce vulnerability to climatic events and flooding	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on flooding.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on flooding.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on flooding.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on flooding.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on coasts and estuaries.
13 - To conserve and enhance	<b>DM17</b>	-	S, M & L-T Reversible Medium uncertainty.	DM17 could result in the loss of urban greenspaces and this could have an adverse impact on wildlife and biodiversity.

biodiversity and geodiversity	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on biodiversity and geodiversity.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on biodiversity and geodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on the historic environment.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on the historic environment.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on the historic environment.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on the historic environment.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on the historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	<b>DM17</b>	-	S, M & L-T Reversible Medium uncertainty.	DM17 could result in the loss of urban greenspaces and this could have an adverse impact on the character of the local area.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on landscapes or townscapes.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on landscapes or townscapes.
	<b>DM20</b>	+	S, M & L-T Reversible Medium uncertainty.	DM20 could help to encourage a modal shift to more sustainable modes of transport in the medium to long term and this may help to avoid adverse impacts on the local character caused by roads and traffic.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on landscapes or townscapes.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on growth and prosperity.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on growth and prosperity.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on growth and prosperity.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on growth and prosperity.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on growth and prosperity.
17 - To maintain and enhance the vitality and viability of town and retail centres	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on town centres.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on town centres.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on town centres.
	<b>DM20</b>	+	S, M & L-T Reversible Medium uncertainty.	DM20 would encourage greater rates of walking, which could lead to increase footfall in town centres.
	<b>DM21</b>	○	N/A	DM21 would be unlikely to have a discernible impact on town centres.

			Low uncertainty.	
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	<b>DM17</b>	+	S, M & L-T Reversible Low uncertainty.	DM17 would ensure that, where small scale residential development on infill or backland sites occurs, new residents here have appropriate access into and out of their homes with bike storage and car parking provided for.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on transport or movement.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on transport or movement.
	<b>DM20</b>	++	N/A Low uncertainty.	DM20 would help to ensure that new residential development is accessible via foot, cycle, public transport and electric vehicles and would therefore make a major contribution towards encouraging sustainable transportation. Adverse impacts on the PRow network as a result of development would need to be avoided.
	<b>DM21</b>	+	S, M & L-T Reversible Low uncertainty.	DM21 would ensure car and cycle parking requirements are incorporated into the Development. This would help to increase the uptake of cycling, a very sustainable mode of transport, and to ensure new homes can be conveniently and efficiently accessed.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<b>DM17</b>	○	N/A Low uncertainty.	DM17 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM18</b>	○	N/A Low uncertainty.	DM18 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM19</b>	○	N/A Low uncertainty.	DM19 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM20</b>	○	N/A Low uncertainty.	DM20 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM21</b>	○	N/A Low uncertainty.	DM21 would be unlikely to have a discernible impact on digital infrastructure.

## Policy DM22: The Density of Residential Development

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

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

Exceptions to this approach will only be considered where:

- d. the site location, characteristics, constraints or sustainable design justify a different approach; or
- e. a different approach is demonstrated to better meet all housing needs in the area.

To ensure that dwellings, and especially flats, provide versatile and attractive living space that appeals to a wide audience and is therefore more sustainable in changing market conditions, the Council will require developers to meet the Nationally Described Space Standards set out in Technical Housing Standards – Nationally Described Space Standard (Communities and Local Government, 2015) unless it can be demonstrated that it would not be viable.

## Policy DM23: Protection and Provision of Community Facilities

The Council will:

a. Ensure existing community facilities are retained unless one of the following tests is met:

- i. The applicant can demonstrate to the Council's satisfaction that the facility is genuinely redundant, adequately marketed and surplus to current and future requirements; or
  - ii. Alternative provision of an equivalent or better facility is proposed or available within a reasonable distance to serve its existing users.
- b. Take into account listing or nomination of 'Assets of Community Value' as a material planning consideration and encourage communities to nominate Assets of Community Value; c. Where possible and appropriate, facilitate shared community spaces for the delivery of community services; d. Direct new community facilities towards the borough's centres, or locations which are accessible to the facility's catchment, depending on the scale and nature of the proposal; and e. Expect a developer proposing additional floorspace in community use, or a new community facility, to reach agreement with the Council on its continuing maintenance and other future funding requirements.

## Policy DM24: Shopfront Design

The Council will expect a high standard of design in new and altered shopfronts, canopies, blinds, security measures and other features.

When determining applications for shopfront development the Council will require proposals to:

- a. respect the existing character, architectural and historic merit of the building and its shopfront, including details and materials;
- b. improve the relationship between the shopfront and the upper floors of the building and surrounding properties, including the relationship between the shopfront and any forecourt;
- c. reflect the general characteristics of well-designed shopfronts in the area;
- d. contribute towards community safety and natural surveillance; and
- e. be suitably accessible.

Where an original shopfront of architectural or historic value survives, in whole or in substantial part, there will be a presumption in favour of its retention. Where a new shopfront forms part of a group where original shop fronts survive, its design should complement their quality and character

## Policy DM25: Advertisement

The Council will require advertisements to preserve or enhance the character of their setting and (where attached) to the host building. Advertisements must respect the form, fabric, design and scale of their setting and host building and be of the highest standard of design, material and detail.

We will refuse advertisements that:

- a. contribute to an unsightly proliferation of signage in the area;
- b. result in excessive street clutter in the public realm;
- c. cause harmful light pollution to nearby residential properties or wildlife habitats; or
- d. impact upon public safety

## Policy DM26: The Central Shopping Area

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

The Central Shopping Area comprises the Primary, Secondary and Specialist Shopping Zones, which are defined on the IP-One Area inset map. Sites identified as suitable for major retail investment will be allocated in the Site Allocations and Policies (incorporating IPOne Area Action Plan) Development Plan Document.

Class A1 retail use should remain the predominant use at all times in the Central Shopping Area, to ensure the strategic retail function of Ipswich is maintained. A2-A5 uses and other main town centre uses will also be supported in the Secondary and Specialist Shopping Frontage Zones, provided the overall percentage of the units within each sub-group of the zone does not exceed the levels specified and accords with the criteria set out below. A1-A5 uses and other main town centre uses are defined in the Glossary.

a. Primary Shopping Zone – A2-A4 uses, betting shops and payday loan shops will be permitted where they will not exceed 15% of the units within the identified sub-group of the Primary Shopping Zone that the unit falls within and the site is not adjacent to an existing non-A1 use within the same Use Class as the proposal. The first floor of the Sailmakers Shopping Centre falls within the Primary Shopping Zone and an identified sub-group. A5 uses will not be permitted

b. Secondary Shopping Zones – A2-A5 uses, betting shops and payday loan shops and other main town centre uses will be permitted where they will not exceed 25% of the units within the identified sub-group of the Secondary Shopping Zone that the unit falls within, and provided the proposal does not create a concentration of more than three adjacent non-A1 units, and the site is not adjacent to an existing non-A1 use within the same Use Class as the proposal. Of this 25%, no more than 10% of the total identified units within the sub-group of the Secondary Shopping Zone will be permitted for A4 or A5 uses.

c. Specialist Shopping Zones – A2-A5 uses, betting shops and payday loan shops and other main town centre uses will be permitted where they will not exceed 40% of the units within the identified sub-group of the Specialist Shopping Zone that the unit falls within. Of this 40%, no more than 35% of the total identified units within the identified sub-group of the Specialist Shopping Zone will be permitted for A2, A4 or A5 uses. Proposals for non-A1 uses that would exceed the maximum thresholds for each sub-group of the Shopping Zone will only be permitted in circumstances where it can be robustly demonstrated that such a change would be beneficial to the vitality and viability of the Shopping Zone, such as uses that help to attract people to visit the centre during the evening.

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

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

The Council will not grant planning permission for the use of a ground floor unit to a use falling outside classes A1 to A5 in Primary Shopping Frontage Zones and outside A1 to A5 and other main town centre uses in Secondary Shopping Frontage Zones.

The Council will support opportunities to use vacant shopfronts to promote the Town Centre.

The Council also supports the retention of the open market.

In connection with the SPD "Ipswich Town Centre and Waterfront Public Realm Strategy", the Council will expect the creation of a dementia friendly town centre which is fit for all.

### Policy DM27: Arts, Culture and Tourism

The Council will support the retention and enhancement of existing facilities providing arts, cultural and tourism facilities, including visitor accommodation throughout the Borough. Alternative uses will only be considered where it can be demonstrated that the current use is either being satisfactorily relocated or is unviable or that the new use complements the arts, culture and tourism sectors and supports the vitality and viability of the town centre. Retail development would need to satisfy policy DM30.

New facilities for arts, culture or tourism including accommodation will be supported where they are focused within the town centre boundary or within the Waterfront area.

Where new arts, culture and tourism facilities or visitor accommodation are proposed in locations outside the town centre or Waterfront, planning permission will only be granted in accordance with policy DM29.

The Council will support the creation of a purpose built, multi-purpose space on the Waterfront which will be either a stand-alone facility, or part of a mixed-use development, capable of providing flexible conference and exhibition space.

### Policy DM28: The Evening and Night-time Economy

The council will encourage and support the sustainable growth of the district's evening and night-time economy which will contribute to the vitality of the town centre, subject to addressing the following considerations:

The design of development and management arrangements particularly focusing on public safety, crime prevention and reduction of anti-social behaviour;

That there will be no significant individual or cumulative effect on the surrounding amenity and character of the area due to noise, litter, odour, traffic generation, parking, general disturbance or problems of disorder and nuisance;

Arrangements for mitigating pollution including ventilation equipment, grease disposal, grease traps and noise insulation are provided in a way that minimises visual and environmental impact;

Access requirements for people of all ages and abilities are provided; and

The day time use does not detract from the character and amenity of the surrounding area, shops and services, particularly through the creation of an active ground floor street frontage.

Development proposals will not be permitted in locations where they exacerbate existing problems when considered against the criteria set out above.

### Policy DM29: District and Local Centres

The Council will support the retention and provision of local shops and community facilities within defined District and Local Centres. The Centres are defined on the policies map and IOne Area inset policies map. Within the defined District and Local Centres:

a. proposals for the provision of additional shops or extensions to existing shops will be permitted provided they are of a scale appropriate to the centre. The requirements of the National Planning Policy Framework (NPPF) should be satisfied;

b. proposals for change of use from A1 to A2-A5, betting shops and payday loan shops and D1 uses and sui generis uses appropriate to a centre, including launderettes, will be permitted where they will not exceed 40% of the total identified ground floor frontage, provided the identified shopping frontage or the shopping character and range of shops is not unacceptably diminished. No more than 20% of the total identified ground floor frontage will be permitted for A4 or A5 uses;

c. proposals for the change of use of ground floor units to community facilities will be permitted provided that:

i. satisfactory vehicular access and car parking can be provided;

ii. in the case of a vacant unit, the unit has suffered from a clearly demonstrated long-term vacancy for a period of at least 12 months. A marketing strategy for the unit must be agreed with the Local Planning Authority prior to its implementation and the agreed strategy implemented for a minimum period of 12 months prior to applying for planning permission for change of use or redevelopment. Any such application must be accompanied by an independent appraisal of the economic viability of the facility in its current use; and

iii. the physical treatment of the unit minimises the problem of dead frontages or is appropriate to the proposed use.

d. Residential uses will not be permitted on ground floor unless it has been clearly demonstrated the unit has suffered from long term vacancy for at least 12 months and none of the uses stated in paragraphs a, b and c are suitable, viable or deliverable.

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

e. is appropriate in scale and supports the needs of the adjacent residential area;

f. is accessible to all sectors of the community; and

g. offers satisfactory vehicular access and car parking space in accordance with the Council's standards.

One new District Centre is proposed within the plan period at Sproughton Road. This centre will provide retail units and community facilities of a scale appropriate to serve its catchment area. Development of the Ipswich Garden Suburb in accordance with policy CS10 will require the provision of a new District Centre and two new local centres.

SA	Policy	Score	Scale, permanence & uncertainty	Commentary
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Objective				
1 - To reduce poverty and social exclusion	DM22	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on poverty or exclusion.
	DM23	+	S, M & L-T Reversible Low uncertainty.	DM23 will help to protect community assets from being lost to development. This would be expected to help ensure that new and existing residents are able to access a range of community spaces that encourage community interaction and combat social exclusion.
	DM24	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on poverty or exclusion.
	DM25	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on poverty or exclusion.
	DM26	+	S, M & L-T Reversible Low uncertainty.	DM26 would make a meaningful contribution towards improving the vitality and vibrancy of Ipswich's town centre, with certain requirements set out for each main shopping zone. DM26 would be likely to help ensure Ipswich's central areas and shopping zones can become competitive and successful, thereby providing new employment opportunities and helping to combat poverty.
	DM27	+	S, M & L-T Reversible Low uncertainty.	DM27 would help to protect and enhance existing facilities providing arts, cultural and tourism facilities. In so doing, it would help to ensure that residents across the Borough are able to partake in an enjoy these important community spaces and would therein contribute towards combating exclusion.
	DM28	+	S & M-T Reversible. Medium uncertainty.	DM28 could help to boost the night-time economy in Ipswich, which could help to increase the quantity and diversity of employment opportunities. The requirement for ensuring there is equal access for people of all ages and disabilities would enable all members of Ipswich's diverse community to enjoy and partake in the night-time economy, helping to establish a sense of place and to avoid residents feeling excluded.
	DM29	+	S, M & L-T Reversible Low uncertainty.	Through DM29, the Council has identified and defined district and local centres throughout the Borough. Within each centre, the Council will seek to ensure that the services and facilities provided is appropriate to the needs of the adjacent residential area and is accessible to all sectors of the community. Each centre will play a crucial role in establishing a sense of community for residents and facilitating community engagement and, subsequently, combating the risk of social exclusion.
2 - To meet the housing requirements of the whole community	DM22	+	S, M & L-T Reversible Low uncertainty.	DM22 would help to ensure an appropriate type and mix of housing is provided that satisfies the varied needs of Ipswich's current and future residents.
	DM23	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on housing.
	DM24	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on housing.
	DM25	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on housing.
	DM26	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on housing.
	DM27	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on housing.
	DM28	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on housing.
	DM29	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	DM22	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on health.
	DM23	+	S, M & L-T Reversible Medium uncertainty.	DM23 would protect community spaces and facilities that enable community interaction and socialisation, which is beneficial to the mental wellbeing of residents
	DM24	+	S, M & L-T Permanent. Low uncertainty.	DM24 would help to ensure shops are accessible to all, which may help to reduce health inequalities in some cases.
	DM25	+	S, M & L-T Permanent.	DM25 would help to prevent light pollution that could potentially be harmful to long term health of residents.

			Low uncertainty.	
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on health.
	<b>DM27</b>	+	S, M & L-T Reversible Medium uncertainty.	DM27 would help to protect and enhance existing facilities providing arts, cultural and tourism facilities. In so doing, it would help to ensure that residents across the Borough are able to partake in an enjoy these important community spaces and these are important in improving the mental wellbeing and community cohesion for residents.
	<b>DM28</b>	+	S, M & L-T Permanent. Low uncertainty.	DM28 would ensure equal access for all and this may help to alleviate health inequalities in some locations.
	<b>DM29</b>	+	S, M & L-T Reversible Medium uncertainty.	Within each centre, the Council will seek to ensure that the services and facilities provided is appropriate to the needs of the adjacent residential area and is accessible to all sectors of the community. Each centre will play a crucial role in local community cohesion and the mental wellbeing of residents.
4 - To improve the quality of where people live and work	<b>DM22</b>	+	S, M & L-T Reversible Low uncertainty.	DM22 requires any developments that are of a higher density to provide versatile and attractive living spaces.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on the quality of homes or work.
	<b>DM24</b>	++	S & M-T Reversible. Medium uncertainty.	DM24 would help to ensure that shop frontages make a positive contribution the local character, thereby helping to preserve a sense of place and to ensure residents live in attractive locations. The requirement for crime and safety considerations would also be likely to help lower crime rates and to facilitate a feeling of safety amongst new and existing residents.
	<b>DM25</b>	+	S & M-T Reversible. Medium uncertainty.	DM25 would help to ensure that advertisements which detract from the character of an area or result in unacceptable levels of light pollution, are avoided and in so doing could protect the quality of where new and existing residents live and work in Ipswich.
	<b>DM26</b>	+	S, M & L-T Reversible Low uncertainty.	DM26 sets out criteria on permitted uses of spaces in shopping zones. These permitted uses are in part determined based on avoiding detrimental impacts on the amenity of any nearby residential accommodation including in terms of noise, smell, air pollution and litter.
	<b>DM27</b>	+	S, M & L-T Reversible Medium uncertainty.	DM27 would help to protect and enhance existing facilities providing arts, cultural and tourism facilities. In so doing, it would help to preserve and enhance a sense of place and thereby contribute towards high quality living and working environments.
	<b>DM28</b>	+	S & M-T Reversible. Medium uncertainty.	DM28 sets out requirements for appropriate ventilation and management of pollution, as well as litter, from night-time economy-based businesses. This could help to protect the quality of where residents live from harm caused by the night-time economy, such as unacceptable levels of noise pollution or litter. The commitment to preventing anti-social behaviour or crime could also help to encourage a feeling of safety amongst new and existing residents, although it is uncertain the extent to which this may be entirely achievable in all cases and it is likely that in some locations, such as nightclubs, the night time economy may be a focal point of relatively higher rates of crime or disorder.
	<b>DM29</b>	+	S, M & L-T Reversible Medium uncertainty.	DM29 would help to control the uses within centres and thus ensure that they are improved and are high-quality places to live and work.
5 - To improve levels of education and skills in the population overall	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on education.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on education.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on education.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on education.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on education.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on education.
	<b>DM28</b>	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on education.

	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on water.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on water.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on water.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on water.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on water.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on water.
	<b>DM28</b>	+	S, M & L-T Permanent. Low uncertainty.	DM28 would require pollution mitigation including grease traps or appropriate grease disposal and this could help to protect water quality in some locations.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on water.
	7 - To maintain and where possible improve air quality	<b>DM22</b>	○	N/A Low uncertainty.
<b>DM23</b>		○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on air quality.
<b>DM24</b>		○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on air quality.
<b>DM25</b>		○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on air quality.
<b>DM26</b>		+	S, M & L-T Reversible Medium uncertainty.	DM26 sets out requirements for uses of spaces in shopping zones to avoid reducing nearby residential amenity, in part through fumes. In so doing, this may help to ensure that business operators in these locations make efforts to limit air pollution associated with their business.
<b>DM27</b>		○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on air quality.
<b>DM28</b>		+	S, M & L-T Permanent. Low uncertainty.	DM28 would require mitigation for pollution and this may lead to a reduced or more sustainable management of land in some cases.
<b>DM29</b>		○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on air quality.
8 - To conserve and enhance soil and mineral resources	<b>DM22</b>	+	S, M & L-T Reversible Low uncertainty.	DM22 permits some relatively high densities in some locations, particularly along the waterfront where it is likely that taller buildings would be required. Higher density developments would enable more efficient uses of land.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on soils.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on soils.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on soils.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on soils.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on soils.

	<b>DM28</b>	+	S, M & L-T Permanent. Low uncertainty.	DM28 would require mitigation for pollution and this may lead to a reduced or more sustainable management of land in some cases.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on soils.
9 - To promote the sustainable management of waste	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on waste.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on waste.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on waste.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on waste.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on waste.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on waste.
	<b>DM28</b>	+	S, M & L-T Permanent. Low uncertainty.	DM28 would require mitigation for pollution and this may lead to a reduced or more sustainable waste management in some cases.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on waste.
	10 - To reduce emissions of greenhouse gases from energy consumption	<b>DM22</b>	+	S, M & L-T Reversible Low uncertainty.
<b>DM23</b>		+	S, M & L-T Reversible Medium uncertainty.	DM23 would help to ensure community facilities are in accessible locations, and this may help to limit GHG emissions associated with fuel consumption.
<b>DM24</b>		○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM25</b>		○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM26</b>		○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM27</b>		○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
<b>DM28</b>		○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on GHG emissions or energy consumption.
11 - To reduce vulnerability to climatic events and flooding	<b>DM22</b>	+	S, M & L-T Reversible Medium uncertainty.	DM22 would help to reduce the amount of land that is developed on. Hard surfaces and the loss of previously undeveloped land can increase the local risk of flooding. DM22 would limit this occurrence.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on flooding.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on flooding.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on flooding.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on flooding.

	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on flooding.
	<b>DM28</b>	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on flooding.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM28</b>	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on coasts and estuaries.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	<b>DM22</b>	+	S, M & L-T Reversible Low uncertainty.	DM22 permits some relatively high densities in some locations, particularly along the waterfront where it is likely that taller buildings would be required. Higher density developments would enable more efficient uses of land and would therefore help to minimise adverse impacts on below ground and above ground biodiversity.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on biodiversity.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on biodiversity.
	<b>DM25</b>	+	S & M-T Reversible. Medium uncertainty.	DM25 limits the amount of light pollution allowed from advertisements. In some locations, this would be a positive influence on local biodiversity as light pollution can significantly disrupt the patterns of protected species.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on biodiversity.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on biodiversity.
	<b>DM28</b>	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on biodiversity.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological	<b>DM22</b>	-	S, M & L-T Reversible Medium uncertainty.	DM22 would enable the development of high-density buildings that necessitate the construction of flats and apartments. Whilst impacts of this on the historic environment depend largely on the precise distribution and design of development, it is considered to be likely that the use of taller buildings would in some locations alter the views of or from heritage assets such as Listed Buildings.
	<b>DM23</b>	+	S, M & L-T Reversible Medium uncertainty.	Many of Ipswich's community assets and spaces are also heritage assets and features that are important components of the local historic environment, such as pubs that are Listed Buildings. Their protection from being lost or harmed by development depending on certain criteria would also help to protect the Borough's historic environment and sense of place in many locations.
	<b>DM24</b>	○	N/A	DM24 would be unlikely to have a discernible impact on the historic environment.

importance			Low uncertainty.	
	DM25	+	S & M-T Reversible. Medium uncertainty.	DM25 would require advertisements to preserve or enhance the setting of their host building with careful consideration given to form, fabric, design and scale. In some locations, where advertisements are in proximity to heritage assets such as Listed Buildings or a Conservation Area, this could help to preserve or enhance the setting such assets and would help to prevent unsightly proliferation or harmful light pollution detracting from the local character.
	DM26	+	S, M & L-T Reversible Medium uncertainty.	DM26 would enable the redevelopment and regeneration of derelict sites in central areas, which would be likely to help improve these sites' contribution to the setting of heritage assets nearby in each case.
	DM27	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on the historic environment.
	DM28	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on the historic environment.
	DM29	+	S, M & L-T Reversible Medium uncertainty.	Many of the district and local centres throughout the Borough contain or are in proximity to heritage assets or historic areas. DM29 would in many cases help to protect and potentially enhance the character and visual amenity of these centres by ensuring new development here is appropriate to their location and in so doing DM29 would help to protect and enhance the setting of heritage assets and historic areas.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	DM22	-	S, M & L-T Reversible Medium uncertainty.	DM22 would enable the development of high-density buildings that necessitate the construction of flats and apartments. Whilst impacts of this on the local character depend largely on the precise distribution and design of development, it is considered to be likely that in some locations the taller buildings would to some extent discord with the local character or have an impact on views, particularly as much of the permitted taller buildings would be along the waterfront and adjacent to the open character of the marina.
	DM23	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on landscapes or townscapes.
	DM24	++	S & M-T Reversible. Medium uncertainty.	Through DM24, shopfront designs would be required to be of a high standard in a manner that makes a positive contribution to the local character. Many areas of Ipswich have a distinctive townscape with a defined sense of place. This policy would help to protect and, in some locations, enhance the impact of shops on the local townscape character.
	DM25	++	S & M-T Reversible. Medium uncertainty.	Through DM25, advertisements would be required to be of a high standard in a manner that preserves or enhances the local character with careful consideration given to the form, fabric, design and scale of the setting. It is considered to be likely that in many locations, this would help to ensure advertisements preserve or enhance the distinctive urban character of Ipswich.
	DM26	+	S, M & L-T Reversible Medium uncertainty.	DM26 would enable the redevelopment and regeneration of derelict sites in central areas, which would be likely to help improve these sites' contribution to the local townscape character.
	DM27	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on landscapes or townscapes.
	DM28	+	S, M & L-T Permanent. Low uncertainty.	DM28 would require the daytime use of night time economy buildings to not detract from the local area. This would help to protect the character and visual amenity of townscapes.
	DM29	+	S, M & L-T Reversible Medium uncertainty.	Future development in the defined district and local centres would need to satisfy various criteria, the combination of which would in part help to ensure that development in these locations is appropriate to the centre in question and in-keeping with the local character. As such, DM29 would help to preserve townscape character in various locations in the Borough and, due to the scope for the redevelopment of derelict or brownfield sites, townscape character could be enhanced in various locations.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	DM22	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on growth and prosperity.
	DM23	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on growth and prosperity.
	DM24	+	S, M & L-T Permanent. Low uncertainty.	Attractive and vibrant areas provided by high quality shopfronts may help to attract extra inward investment and greater footfall, providing a boost to the local economy.
	DM25	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on growth and prosperity.



	<b>DM26</b>	++	S, M & L-T Reversible Low uncertainty.	DM26 is focussed on the Borough's central sopping area and designed to help ensure that appropriate retail uses are situated in appropriate locations. It is considered to be likely that DM26 would help to ensure the central shopping area of Ipswich is competitive and successful and makes a major contribution to local prosperity.
	<b>DM27</b>	+	S, M & L-T Reversible Low uncertainty.	By retaining and enhancing arts, culture and tourism facilities DM27 would help to ensure these industries in the Borough can grow and be successful. Tourism facilities help to attract visitors in from afar who can make a meaningful contribution to local prosperity.
	<b>DM28</b>	++	S, M & L-T Permanent. Medium uncertainty.	The Council sets out their intention to facilitate and support the sustainable growth of the night time economy in Ipswich. The night time economy, such as the operation of restaurants, bars and theatres, makes a significant contribution to the vitality and vibrancy of the central area of Ipswich. DM28 would help to enable such businesses to operate and grow successfully in the Borough whilst avoiding harm to the local townscape character or residential amenity.
	<b>DM29</b>	+	S, M & L-T Reversible Low uncertainty.	Vibrant and vital district local centres play an essential role in the functioning and success of Ipswich's economy. DM29 would help to ensure that, throughout the Borough, businesses and shops are retained and enhanced. It would therefore be likely to help ensure such centres continue to compete, to attract large numbers of visitors and to contribute towards local prosperity.
17 - To maintain and enhance the vitality and viability of town and retail centres	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on town centres.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on town centres.
	<b>DM24</b>	+	S, M & L-T Permanent. Medium uncertainty.	Attractive and high-quality shopfronts may help to attract extra inward investment and greater footfall, providing a boost to the vitality and vibrancy of central areas.
	<b>DM25</b>	+	S, M & L-T Permanent. Medium uncertainty.	DM25 could help to ensure that advertisements in Ipswich avoid causing harm to the distinctiveness or vibrancy of the central areas and in some locations, they could potentially help to enhance these areas. It is largely uncertain the extent to which DM25 would impact the range of businesses or shops in the centre, although by facilitating the use of advertisements DM25 could help businesses be competitive and successful.
	<b>DM26</b>	++	S, M & L-T Reversible Low uncertainty.	DM26 is focussed on the Borough's central shopping area and designed to help ensure that appropriate retail uses are situated in appropriate locations. It is considered to be likely that DM26 would help to ensure the central shopping areas are competitive and successful, able to attract growing numbers of diverse visitors to satisfy their varied retail desires.
	<b>DM27</b>	++	S, M & L-T Reversible Low uncertainty.	DM27 would help to preserve and enhance art, culture and tourist facilities, particularly those in central areas of the Borough. This would be likely to lead to an increase in the levels of footfall in central areas, which would help to make a meaningful contribution towards improving the vitality and vibrancy of central areas. Alternative uses of currently art, culture or tourism facilities would only be permitted where they are shown to make an equally meaningful contribution to the local centre vitality and vibrancy. The creation of new facilities would help to regenerate areas near the centre and could help to improve the amenity or visual attractiveness of derelict sites.
	<b>DM28</b>	+	S, M & L-T Permanent. Medium uncertainty.	The night time economy, such as bars, clubs, restaurants and cinemas, makes a significant contribution to the vibrancy and vitality of town centres in Ipswich. DM28 would help to ensure that businesses operating in the night time economy can continue to grow and compete and for new businesses to start-up and flourish in a sustainable manner. In some cases, such businesses could make good use of currently vacant plots in central areas and make a positive contribution to local distinctiveness.
	<b>DM29</b>	++	S, M & L-T Reversible Low uncertainty.	DM29 would seek to ensure businesses and shops in district and local centres are retained and enhanced. In so doing, it would be expected to make a major contribution towards ensuring the viability of such centres throughout the Borough. DM29 also seeks to combat the problem of dead frontages and vacant units and this would contribute towards more vibrant centres with distinct characters.
18 - To encourage efficient patterns of movement, promote sustainable travel of	<b>DM22</b>	+	S, M & L-T Reversible Low uncertainty.	Higher density developments can permit more efficient transport and movement, such as by improving the viability of public transport provision or by situating large numbers of locations in relatively central locations in proximity to services, facilities and public transport modes.
	<b>DM23</b>	+	S, M & L-T Reversible Low uncertainty.	DM23 would help to ensure that community services and facilities are in accessible locations and this would help to ensure residents can adopt sustainable transport modes and relatively efficient methods of movement.
	<b>DM24</b>	+	S, M & L-T Permanent. Low uncertainty.	DM24 would contribute towards natural surveillance and a feeling of safety, which may encourage greater rates of walking in some cases.
	<b>DM25</b>	+	S, M & L-T Permanent.	DM25 has a focus on community safety and this would be likely to encourage higher rates of walking and cycling.



transport and ensure good access to services			Low uncertainty.	
	<b>DM26</b>	+	S, M & L-T Reversible Low uncertainty.	DM26 would provide jobs and shopping opportunities in central locations that are highly accessible for cyclists, pedestrians and public transport users. This would help to ensure those travelling to retail areas are encouraged to travel via relatively sustainable modes.
	<b>DM27</b>	+	S, M & L-T Reversible Medium uncertainty.	DM27 would help to ensure that art, culture and tourism facilities are highly accessible for cyclists, pedestrians and public transport users by situating them in central locations.
	<b>DM28</b>	+	S, M & L-T Permanent. Medium uncertainty.	DM28 requires businesses operating in the night-time economy to provide access for all ages and abilities. This would help to ensure that all of Ipswich's diverse residents are able to partake in and enjoy night time services and facilities equally. The emphasis on natural surveillance and safety may help residents to feel safe walking in the dark.
	<b>DM29</b>	+	S, M & L-T Reversible Low uncertainty.	DM29 includes a requirement for centres to be accessible to all and to offer satisfactory vehicle access. Given the location of centres in Ipswich, they are typically accessible via public transport modes as well as walking and cycling. Overall, DM29 would help to ensure that people can access services and facilities in local centres efficiently and relatively sustainably.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<b>DM22</b>	○	N/A Low uncertainty.	DM22 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM23</b>	○	N/A Low uncertainty.	DM23 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM24</b>	○	N/A Low uncertainty.	DM24 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM25</b>	○	N/A Low uncertainty.	DM25 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM26</b>	○	N/A Low uncertainty.	DM26 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM27</b>	○	N/A Low uncertainty.	DM27 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM28</b>	○	N/A Low uncertainty.	DM28 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM29</b>	○	N/A Low uncertainty.	DM29 would be unlikely to have a discernible impact on digital infrastructure.

### Policy DM30: Town Centre Uses Outside the Central Shopping Area

Within the Town Centre, which is defined on the IP-One Area inset policies map, but outside the Central Shopping Area, the development of non-retail town centre uses, including leisure, recreation, culture and tourism uses, will be permitted. This area must be considered before edge or out of centre locations for these town centre uses. B1 office uses and mixed use schemes including housing will also be encouraged in the town centre, however industrial uses (B-Class uses excluding offices) will not be permitted.

### Policy DM31: Retail Proposals Outside Defined Centres

Retail proposals for more than 200 sq. m net floorspace in locations outside defined centres will only be permitted if the proposal can be demonstrated to be acceptable under the terms of the National Planning Policy Framework (NPPF), particularly in terms of:

- a. the appropriate scale of development;
- b. the sequential approach;
- c. avoiding significant adverse impact on existing Defined Centres, including any cumulative impact; and
- d. accessibility by a choice of means of transport.

Assessment of the retail impact of proposed development on the Central Shopping Area will only be required where the retail floorspace proposed exceeds 525 sq. m net.

### Policy DM32: Protection of Employment Land

The Employment Areas are defined on the policies map and the IP-One Area inset policies map and listed below:

1. Ipswich Business Park, north of Whitton Lane;
2. White House Industrial Estate, White House Road;
3. Knightsdale Road / Wharfedale Road;
4. Boss Hall Industrial Estate;
5. Hadleigh Road Industrial Estate, including Elton Park;
6. Land south of London Road / east of Scrivener Drive;
7. Civic Drive / Princes Street / Russell Road / Portman Road;
8. Felaw maltings / IP-City Centre;
9. Riverside Industrial Park and the West Bank area;
10. Cavendish Street;
11. Holywells Close and Holywells Road;
12. Cliff Quay/Sandy Hill Lane / Greenwich Business Park / Landseer Road area;
13. Wright Road / Cobham Road;
14. The Drift / Leslie Road / Nacton Road;
15. Ransomes Europark;
16. Airport Farm Kennels, south of Ravenswood; and
17. Futura Park, Nacton Road.

The defined Employment Areas will be safeguarded for employment and ancillary uses.

Employment uses are defined as:

- i. B1 Business, B2 General Industry or B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended), with a town centre first approach to the location of offices; and
- ii. appropriate employment-generating sui generis uses.

Small scale services specifically provided for the benefit of businesses based, or workers employed, within the Employment Area will also be permitted where:

- a. there is no reasonable prospect of the site being re-used for employment purposes over the plan period; and
- b. the proposed use is compatible with the surrounding uses.

Outside the defined Employment Areas, the conversion, change of use or redevelopment of sites and premises in employment use to non-employment uses will only be permitted where:

- c. there is no reasonable prospect of the site being re-used for employment purposes over the plan period; or
- d. the proposed use is residential and it can be acceptably accommodated, would make more effective use of the site and would not harm the economic development strategy of the plan; and
- e. in relation to c-f. and g-d, the proposed use is compatible with the surrounding uses and is an appropriate use for the site.

### Policy DM33: Delivery and Expansion of Digital Communications Networks

The Council recognises the importance of high quality and reliable communications in the delivery of a vibrant local economy and for the contribution they can make to the environment by reducing the need to travel. a) On sites of more than 10 new residential units and on other non-residential development, proposals must allow for the provision of the infrastructure for superfast broadband in order to allow connection to that network. This infrastructure should be provided on an open access basis that will allow for the future provision of "ultrafast broadband" and "Full fibre" solutions as and when they are made available.

b) Proposals for the expansion of electronic communications networks, including next generation mobile technology (such as 5G) will be supported, where they preserve the historic environment and do not harm the appearance of the street scene.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social	<b>DM30</b>	+	S, M & L-T Reversible Medium uncertainty.	DM30 sets out that Ipswich's town centre, as defined by the IP-One Area on the policies map, but outside the Central Shopping Area, would be the focus of non-retail town centre uses such as leisure, recreation, culture and tourism uses. In so doing, DM30 would help to ensure that such

exclusion				facilities and spaces are equally accessible to residents of Ipswich and situated in proximity to public transport modes.
	DM31	+	S, M & L-T Reversible Medium uncertainty.	DM31 would help to ensure that retail proposals remain accessible to all.
	DM32	+	S, M & L-T Reversible Medium uncertainty.	DM32 sets the various areas in the Borough safeguarded for employment use. The provision of employment land would help to ensure there is adequate land to facilitate the expected jobs growth in the Borough, which is integral to combating local rates of poverty.
	DM33	+	S, M & L-T Reversible Medium uncertainty.	DM33 would help to ensure residents are able to access the internet which could potentially help to ensure they feel more included.
2 - To meet the housing requirements of the whole community	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on housing.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on housing.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on housing.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on health.
	DM31	+	S, M & L-T Reversible Medium uncertainty.	DM31 would help to ensure that retail proposals remain accessible to all, thereby permitting greater community cohesion, social interaction and thus benefiting the mental health and wellbeing of local residents.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on health.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on health.
4 - To improve the quality of where people live and work	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on the quality of homes or places of work.
	DM31	+	S, M & L-T Reversible Medium uncertainty.	DM31 would help to ensure that large retail development generally avoids being situated in residential locations where it could potentially have an adverse impact on the local residential amenity.
	DM32	+	S, M & L-T Reversible Medium uncertainty.	DM32 safeguards various areas of the Borough for employment purposes. These areas of the Borough would be expected to help ensure workers in these locations can enjoy working in high-quality and safe environments.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on the quality of homes or places of work.
5 - To improve levels of education and skills in the population overall	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on education or skills.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on education or skills.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on education or skills.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on education or skills.
6 - To conserve and enhance water quality and resources	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on water.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on water.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on water.
	DM33	○	N/A	DM33 would be unlikely to have a discernible impact on water.

			Low uncertainty.	
7 - To maintain and where possible improve air quality	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on air.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on air.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on air.
	DM33	+	S, M & L-T Reversible Medium uncertainty.	DM33 would help to ensure residents and employees in Ipswich have good access to the internet. This could encourage a greater rate of interactions online, thereby reducing their need to travel and avoiding impacts on air quality caused by vehicular use.
8 - To conserve and enhance soil and mineral resources	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on soils.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on soils.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on soils.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on soils.
9 - To promote the sustainable management of waste	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on waste.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on waste.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on waste.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on energy or GHG emissions.
	DM33	+	S, M & L-T Reversible Medium uncertainty.	DM33 would help to ensure residents and employees in Ipswich have good access to the internet. This could encourage a greater rate of interactions online, thereby reducing their need to travel and avoiding GHG emissions associated with vehicular use.
11 - To reduce vulnerability to climatic events and flooding	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on flooding.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on flooding.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on flooding.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on the coast and estuaries.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on the coast and estuaries.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on the coast and estuaries.

13 - To conserve and enhance biodiversity and geodiversity	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on the coast and estuaries.
	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on biodiversity or geodiversity.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on biodiversity or geodiversity.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on biodiversity or geodiversity.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on biodiversity or geodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	DM30	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on the historic environment.
	DM31	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on historic environment.
	DM32	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on historic environment.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on historic environment.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	DM30	+	S, M & L-T Reversible Medium uncertainty.	DM30 would help to ensure that new development in the Borough accords well with the local area and is in-keeping with existing nearby uses. This would help to conserve the character of the IP-One Area townscape and protect other townscapes from discordant development.
	DM31	+	S, M & L-T Reversible Medium uncertainty.	DM31 would help to ensure that large retail development is generally situated away from predominantly residential areas. In so doing, DM30 would help to protect the townscape character of these residential areas and to ensure new development is typically in-keeping with their local setting.
	DM32	+	S, M & L-T Reversible Medium uncertainty.	DM32 would be expected to help ensure that employment land and employment uses are generally in proximity with existing employment land and employment uses. In so doing, DM32 would help to ensure that such development is largely in-keeping and accords well with the existing townscape character.
	DM33	○	N/A Low uncertainty.	DM33 would be unlikely to have a discernible impact on landscapes or townscapes.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	DM30	+	S, M & L-T Reversible Low uncertainty.	The IP-One Area plays an essential role in the functioning and success of Ipswich's economy. DM30 would help to ensure that non-retail uses here are appropriate to their location and are situated in an area that would help them to compete and attract visitors.
	DM31	+	S, M & L-T Reversible Low uncertainty.	DM31 is designed to focus larger retail development towards centres in order to support the economic viability and vitality of centres. This would make a meaningful contribution towards the long-term growth and prosperity of various centres throughout the Borough.
	DM32	++	S, M & L-T Reversible Low uncertainty.	DM32 safeguards various areas of the Borough for employment uses. Each of the sites within these areas allocated for development, including employment use development, has been assessed in Appendix E. Overall, DM32 would make a major contribution towards the sustainable growth of the Borough's economy by facilitating the anticipated and desired jobs growth over the Plan period. These jobs are in accessible locations that would provide local residents good access to a range of employment opportunities across a diverse business-mix.
	DM33	+	S, M & L-T Reversible Low uncertainty.	DM33 would help to ensure the Borough's local economy can access national and international markets and businesses can operate successfully online.
17 - To maintain and enhance the vitality and viability of town and retail centres	DM30	++	S, M & L-T Reversible Low uncertainty.	DM30 would help to ensure that non-retail uses in the town centre, but outside the main shopping area, are situated in locations that attract large numbers of visitors, are conveniently accessible and are therefore able to compete and remain viable businesses for the long-term.
	DM31	+	S, M & L-T Reversible Low uncertainty.	DM31 is designed to focus larger retail development towards centres in order to support the economic viability and vitality of centres. This would make a meaningful contribution towards the long-term growth and prosperity of various centres throughout the Borough.

	<b>DM32</b>	++	S, M & L-T Reversible Low uncertainty.	Many of the areas safeguarded for employment uses are in relatively central locations. The provision of jobs and the creation of new businesses in these locations would make a major contribution towards the vitality and vibrancy of the central areas in question.
	<b>DM33</b>	+	S, M & L-T Reversible Low uncertainty.	DM33 would help to ensure the businesses in central areas are able to reach potential customers further afield and outside of the Borough online, efficiently and effectively, thereby helping to ensure businesses in Ipswich and compete and succeed.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	<b>DM30</b>	+	S, M & L-T Reversible Medium uncertainty.	DM30 would help to ensure that spaces for leisure, recreation, culture and tourism are situated largely in the IP-One Area and are therefore highly likely to be accessible via efficient and sustainable modes such as cycling, walking and public transport.
	<b>DM31</b>	+	S, M & L-T Reversible Medium uncertainty.	DM31 would help to ensure that sites are accessible via a choice of transport modes, with inaccessible sites considered to be unacceptable, and thus this policy would facilitate more efficient and sustainable modes of transport and movement.
	<b>DM32</b>	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on transport or movement.
	<b>DM33</b>	+	S, M & L-T Reversible Low uncertainty.	DM33 would help to ensure residents and employees in Ipswich have good access to the internet. This could encourage a greater rate of interactions online and home-working, thereby reducing their need to travel. This would help to alleviate congestion and enable more efficient movement.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	<b>DM30</b>	○	N/A Low uncertainty.	DM30 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM31</b>	○	N/A Low uncertainty.	DM31 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM32</b>	○	N/A Low uncertainty.	DM32 would be unlikely to have a discernible impact on digital infrastructure.
	<b>DM33</b>	++	S, M & L-T Reversible Low uncertainty.	DM33 recognises the importance of high quality and reliable communications and seeks the provision of infrastructure for superfast broadband that will allow for the future provision of “ultrafast broadband” and “Full fibre” solutions as and when they are made available. Proposals for the expansion of electronic communications networks, including next generation mobile technology (such as 5G) would be supported.

## Site Policies

### Policy SP1: The Protection of Allocated Sites

Sites will be safeguarded for the use(s) for which they have been allocated. The Council will only permit alternative uses on allocated sites if they are compatible with other plan objectives and policies, they do not harm the plan strategy and the applicant can demonstrate that the allocated use is:

- a. No longer needed to meet planned development needs; or
- b. Not viable or deliverable and likely to remain so during the plan period.

Where an allocated mix of uses is not viable or deliverable, the Council will prioritise the primary use and community uses (including open space) identified through the policies and the site sheet at Appendix 3A and negotiate the remainder of the mix.

### Policy SP2: Land Allocated for Housing

All land allocated under SP2 has been assessed in **Appendix E**.

### Policy SP3: Land with planning permission or awaiting a Section 106

All land allocated under SP3 has been assessed in **Appendix E**.

### Policy SP5: Land allocated for employment use

All land allocated under SP5 has been assessed in Appendix E.

### Policy SP6: Land allocated and protected as open space

All land allocated under SP6 has been assessed in Appendix E.

### Policy SP7: Land allocated for leisure uses or community facilities

All land allocated under SP7 has been assessed in Appendix E.

### Policy SP8: Orwell Country Park Extension

The Orwell Country Park Extension site has been assessed in Appendix E.

### Policy SP9: Safeguarding land for transport infrastructure

Each site allocated under SP9 has been assessed in Appendix E.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
2 - To meet the housing requirements of the whole community	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
3 - To improve the health of the population	SP1	+	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.



overall and reduce health inequalities				
4 - To improve the quality of where people live and work	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
5 - To improve levels of education and skills in the population overall	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
6 - To conserve and enhance water quality and resources	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
7 - To maintain and where possible improve air quality	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
8 - To conserve and enhance soil and mineral resources	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
9 - To promote the sustainable management of waste	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
10 - To reduce emissions of greenhouse gases from energy consumption	SP1	-	S, M & L-T Permanent Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
11 - To reduce vulnerability to climatic events and flooding	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
12 - To safeguard the integrity of the coast and estuaries	SP1	+	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
13 - To conserve and enhance biodiversity and geodiversity	SP1	+	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.

14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	SP1	+	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	SP1	-	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
17 - To maintain and enhance the vitality and viability of town and retail centres	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
18 - To encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	SP1	++	S, M & L-T Reversible Low uncertainty.	SP1 would ensure that sites allocated for certain uses would be protected for these uses. In so doing, it would ensure that the impacts identified against this SA Objective, as described in detail for each site allocation, would arise.

### Policy SP10: Retail Site Allocations

All land allocated (or safeguarded) under SP10 has been assessed in **Appendix E**.

### Policy SP11: The Waterfront

The Waterfront is defined on the IP-One Area inset policies map. The Waterfront remains the focus for regeneration within central Ipswich to create high quality, mixed use neighbourhoods in accordance with Core Strategy Review policies CS2 and CS3.

Within the Waterfront, new development should contain a mix of uses. Residential, community, office, arts, culture, open space, boat-related and tourism uses will be permitted. Core Strategy Review policy DM22 a. shall apply in relation to residential density.

Where the Waterfront overlaps with the town centre at the northern quays, all the main town centre uses will be permitted with the exception of retail uses, applications for which will be considered against Core Strategy Review policy DM30.

The Education Quarter is addressed through policy SP12 and arts, culture and tourism through policy DM27 (formerly SP14).

### Policy SP12: Education Quarter

The Education Quarter is defined on the IP-One Area inset policies map, comprising the Suffolk New College campus and the University of Suffolk campus. Within the defined Education Quarter, development for education and ancillary uses such as student accommodation or offices will be permitted. On sites which fall within the Education Quarter and the Waterfront, the Council would consider Waterfront uses on their merits, provided they would not compromise the ability of the University to function or expand and to meet future education needs. Development of site reference IP049 No 8 Shed Orwell Quay will be required to include an element of public car parking in accordance with policy SP17.

Site IP049 has been assessed in **Appendix E**.

### Policy SP13: Portman Quarter (formerly Ipswich Village)

The Portman Quarter is defined on the IP-One Area inset policies map as a focus for regeneration in the west of IP-One. The Council's vision for the Portman Quarter is a mixed-use neighbourhood of residential use, open spaces and main town centre uses, excluding retail, where they accord with Core Strategy Review policy DM30.

### Policy SP15: Improving Pedestrian and Cycle Routes

The Council will support improvements to pedestrian and cycle routes within the IP-One area and linking the town centre to residential areas and beyond. It will seek opportunities to deliver the following specific improvements through safeguarding routes where necessary, new developments and/or seeking funding opportunities:

The provision of safe cycle and pedestrian access across the lock gates at the entrance to the Wet Dock to create a circular route;

The provision of new foot and cycle bridges across the new Cut linking Stoke Quay to St Peter's Wharf and the Island site to Mather Way;

An improved pedestrian environment on key walking routes from the Waterfront to the Central Shopping Area - Turret Lane, Lower Brook Street, Foundation Street and Lower Orwell Street;

Improved pedestrian links through Cardinal Park linking the station and Central Shopping Area;

Enhanced walking and cycling links between the railway station and the Waterfront via the river path;

Improved pedestrian and cycle links from Handford Road to Sir Alf Ramsey Way;

Improved pedestrian and cycle routes linking St Matthew's Church, the New Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street; and

The pedestrianisation of Princes Street North, Queen Street and Upper Brook Street.

### Policy SP16: Transport Proposals in IP-One

The Council supports the aspiration identified in the Local Transport Plan for the provision of a new Wet Dock Crossing, linking the east bank in the vicinity of Toller Road with the west bank in the vicinity of Mather Way. The crossing would facilitate access to the Island Site and provide for through traffic. Its design would maintain boat access through the lock and navigation along the New Cut. The design and layout of development on the Island Site IP037 should not prejudice the future delivery of a Wet Dock Crossing should a firm proposal be included in future updates of the Local Transport Plan. The Council also supports measures to improve pedestrian and cycle access between the Waterfront and Central Shopping Area.

### Policy SP17: Town Centre Car Parking

The Council will pursue a town centre car parking policy with the twin aims of supporting the economy of the town centre and limiting congestion, through encouraging the use of sustainable modes of transport. To this end, a Central Car Parking Core is identified on the IP-One inset policies map. Within this area, Core Strategy Review policy DM21 shall apply.

Sites are allocated for multi storey car parks providing additional short stay shopper and visitor parking or long stay commuter parking as specified below:

a. IP015 West End Road – long stay parking;  
b. IP048 Mint Quarter – short stay parking;  
c. IP049 No 8 Shed Orwell Quay – long stay parking.  
The provision of a multi-storey car park at site IP015 West End Road will replace the existing on-site surface parking. It will also replace existing long stay parking at IP051 Old Cattle Market, Portman Road, if this is not replaced on site through redevelopment.  
All new permanent car parks will be required to achieve good design and quality, and include electric vehicle charging points and variable messaging technology. Proposals for additional temporary car parks within the town centre will not be permitted. Proposals to renew existing planning consents for temporary short stay public parking within the town centre will not be permitted when the permanent provision allocated above has been delivered. Until then, temporary car parks will be expected to achieve the same level of quality as permanent ones.  
All land allocated under SP17 has been assessed in **Appendix E**.

SA Objective	Policy	Score	Scale, permanence & uncertainty	Commentary
1 - To reduce poverty and social exclusion	SP11	+	S, M & L-T Reversible Medium uncertainty.	SP11 would see a regeneration focus continue on the Waterfront area, where the recession has led to major developments stalling. The policy would help to ensure new development contains a mix of uses, including office, arts, culture, open space, boat related and tourism uses, and this would be likely to combat exclusion and poverty in the local area of the waterfront.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on poverty or exclusion.
	SP13	+	S, M & L-T Reversible Medium uncertainty.	SP13 would help to ensure the Portman Quarter is accessible to all and situates new residents within a cohesive community whilst providing good access to employment opportunities
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would help to ensure locations throughout the Borough are accessible via cycling and walking for all residents. This could help to combat the risk of social exclusion.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to ensure those working or living on the island do not feel excluded from Ipswich.
	SP17	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure locations throughout the Borough are accessible via driving and public transport for all residents. This could help to combat the risk of social exclusion.
2 - To meet the housing requirements of the whole community	SP11	+	S, M & L-T Reversible Medium uncertainty.	SP11 would ensure the Waterfront is redeveloped in a mixed-use format that enables the delivery of new homes.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on housing.
	SP13	+	S, M & L-T Reversible Medium uncertainty.	SP13 would ensure the Portman Quarter is redeveloped in a mixed-use format that enables the delivery of new homes.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on housing.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on housing.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on housing.
3 - To improve the health of the population overall and reduce health inequalities	SP11	+	S, M & L-T Reversible Medium uncertainty.	SP11 supports the provision of open space and various cultural and leisure facilities at the Waterfront that would benefit the physical and mental wellbeing of local residents.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on health.
	SP13	+	S, M & L-T Reversible Medium uncertainty.	SP13 supports the provision of open space and various cultural and leisure facilities at the Waterfront that would benefit the physical and mental wellbeing of local residents.
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would be likely to facilitate higher rates of walking and cycling and therefore more physically active lifestyles for residents.
	SP16	○	N/A	SP16 would be unlikely to have a discernible impact on health.

			Low uncertainty.	
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on health.
4 - To improve the quality of where people live and work	SP11	++	S, M & L-T Reversible Medium uncertainty.	SP11 would help to ensure the Waterfront is developed into an attractive, safe and enjoyable place to live, and potentially work.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on the quality of homes.
	SP13	++	S, M & L-T Reversible Medium uncertainty.	SP13 would help to ensure the Portman Quarter is developed into an attractive, safe and enjoyable place to live, and potentially work.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on the quality of homes.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on the quality of homes.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on the quality of homes.
	5 - To improve levels of education and skills in the population overall	SP11	+	S, M & L-T Reversible Medium uncertainty.
SP12		+	S, M & L-T Reversible Medium uncertainty.	SP12 would support the provision of new development that provides students accommodation or offices, which support the university.
SP13		○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on education.
SP15		○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on education.
SP16		○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on education.
SP17		○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on education.
6 - To conserve and enhance water quality and resources	SP11	+/-	S, M & L-T Reversible High uncertainty.	Development at the Waterfront could potentially pose a risk to the quality of adjacent water bodies such as through surface runoff. However, it may also help to alleviate existing risks from commercial or vacant land and to provide further protection to the waters.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on water.
	SP13	○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on water.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on water.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on water.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on water.
7 - To maintain and where possible improve air quality	SP11	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that the regeneration of the area and an increase in the number of local residents and operating businesses would have a minor adverse impact on air quality, largely due to an associated increase in local traffic. This may be alleviated by the fact that the Waterfront would create a cohesive community where local residents can walk to access most services and facilities.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on water.
	SP13	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that development at the Portman Quarter and an increase in the number of local residents and operating businesses would have a minor adverse impact on air quality, largely due to an associated increase in local traffic. This may be alleviated by the fact that the Quarter would

				create a cohesive community where local residents can walk to access most services and facilities.
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would be expected to help facilitate higher rates of walking and cycling and this would reduce air pollution associated with vehicles over time.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 would enable pedestrian and cycling access onto and off the island which may help to limit the use of cars.
	SP17	-	S, M & L-T Reversible Medium uncertainty.	SP17 facilitates an increase in the uptake of public transport modes. However, overall it would be expected to facilitate higher rates of driving into central areas and this would contribute to an increase in air pollution.
8 - To conserve and enhance soil and mineral resources	SP11	++	S, M & L-T Reversible Medium uncertainty.	Development at the Waterfront is largely situated on brownfield land.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on soils or minerals.
	SP13	++	S, M & L-T Reversible Medium uncertainty.	Development at the Portman Quarter is largely situated on brownfield land.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on soils or minerals.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on soils or minerals.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on soils or minerals.
9 - To promote the sustainable management of waste	SP11	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that the regeneration of the area and an increase in the number of local residents and operating businesses would result in an increase in waste generation to some extent. Given the nature of the Waterfront, there could be opportunities for reusing existing materials on-site.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on waste.
	SP13	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that the regeneration of the area and an increase in the number of local residents and operating businesses would result in an increase in waste generation to some extent. Given the nature of the Quarter, there could be opportunities for reusing existing materials on-site.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on waste.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on waste.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on waste.
10 - To reduce emissions of greenhouse gases from energy consumption	SP11	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that the regeneration of the area and an increase in the number of local residents and operating businesses would have a minor adverse impact on GHG emissions, largely due to an associated increase in local traffic. However, the mixed uses of the site could help reduce the need for residents to travel long distances, thereby limiting vehicular emissions.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on waste.
	SP13	+/-	S, M & L-T Reversible Medium uncertainty.	It is expected that the regeneration of the Quarter and an increase in the number of local residents and operating businesses would have a minor adverse impact on GHG emissions, largely due to an associated increase in local traffic. However, the mixed uses of the site could help reduce the need for residents to travel long distances, thereby limiting vehicular emissions.
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would be expected to help facilitate higher rates of walking and cycling and this could reduce GHG emissions associated with vehicles.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 would enable pedestrian and cycling access onto and off the island which may help to limit the use of cars.
	SP17	-	S, M & L-T Reversible	SP17 facilitates an increase in the uptake of public transport modes. However, overall it would be expected to facilitate higher rates of driving into

			Medium uncertainty.	central areas and this would contribute to an increase in GHG emissions.
11 - To reduce vulnerability to climatic events and flooding	SP11	-	S, M & L-T Reversible Medium uncertainty.	The Waterfront is largely in Flood Zone 3. Whilst development would not proceed in all cases without the completion of the new flood defence barrier, residents and businesses here would be exposed to some degree of flood risk.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on flooding.
	SP13	○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on flooding.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on flooding.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on flooding.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on flooding.
12 - To safeguard the integrity of the coast and estuaries	SP11	+	S, M & L-T Reversible Medium uncertainty.	The Waterfront regeneration would be expected to help ensure the area makes a positive contribution to the local character and distinctive views.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on the coasts and estuaries.
	SP13	○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on the coasts and estuaries.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on the coasts and estuaries.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on the coasts and estuaries.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on the coasts and estuaries.
13 - To conserve and enhance biodiversity and geodiversity	SP11	+/-	S, M & L-T Reversible Medium uncertainty.	Development at the Waterfront could potentially expose the adjacent waterbodies, which are designated as a wildlife site, to some degree of risk, such as due to surface run off. Conversely, it could help to alleviate an existing risk caused by vacant or contaminated plots.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on biodiversity.
	SP13	○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on biodiversity.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on biodiversity.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on biodiversity.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on biodiversity.
14 - To conserve and where appropriate enhance areas and assets of historical and archaeological importance	SP11	++	S, M & L-T Reversible Medium uncertainty.	The Waterfront consists of over 80ha of land and buildings around the Wet Dock, which was completed in 1842. It includes the historic port area located to the north of the modern commercial port. It is characterised by a mix of buildings of varying scales. The Wet Dock was designated a conservation area in 1991. The area contains a number of important heritage assets, including listed buildings, which new development will need to take into account. It is expected that the regeneration of the area would help to protect and likely enhance the setting of heritage assets in the area and provide local residents with improved opportunities to access and enjoy the local heritage features.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on cultural heritage.
	SP13	++	S, M & L-T Reversible	It is expected that the regeneration of the Portman Quarter area would help to protect and likely enhance the setting of heritage assets in the



			Medium uncertainty.	area
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on cultural heritage.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on cultural heritage.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on cultural heritage.
15 - To conserve and enhance the quality and local distinctiveness of landscapes and townscape	SP11	++	S, M & L-T Reversible Medium uncertainty.	The Waterfront regeneration would be expected to help ensure the area makes a positive contribution to the local character and distinctive views.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on landscape.
	SP13	++	S, M & L-T Reversible Medium uncertainty.	The Portman Quarter regeneration would be expected to help ensure the area makes a positive contribution to the local character and distinctive views.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on landscape.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on landscape.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on landscape.
16 - To achieve sustainable levels of prosperity and growth throughout the plan area	SP11	++	S, M & L-T Reversible Medium uncertainty.	SP11 would help to ensure new businesses and shops locate and successfully compete within the Waterfront area.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on prosperity.
	SP13	++	S, M & L-T Reversible Medium uncertainty.	SP13 would help to ensure new businesses and shops locate and successfully compete within the Portman area.
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would help to facilitate efficient movement of residents and workers by improving cycle and pedestrian access. This would be expected to help employees to access places of work sustainable and for businesses to travel and transport more effectively.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to facilitate more efficient movement for residents, employees and businesses in and around the island site.
	SP17	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure residents, businesses and employees can travel and access various areas of the Borough by car.
17 - To maintain and enhance the vitality and viability of town and retail centres	SP11	++	S, M & L-T Reversible Medium uncertainty.	SP11 would not only facilitate the operation and success of new businesses and shops in the Waterfront area but would help to create a highly attractive and enjoyable area that increases footfall.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on centres.
	SP13	++	S, M & L-T Reversible Medium uncertainty.	SP13 would not only facilitate the operation and success of new businesses and shops in the Portman Quarter area but would help to create a highly attractive and enjoyable area that increases footfall.
	SP15	+	S, M & L-T Reversible Medium uncertainty.	SP15 would help to increase footfall in various central areas of the Borough by enabling greater access via foot and cycle.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 could help to increase footfall on the island site and nearby as a result of the improved pedestrian and cycle access.
	SP17	+	S, M & L-T Reversible Medium uncertainty.	SP17 could help to enable greater access into central areas via car, thereby enabling businesses here to attract customers and employees from further afield and potentially in areas just outside Ipswich.
18 - To encourage efficient patterns of movement, promote	SP11	+	S, M & L-T Reversible Medium uncertainty.	The Waterfront area is highly accessible via bus, train, walking and cycling.
	SP12	○	N/A	SP12 would be unlikely to have a discernible impact on transport.

sustainable travel of transport and ensure good access to services			Low uncertainty.	
	SP13	+	S, M & L-T Reversible Medium uncertainty.	The Portman Quarter area is highly accessible via bus, train, walking and cycling.
	SP15	++	S, M & L-T Reversible Medium uncertainty.	SP15 would make a major contribution towards improving the access of various areas of the Borough via foot and cycle. This would facilitate more efficient and sustainable movement for businesses and residents.
	SP16	+	S, M & L-T Reversible Medium uncertainty.	SP16 would help to improve pedestrian and cycle access into and out of the island site. This would enable more efficient and sustainable movement in local and adjacent areas.
	SP17	+	S, M & L-T Reversible Medium uncertainty.	SP17 would help to ensure residents and employees can travel relatively efficiently throughout the Borough via car and potentially public transport. Greater permeability for car journeys could be considered to be more efficient and enable shorter travel times, but it could also encourage a higher uptake of travelling by car and it is unclear the impact this might have on congestion in certain areas.
19 - To ensure that the digital infrastructure available meets the needs of current and future generations	SP11	○	N/A Low uncertainty.	SP11 would be unlikely to have a discernible impact on digital infrastructure.
	SP12	○	N/A Low uncertainty.	SP12 would be unlikely to have a discernible impact on digital infrastructure.
	SP13	○	N/A Low uncertainty.	SP13 would be unlikely to have a discernible impact on digital infrastructure.
	SP15	○	N/A Low uncertainty.	SP15 would be unlikely to have a discernible impact on digital infrastructure.
	SP16	○	N/A Low uncertainty.	SP16 would be unlikely to have a discernible impact on digital infrastructure.
	SP17	○	N/A Low uncertainty.	SP17 would be unlikely to have a discernible impact on digital infrastructure.

# **Appendix E**

## **Assessments of Site Allocations**

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP152 Airport Farm Kennels</b>	Greenfield	7.37	Employment land	A site for longer term development subject to access improvements. Suitable for B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui generis. Development will be subject to the preparation of a development brief to address matters including the AONB. The feasibility of Park and Ride will be explored by the Council.
<b>IP141a Land at Future Park, Nacton Road</b>	Greenfield	4.82	Employment land	Suitable for employment uses B1b, B1c, B2, B8 and appropriate sui generis uses as defined through policy DM25.
<b>IP150a Areas U, V &amp; W, Ravenswood</b>	Greenfield	2.23	94 dwellings	Has outline planning permission. It will require a condition relating to archaeological investigation attached to any planning consent. Development should also link into cycling and pedestrian route networks.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP152 +	IP152 and IP141a would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. IP150a would situate new residents adjacent to an existing community in proximity to key services and amenities – social exclusion is unlikely.	IP152 +	S-LT	M
		IP141a +		IP141a +	S-LT	M
		IP150a +		IP150a +	S-LT	M
2	<i>To meet the housing requirements of the whole community</i>	IP152 O	IP150a would deliver 94 new dwellings. IP152 and IP141a would have no discernible impact on housing.  <i>Suitable provision should be made for affordable homes.</i>	IP152 O	N/A	L
		IP141a O		IP141a O	N/A	L
		IP150a +		IP150a +	LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP152 -	IP152 and IP141a are allocated for employment land (B1, B2 or B8) and therefore may pose a risk of pollution for existing nearby residents. IP150a would situate new residents 500m south west of Ravenswood Medical Practice, within 500m of open spaces and the countryside and adjacent to an existing community. The Site's proximity to services and facilities may encourage high rates of walking and cycling.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work. Sites IP152 and IP141a should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.</i>	IP152 -	N/A	L
		IP141a -		IP141a -	N/A	L
		IP150a ++		IP150a ++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP152 -	IP152 and IP141a would result in the loss of greenfield land near existing employment areas, which could be seen as a reduction in the quality of the surrounding area for workers. IP152 would situate new workers adjacent to the A14, which would be likely to be a source of noise, air and light pollution. IP150a would situate new residents in a location that avoids poor noise, air or light pollution and where the quality of homes could be very high.  <i>The proposed development at IP152 and IP141a should seek to incorporate a high-quality design and infrastructure, with existing infrastructure preserved as much as possible. Where feasible at IP152, offices and businesses should be set as far back from the A14 as possible. GI should be</i>	IP152 -	S-LT	M
		IP141a -		IP141a +	S-LT	M
		IP150a +		IP150a +	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			<i>incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.</i>			
5	To improve levels of education and skills in the population overall	IP152 +	The provision of employment land at IP152 and IP141a and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills	IP152 +	N/A	L
		IP141a +		IP141a +	N/A	L
		IP150a ++	IP150a would situate new residents within 500m of Ravenswood Primary School and within 600m of Ipswich Academy.	IP150a ++	LT	L
6	To conserve and enhance water quality and resource	IP152 -	IP141a coincides with some small ponds. All three sites are within groundwater SPZ3 and each would be expected to result in a net increase in water consumption in relation to existing levels.	IP152 -	S-LT	M
		IP141a --	<i>To avoid contamination of groundwater, development should prevent potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP141a -	LT	M
		IP150a -		IP150a -		
7	To maintain and where possible improve air quality	IP152 -	All three sites would be expected to result in a net increase in air pollution in relation to existing levels, in large part due to an associated increase in road traffic.	IP152 -	S-LT	M
		IP141a -		IP141a -	S-LT	L
		IP150a -	Each site has good access to bus links. Pedestrian and cycle access is somewhat limited for each site, particularly IP141a. The park and ride system being considered for IP51 could help to encourage a greater uptake of lower emission transport modes. <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of electric car charging points could help to limit increases in road traffic emissions. In addition, cycling and pedestrian links should be incorporated into the development at all sites.</i>	IP150a -	LT	M
8	To conserve and enhance soil and mineral resources	IP152 -	Each site is greenfield, and they would therefore be expected to result in the permanent loss of soils.	IP152 -	S-LT	L
		IP141a -		IP141a -	S-LT	L
		IP150a -	<i>Sustainable soil management techniques should be adopted during the construction phase. Best efforts should be made to enable an efficient use of land that avoids unnecessary losses of soil and avoids unnecessary compaction and reduces the risk of erosion or contamination.</i>	IP150a -	LT	L
9	To promote the sustainable management of waste	IP152 -	The proposed Development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Opportunities for reusing buildings or materials would be lacking as the sites are greenfield.	IP152 -	S-LT	L
		IP141a -		IP141a -	S-LT	L
		IP150a -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP150a -	LT	L
10	Reduce emissions of GHG from energy consumption	IP152 -	The proposed Development at each location would be expected to result in a net increase in air pollution and energy consumption in relation to existing levels, largely due to an associated increase in road traffic.	IP152 -	S-LT	L
		IP141a -	Each site has good access to bus links and is relatively close to services/amenities/homes/jobs and this may help to limited increases in air pollution associated with traffic.	IP141a -	S-LT	L
		IP150a -	<i>To reduce air pollution the development should be designed to maximise energy efficiency. Pedestrian and cycle access should be incorporated into development at each location.</i>	IP150a -	LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 1	Reduce vulnerability to climatic events and flooding	IP152 -	Each Site is in Flood Zone 1. IP150a has a small area of high surface water flood risk in its northern section. IP141a and IP152 have small areas at a medium risk of surface water flood risk.  <i>Undertake a Flood Risk Assessment for the Site and the development should be designed to include green infrastructure and SUDS to reduce flood risk.</i> <i>The area of IP50a at a high risk of surface water flooding is relatively small and it is considered to be likely that through a careful layout this area of land could be avoided.</i>	IP152 -	S-LT	M
		IP141a -		IP141a -	S-LT	M
		IP150a --		IP150a -	LT	M
1 2	Safeguard the integrity of the coast and estuaries	IP152 O	The proposed Development at each site would be unlikely to have a discernible impact on the coast or estuaries.	IP152 O	N/A	L
		IP141a O		IP141a O	N/A	L
		IP150a O		IP150a O	N/A	L
1 3	To conserve and enhance biodiversity and geodiversity	IP152 -	120M west of IP150a is Brazier's Wood, Ponder Alder Carr and Meadows County Wildlife Site, which is also proposed as an LNR. Each Site is currently greenfield. Development at IP150a and IP152 would reduce local habitat connectivity by increasing the distance between habitats. Development at each location could potentially affect protected species as they contain existing structures.  <i>Appropriate ecological surveys of each site should be conducted prior to development to establish the presence of priority species and habitats. Existing green infrastructure, particularly hedgerow and trees, within each site or delineating their perimeters, should be preserved as much as possible and incorporated into the development. Additional green infrastructure should be planted to help preserve the sites' wildlife corridor or stepping stone capacities, as part of a strategic network across the plan area and beyond.</i>	IP152 -	S-LT	M
		IP141a -		IP141a -	S-LT	M
		IP150a -		IP150a -	LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP152 O	IP152 and IP150a would be unlikely to have a discernible effect on the historic environment. The most western portion of IP141a is viewable from the Grade II Listed Building 'Terminal of Ipswich Airport'. The proposed development would result in the loss of greenfield land and potentially have an adverse impact on the setting of this sensitive heritage asset.  <i>The proposed development at IP141a should seek to incorporate a high-quality design, vernacular architecture, screening and green infrastructure to help limit an alteration to the setting of the heritage asset.</i>	IP152 O	S-LT	M
		IP141a -		IP141a -	S-LT	M
		IP150a O		IP150a O	LT	M
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP152 --	IP152 would result in the loss of a greenfield site that is adjacent to, and partially within, the Suffolk Coast and Heaths AONB. The proposed development would be expected to have an adverse impact on the setting of the AONB. The requirement for a development brief considering this impact would be likely to help ensure mitigation is incorporated into the proposed development. IP141a and IP50a are both greenfield sites that make a positive contribution to the local character. The proposed development at each site would result in the loss of greenfield land and could potentially alter the local character. However, IP50a would situate residential development adjacent to existing homes, and IP141a would situate employment land near existing employment land, and in each case adverse impacts on character would be likely to be minor.  <i>Green Infrastructure (GI) should be incorporated into the proposed development at each site. This should be comprised of a diverse range of locally native species that help to make a positive contribution to the local</i>	IP152 --	S-LT	M
		IP141a -		IP141a -	S-LT	M
		IP150a -		IP150a -	LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty	
		<i>character. At IP152, GI should be employed in a manner that helps to preserve a relatively seamless character from the AONB to the Site and laid out in a manner that helps to preserve local landscape character, where feasible.</i>				
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP152 ++	IP152 and IP141a would provide new employment land in the Borough and help to make a positive contribution towards sustainable economic growth. IP150a would situate new residents in proximity to a range of employment opportunities.	IP152 ++	S-LT	L
		IP141 ++		IP141a ++	S-LT	L
		IP150a +		IP150a +	LT	M
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP152 ++	IP152 and IP141a would provide new employment land relatively close and accessible to central areas of the Borough. IP150a would situate new residents in a location with good access to central areas of Ipswich, which could help provide a boost to retail services here.	IP152 ++	S-LT	L
		IP141 ++		IP141a ++	S-LT	L
		IP150a +		IP150a +	LT	M
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP152 +	Each site is situated on the south-eastern perimeter of Ipswich. Each site is within 500m of a bus stop. Derby Road Railway Station is 2.3km north of IP141a, 2.6km north of IP151a and 3.2km north of IP152. Each site would offer site users and residents excellent access to shops, services, employment areas, green open spaces and the countryside. Each site is accessible for pedestrians, cyclists and users of the strategic road network. The feasibility of Park and Ride at IP152 will be explored by the Council.  <i>Each site should provide residents and site users with good access to safe pedestrian and cycle links to central areas of the Borough.</i>	IP152 +	S-LT	L
		IP141 +		IP141a +	S-LT	L
		IP150a +		IP150a +	LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP152 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP152 +	S-LT	L
		IP141 +		IP141a +	S-LT	L
		IP150a +		IP150a +	LT	L



Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP010a Coop Depot, Felixstowe Road</b>	Brownfield	<b>2.22ha</b>	75 dwellings and community use	Land allocated for new homes with approximately 25% of the site allocated for an extension to Rosehill primary school.
<b>IP010b Felixstowe Road</b>	Brownfield	<b>2.79ha</b>	62 dwellings	Land allocated for residential use. Current use to be retained on 50% of the site.
<b>IP116 St Clement's Hospital Grounds</b>	Mix of brownfield and greenfield	<b>11.85ha</b>	196 dwellings	14/00721/OUT 196 dwellings outstanding at 01/04/2018 - Sports facilities would be retained or replaced. There are TPOs on site or nearby and it is adjacent to a local wildlife site (the golf course). Design and layout should support wildlife corridor functions. Bat and reptile surveys will be required prior to any vegetation clearance, and mitigation where appropriate. Site is in an area of high archaeological potential. The proposed works will cause significant ground disturbance that have the potential to damage any archaeological deposit that exist. There is no objection in principle to development, but any permission will require a condition relating to archaeological investigation. Historic buildings would be assessed. Water infrastructure and /or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP010a +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP010a +	S-LT	L
		IP010b +		IP010b +	S-LT	L
		IP116 +		IP116 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP010a +	IP010a would deliver 75 dwellings, IP010b would deliver 62 dwellings and IP116 would deliver 196 dwellings. <i>An appropriate level of affordable housing should be provided at each site.</i>	IP010a +	S-LT	L
		IP010b +		IP010b +	S-LT	L
		IP116 +		IP116 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP010a ++	Each site would be no more than 1.5km from Ipswich Hospital. IP010a and IP010b would be opposite Felixstowe Medical Centre. IP116 would be no more than 900m from the Felixstowe Medical Centre. Sports facilities would be retained or replaced. Each site would have good access to green and open spaces at Racecourse Recreation Ground and St Clements Golf Club. The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP010a ++	S-LT	L
		IP010b ++		IP010b ++	S-LT	L
		IP116 ++		IP116 ++	S-LT	L
4	<i>To improve the quality of where people live and</i>	IP010a -	IP010a and IP010b would situate new residents adjacent to the A1156, which would be expected to be a source of noise, air and light pollution. All three sites are adjacent to the railway line which would also be	IP010a -	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	work	IP010b -	expected to be a source of noise and light pollution.	IP010b -	S- LT	M
		IP116 -	<i>The proposed development at each site should have a noise assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution...</i>	IP116 -	S- LT	M
5	To improve levels of education and skills in the population overall	IP010a ++	IP010a would facilitate an extension to Rosehill Primary School. It is also 1km south west of Copleston High School.	IP010a ++	S- LT	M
		IP010b ++	IP010b would be within 500m of Rosehill Primary School and is 1km south west of Copleston High School.	IP010b ++	S- LT	M
		IP116 ++	IP116 is 600m south of Copleston High School and 800m north east of Rosehill Primary School.	IP116 ++	S- LT	M
6	To conserve and enhance water quality and resource	IP010a -	No waterways are within or adjacent to any of the sites. Each site is more than 100m from a waterway.	IP010a -	S- LT	L
		IP010b -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.	IP010b -	S- LT	L
		IP116 -	IP116 may necessitate improvements to water treatment works to support the quantity of development here.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP116 -	S- LT	L
7	To maintain and where possible improve air quality	IP010a -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels.	IP010a -	S- LT	L
		IP010b -	Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.	IP010b -	S- LT	L
		IP0116 -	<i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP0116 -	S- LT	L
8	To conserve and enhance soil and mineral resources	IP010a ++	IP010a and IP010b are brownfield sites and would constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP010a ++	S- LT	L
		IP010b ++	IP116 is a greenfield site and would result in the loss of potentially ecologically valuable soils, although these soils would not be BMV.	IP010b ++	S- LT	L
		IP0116 -	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP0116 -	S- LT	L
9	To promote the sustainable management of waste	IP010a -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are limited.	IP010a -	S- LT	M
		IP010b -		IP010b -	S- LT	M
		IP0116 -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP0116 -	S- LT	M
10	Reduce emissions of GHG from	IP010a -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic.	IP010a -	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	energy consumption	IP010b -	Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	IP010b -	S- LT	M
		IP116 -	<i>The proposed development at each site should incorporate sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP116 -	S- LT	M
1 1	Reduce vulnerability to climatic events and flooding	IP010a -	Each site is in Flood Zone 1. IP116 has a small area in its eastern perimeter at a high risk of surface water flooding. IP010a and IP010b have small areas of land at a medium risk of surface water flooding.	IP010a +	S- LT	L
		IP010b -		IP010b +	S- LT	L
		IP0116 -	<i>It is considered to be likely that the proposed development at each site could avoid land at risk of flooding given the minor extent of such land in each case. Given the size of each site, a flood risk assessment may be required. SUDS should be incorporated.</i>	IP0116 +	S- LT	M
1 2	Safeguard the integrity of the coast and estuaries	IP010a O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP010a O	N/A	L
		IP010b O		IP010b O	N/A	L
		IP116 O		IP116 O	N/A	L
1 3	To conserve and enhance biodiversity and geodiversity	IP010a O	IP010a and IP010b would be unlikely to have a discernible impact on biodiversity. IP116 is adjacent to St Clements Hospital Grounds Local Wildlife Site, which is currently used as a golf course. The Site contains existing structures that could potentially be supporting protected species, which would be harmed by the proposed development.	IP010a +	S- LT	L
		IP010b O		IP010b +	S- LT	L
		IP116 -	<i>A diverse range of native plant species should be incorporated into the proposed development at IP010a and IP010b to help enhance their biodiversity value. GI should be incorporated into IP116, including a diverse range of native species, distributed in a manner that helps to preserve and potentially enhance the wildlife corridor capacity of the Site. Appropriate ecological surveys of IP116 should be conducted prior to development to establish the presence of protected species.</i>	IP116 -	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP010a O	200m west of IP010a is the Grade II Listed Building Church of St Bartholomew. Given the lay of the land and the existing presence of built form between IP010a and the church, impacts on the setting of this sensitive heritage asset would not be expected. No heritage assets are within 300m of IP010b and IP116. IP116 is in an area of high archaeological potential.	IP010a O	N/A	L
		IP010b O		IP010b O	N/A	L
		IP116 -		<i>Archaeological investigation of IP116 should be conducted prior to development.</i>	IP116 -	N/A
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP010a +	IP010a and IP010b are brownfield sites and the proposed development here may help to enhance the Site's contribution to the local character. The proposed development at IP116 would result in the loss of greenfield land in addition to the re-development of brownfield land. Overall, it could potentially alter the local character.	IP010a +	S- LT	L
		IP010b +		IP010b +	S- LT	L
		IP116 -	<i>IP116 should incorporate a high-quality design and GI to help ensure that the re-development of the brownfield land helps the site to make an improved contribution to the local character.</i>	IP116 +	S- LT	M
1 6	Achieve sustainable	IP010a +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP010a +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	levels of prosperity and growth throughout the plan area	IP010b +	<i>Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.</i>	IP010b +	S-LT	L
		IP116 +		IP116 +	S-LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP010a +		IP010a +	S-LT	L
		IP010b +		IP010b +	S-LT	L
		IP116 +		IP116 +	S-LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP010a ++		Each site has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station within several meters of IP010a and IP010b and 800m west of IP116. Each site is highly accessible for pedestrians and cyclists as well as via the strategic road network. The proximity of each site to facilities, services and amenities is likely to help encourage high rates of walking and cycling and to facilitate efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP010a ++	S-LT
		IP010b ++	IP010b ++		S-LT	L
		IP116 ++	IP116 ++		S-LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP010a +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which could cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP010a +	S-LT	L
		IP010b +		IP010b +	S-LT	L
		IP116 +		IP116 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP088 79 Cauldwell Hall Road</b>	Large building and car parking spaces	<b>0.3ha</b>	17 Dwellings	Land with planning permission (17/0111 5/VC approved 22/02/18).
<b>IP131 Milton Street</b>	Car parking spaces and vehicle repairs shop	<b>0.29ha</b>	9 Dwellings	Land with planning permission (15/01158/FUL (& 18/00552/FUL)). Possible contamination.
<b>IP109 Rear of Jupiter Road and Reading Road</b>	Garages and scrubland behind homes.	<b>0.49ha</b>	13 Dwellings	Land with planning permission (12/00192/FUL (pending)).

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP109 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP109 +	S-LT	L
		IP088 +		IP088 +	S-LT	L
		IP131 +		IP131 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP109 +	IP109 would deliver 13 dwellings. IP088 would deliver 7 dwellings. IP131 would deliver 9 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP109 +	S-LT	L
		IP088 +		IP088 +	S-LT	L
		IP131 +		IP131 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP109 ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. Each site is no more than 900m north west of Ipswich hospital. Each site is within 800m west of Two Rivers Medical Centre. Adjacent to the northern perimeter of IP131 is an accessible greenspace with a play area. IP088 and IP131 are 800m south east of Brunswick road park. Each site is less than 1km south of the entrance to Ransomes Sports Pavilion.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP109 ++	S-LT	L
		IP088 ++		IP088 ++	S-LT	L
		IP131 ++		IP131 ++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP109 +	IP131 would situate new residents behind a garage and workshop, which could be a source of noise, air and light pollution. IP109 and IP088 would help to situate new residents away from sources of noise, air and light pollution.  <i>The proposed development IP131 should have a noise assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.</i>	IP109 +	S-LT	M
		IP088 +		IP088 +	S-LT	M
		IP131 -		IP131 -	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	IP109 ++	Each site is within 500m of St John's C of E Primary School and within Parkside Academy.	IP109 ++	S-LT	M
		IP088 ++		IP088 ++	S-LT	M
		IP131 ++		IP131 ++	S-LT	M
6	<i>To conserve and enhance water quality and resource</i>	IP109 -	There are no waterways within, adjacent to or within 100m of any of the three sites. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water	IP109 -	S-LT	L
		IP088 -		IP088 -	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP131 -	consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP131 -	S- LT	L
7	<i>To maintain and where possible improve air quality</i>	IP109 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.	IP109 -	S- LT	L
		IP088 -		IP088 -	S- LT	L
		IP131 -	<i>To reduce air emissions, the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP131 -	S- LT	L
8	<i>To conserve and enhance soil and mineral resources</i>	IP109 ++	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP109 ++	S- LT	L
		IP088 ++		IP088 ++	S- LT	L
		IP131 ++	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP131 ++	S- LT	L
9	<i>To promote the sustainable management of waste</i>	IP109 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP109 -	S- LT	M
		IP088 -		IP088 -	S- LT	M
		IP131 -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP131 -	S- LT	M
10	<i>Reduce emissions of GHG from energy consumption</i>	IP109 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic.	IP109 -	S- LT	M
		IP088 -	Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	IP088 -	S- LT	M
		IP131 -	<i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP131 -	S- LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	IP109 +	Each site is in Flood Zone 1. Small areas of IP088 are at a medium risk of surface water flooding. IP109 and IP131 are not at risk of surface water flooding.	IP109 +	S- LT	L
		IP088 -		IP088 +	S- LT	L
		IP131 +	<i>It is considered to be likely that the proposed development at IP088 could avoid land at risk of flooding given the minor extent of such land.</i>	IP131 +	S- LT	M
12	<i>Safeguard the integrity of the coast and estuaries</i>	IP109 O	Each Site would be unlikely to have a discernible impact on the coast or estuaries.	IP109 O	N/A	L
		IP088 O		IP088 O	N/A	L
		IP131 O		IP131 O	N/A	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 3	To conserve and enhance biodiversity and geodiversity	IP109 O	None of the three sites would be expected to have a discernible impact on biodiversity. <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>	IP109 +	S- LT	M
		IP088 O		IP088 +	S- LT	M
		IP131 O		IP131 +	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP109 O	The Grade II Listed Building Church of St John the Baptist is less than 200m west of IP088 and IP131. Given the lay of the land and the existing presence of built form, it is considered to be unlikely that the proposed development would impact on the setting of this heritage asset. No discernible impact on the historic environment would be expected at any site.	IP109 O	N/A	L
		IP088 O		IP088 O	N/A	L
		IP131 O		IP131 O	N/A	L
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP109 O	Each Site is a brownfield site situated within existing residential built form. It is therefore considered to be unlikely that the proposed development at each location would have a discernible impact on the local character. <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP109 +	S- LT	M
		IP088 O		IP088 +	S- LT	M
		IP131 O		IP131 +	S- LT	M
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP109 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP109 +	S- LT	L
		IP088 +		IP088 +	S- LT	L
		IP131 +		IP131 +	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP109 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP109 +	S- LT	L
		IP088 +		IP088 +	S- LT	L
		IP131 +		IP131 +	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP109 ++	Each site has excellent access to public transport modes, including several bus stops within 500m and Derby Road Railway Station 1.3km south. Each site is highly accessible for pedestrians and cyclists as well as via the strategic road network. The proximity of each site to facilities, services and amenities is likely to help encourage high rates of walking and cycling and to facilitate efficient movement. <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP109 ++	S- LT	L
		IP088 ++		IP088 ++	S- LT	L
		IP131 ++		IP131 ++	S- LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP109 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP109 +	S- LT	L
		IP088 +		IP088 +	S- LT	L
		IP131 +		IP131 +	S- LT	L



Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP256 Sports Club, Henley Road</b>	Artificial hockey pitch of Ipswich Sports Club	<b>0.6ha</b>	28 dwellings	Development needs to accord with Core Strategy policy DM28. Artificial hockey pitch, Ipswich Sports Club. Land with planning permission (16/00987/FUL.) awaiting S.106. TPO along the eastern boundary. This site lies in the vicinity of Iron Age and Roman sites. Whilst it remains an area of archaeological potential, given the impacts of previous landscaping there would be no requirement for an archaeological condition or work on this site on the basis that it looks heavily truncated.
<b>IP009 Victoria Nurseries, Westerfield Road</b>	Plant nursery (agricultural buildings) Victoria Nurseries	<b>0.39ha</b>	12 dwellings	30dph. Low density to reflect suburban location.
<b>IP161 2 Park Road</b>	Large residential property and garden	<b>0.35ha</b>	13 dwellings	Has planning permission - 07/00118/FUL & 13/00498/FUL.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP256 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP256 +	S-LT	L
	IP009 +		IP009 +	S-LT	L
	IP161 +		IP161 +	S-LT	L
2 <i>To meet the housing requirements of the whole community</i>	IP256 +	IP256 would deliver 28 dwellings. IP009 would deliver 12 dwellings. IP161 would deliver 13 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP256 +	S-LT	L
	IP009 +		IP009 +	S-LT	L
	IP161 +		IP161 +	S-LT	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP256 -	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. IP256 would result in the loss of an artificial hockey pitch, which may have an adverse impact on physical activity in the immediate locality. This may be caveated slightly by its situating new residents adjacent to Ipswich Sports Club which has a range of alternative facilities. The nearest doctor's surgery, Ivy Street Medical Practice, is 1km south-west of IP009, 500m south-west of IP161 and 1km south west of IP256. Each site is no more than 2.4km north west of Ipswich Hospital. Each site would provide good access to green and open spaces, including Ipswich Park, Christchurch Park and the countryside. It is uncertain if the distance between the sites and key areas for services and facilities would encourage walking and cycling.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work. The Council should identify opportunities for replacing the artificial hockey pitch lost to development in a nearby location.</i>	IP256 -	S-LT	M
	IP009 +		IP009 +	S-LT	L
	IP161 +		IP161 +	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
4	To improve the quality of where people live and work	IP256 +	Each site would situate new residents away from key sources of noise, air and light pollution and would facilitate high quality and active lifestyles at home and outside.	IP256 +	S- LT	L
		IP009 +		IP009 +	S- LT	L
		IP161 +		IP161 +	S- LT	L
5	To improve levels of education and skills in the population overall	IP256 ++	Each site is within 2km of Northgate High School. Dale Hall Community Primary School is 500m north west of IP256, 1.2km north west of IP161 and 1.2km north west of IP009.	IP256 ++	S- LT	L
		IP009 +		IP009 +	S- LT	L
		IP161 +		IP161 +	S- LT	L
6	To conserve and enhance water quality and resource	IP256 -	The three sites do not coincide with, are not adjacent to and are not within 100m of a water body. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M
		IP161 -		IP161 -	S- LT	M
7	To maintain and where possible improve air quality	IP256 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT S- LT	M M
		IP161 -		IP161 -	S- LT	M
8	To conserve and enhance soil and mineral resources	IP256 -	The proposed development at each site would result in the loss of a small quantity of previously undeveloped land and thus the permanent loss of soils. These soils are not BMV but are ecologically valuable.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M
		IP161 -		IP161 -	S- LT	M
9	To promote the sustainable management of waste	IP256 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M
		IP161 -		IP161 -	S- LT	M
10	Reduce emissions of GHG from energy consumption	IP256 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP161 -	<i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP161 -	S- LT	M
1 1	Reduce vulnerability to climatic events and flooding	IP256 +	Each site is in Flood Zone 1. IP161 and IP256 are not at risk of surface water flooding. A small area of IP009 is at a high risk of surface water flooding.  <i>Development should seek to avoid land at risk of flooding in IP009. A flood risk assessment may be required for the Site as it partially coincides with, and is adjacent to, areas of high surface water flood risk.</i>	IP256 +	S- LT	M
		IP009 --		IP009 O	S- LT	M
		IP161 +		IP161 +	S- LT	M
1 2	Safeguard the integrity of the coast and estuaries	IP256 O	Each Site would be unlikely to have a discernible impact on the coast or estuaries.	IP256 O	N/A	M
		IP009 O		IP009 O	N/A	M
		IP161 O		IP161 O	N/A	M
1 3	To conserve and enhance biodiversity and geodiversity	IP256 -	Each site would result in the loss of some greenfield land that contains existing structures that could potentially be supporting protected species. IP161 is adjacent to Christchurch Park County Wildlife Site and is 115m north of Christ Church Park Arboretum County Wildlife Site.  <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Appropriate ecological surveys should be carried out at each site to establish the presence of protected flora or fauna. GI within IP161 should be conserved as much as possible and supported by additional GI to help preserve its wildlife corridor capacity and to minimise harm caused to land functionally linked with the nearby wildlife sites.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M
		IP161 -		IP161 -	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP256 O	IP256 would be unlikely to have a discernible impact on the historic environment. IP009 is 65m west of the Grade II Listed Building 'The Spinney Including Car Port and Log Store' and is also 150m north east of the Ipswich Conservation Area. Given the lay of the land and the extent of existing residential built form, IP009 would be unlikely to have a discernible impact on the historic environment. IP161 is within the Ipswich Conservation Area and is within 300m of four Grade II Listed Buildings. The proposed development could potentially have a minor adverse impact on the character of the Conservation Area.  <i>The proposed development should seek to incorporate a high-quality design, GI and vernacular architecture in a manner that helps to minimise adverse impacts on the setting of the conservation area caused by the development of greenfield land.</i>	IP256 O	N/A	L
		IP009 O		IP009 O	N/A	L
		IP161 -		IP161 -	S- LT	M
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP256 -	Each Site contains previously undeveloped land and could potentially alter the local townscape character by replacing green and open land with houses. These new houses would be situated within an existing residential area, so adverse impacts would be likely to be kept to a minimum. IP256 would be adjacent to the planned Ipswich Garden Suburb.  <i>The development at each site should incorporate a high-quality design, vernacular architecture and high-quality GI throughout to help ensure they make a positive contribution to the local character.</i>	IP256 -	S- LT	M
		IP009 -		IP009 -	S- LT	M
		IP161 -		IP161 -	S- LT	M
1 6	Achieve sustainable levels of prosperity and	IP256 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP256 +	S- LT	L
		IP009 +		IP009 +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>growth throughout the plan area</i>	IP161 +		IP161 +	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP256 +	Each site would situate new residents with good access, to central areas in Ipswich.	IP256 +	S-LT	M
		IP009 +		IP009 +	S-LT	M
		IP161 +		IP161 +	S-LT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP256 ++	Each site is within 500m of multiple bus stops and is within 2km of Westerfield Railway Station. Each site is accessible for pedestrians and cyclists, as well as users of the strategic road network. The proximity of each site to services, facilities and amenities could encourage high rates of walking and cycling and would be likely to enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP256 ++	S-LT	M
		IP009 ++		IP009 ++	S-LT	M
		IP161 ++		IP161 ++	S-LT	M
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP256 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP256 +	S-LT	M
		IP009 +		IP009 +	S-LT	M
		IP161 +		IP161 +	S-LT	M

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP140 Land north of Whitton Lane</b>	Greenfield and agricultural land	<b>6.93ha</b>	Employment land	Suitable for B1, B2 and B8 and appropriate employment-generating sui generis uses. Delivery expected in the medium to long term. Should be planned comprehensively as part of a larger scheme with adjacent land in Mid Suffolk but the two areas could come forward in phases. Subject to suitable access being provided.
<b>IP032 King George V Field, Old Norwich Road</b>	Sports fields, changing rooms and car parking spaces	<b>3.7ha</b>	Open space and 99 dwellings	Allocated for 80% residential and 20% open space. The allocation is subject to the provision of replacement playing fields and ancillary facilities (e.g. changing rooms and spectator accommodation) in a suitable location.
<b>IP005 Former Tooks Bakery, Old Norwich Road</b>	Vacant brownfield plot	<b>2.79ha</b>	Community uses and 60 dwellings	Has planning permission. Doctor's surgery to be included. Access constraints and possible contamination. There is potential for remains of multiple periods on the site and trenched evaluation will be required. Water infrastructure and/or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required. This site falls within the 91.4m height consultation zones surrounding Wattisham airfield. A transport assessment and travel plan will be required.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP140 +	The proposed development at IP032 and IP005 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. IP140 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation	IP140 +	S-LT	L
		IP032 +		IP032 +	S-LT	L
		IP005 +		IP005 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP140 +	IP140 is allocated for employment land and would not have a discernible impact on housing. IP005 would deliver 60 dwellings and IP032 would deliver 99 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP140 +	S-LT	L
		IP032 +		IP032 +	S-LT	L
		IP005 +		IP005 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP140 -	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. IP140 is allocated for employment purposes (B1, B2 and B8) and would therefore be unlikely to have a discernible impact on health. IP032 would result in the loss of playing fields, although development would only proceed if these are replaced by nearby alternatives. IP005 would provide for a new health centre, to which IP032 is adjacent. Ipswich Hospital is just over 6km east. Access to green and open spaces, and a diverse range of natural habitats, is excellent for each site.	IP140 -	M-LT	L
		IP032 ++		IP032 ++	S-LT	L
		IP005 ++		IP005 ++	S-LT	L
				<i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work. IP140 should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.</i>		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
4	To improve the quality of where people live and work	IP140 -	IP140 would situate workers adjacent to the A14 which would be likely to be a source of noise, air and light pollution. IP005 and IP032 are opposite a retail park which could be a minor source of air, noise or light pollution, particularly during any construction works.  <i>A noise assessment may be required for each site. Best efforts should be made to incorporate GI into the proposed development at each location that helps to screen workers and residents from sources of light and noise pollution and laid out in a manner that helps to filter out air pollutants.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L
5	To improve levels of education and skills in the population overall	IP140 +	The provision of employment land at IP140 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills IP005 and IP032 are 1km north of Westbourne Academy and 1km north of Whitehouse Community Primary School.	IP140 +	N/A	L
		IP032 ++		IP032 ++	S- LT	M
		IP005 ++		IP005 ++	S- LT	M
6	To conserve and enhance water quality and resource	IP140 -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. None of the three sites coincide with, are adjacent to or are within 100m of a water body.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L
7	To maintain and where possible improve air quality	IP140 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L
8	To conserve and enhance soil and mineral resources	IP140 ++	IP005 would redevelop brownfield land and could be an opportunity to remediate contaminated land, which would be recognised as a highly efficient use of the Borough's land. IP140 and IP032 would result in the loss of greenfield that contain ecologically valuable soils (this soil is not BMV).  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP140 ++	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L
9	To promote the sustainable management of waste	IP140 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 0	Reduce emissions of GHG from energy consumption	IP140 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.  <i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 -		IP005 -	S- LT	L
1 1	Reduce vulnerability to climatic events and flooding	IP140 +	All sites are in Flood Zone 1. IP140 is not at risk of surface water flooding. An area in the western portion of IP032 is at a high risk of surface water flooding. It is unknown if this would fall within the open space element of the Site. A small area in the south western corner of IP005 is at a high risk of surface water flooding.  <i>It is considered to be likely that the proposed development at IP005 could avoid land at risk of flooding. A flood risk assessment may be required for all sites given their size. Best efforts should be made to direct sensitive development away from land at risk of flooding at IP032. SUDS should be incorporated into the development at each site.</i>	IP140 +	S- LT	L
		IP032 --		IP032 -	S- LT	M
		IP005 --		IP005 O	S- LT	M
1 2	Safeguard the integrity of the coast and estuaries	IP140 O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP140 O	N/A	L
		IP032 O		IP032 O	N/A	M
		IP005 O		IP005 O	N/A	M
1 3	To conserve and enhance biodiversity and geodiversity	IP140 -	None of the three sites would be expected to have a discernible impact on a designated biodiversity asset. IP140 and IP132 are greenfield that could potentially be supporting protected species given the presence of existing structures. Development at both these locations would also be likely to reduce habitat connectivity in the local area. Development at IP005 would be unlikely to have a discernible impact on biodiversity.  <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Appropriate ecological survey of IP140 and IP032 should be carried out prior to development to establish the presence of protected species. Existing GI structures should be preserved as much as possible.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 O		IP005 +	S- LT	L
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP140 -	Each site is within a few metres (IP140 is partially adjacent) to an Ipswich Conservation Area, within which are six Grade II Listed Buildings. 250m south of IP005 and IP032 is another Grade II Listed Building. It is considered to be likely that the proposed development at IP032 and IP140, which are currently greenfield, would alter the setting of the Conservation Area and nearby Listed Buildings to some extent. Trench evaluation of IP005, a vacant brownfield, may also be required. Development at IP005 would be an opportunity to enhance the sites contribution to the local character.  <i>Development at each IP140, IP005 and IP032 should adopt a high-quality design that incorporates well-distributed GI and vernacular architecture to help reduce adverse impacts on the local character and enhance the contribution of IP005.</i>	IP140 -	S- LT	L
		IP032 -		IP032 -	S- LT	L
		IP005 O		IP005 +	S- LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty			
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP140 -	Development at IP005, a derelict brownfield, would be an opportunity to improve its impact on the local townscape character.	IP140 -	S- LT	L			
		IP032 -	Development at the greenfield of IP140 and IP032 would result in the loss of green land that makes a positive contribution to the local character.	IP032 -	S- LT	L			
		IP005 +	<i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP005 +	S- LT	M			
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP140 ++	IP032 and IP005 would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP140 would make a positive contribution towards the amount of employment land and job opportunities in the local area.	IP140 ++	S- LT	L			
		IP032 +		IP032 +	S- LT	L			
		IP005 +		IP005 +	S- LT	L			
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP140 ++	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. IP005 may help to rejuvenate brownfield sites in the Borough. IP140 would provide new employment land and jobs in the local area which may help to enhance the vibrancy of nearby centres.	IP140 ++	S- LT	L			
		IP032 +		IP032 +	S- LT	L			
		IP005 +		IP005 +	S- LT	L			
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP140 ++	Each site is within 500m of multiple bus stops. The nearest Railway Station to all sites is Westerfield, just over 3km east. IP005 and IP032 are highly accessible for pedestrians and cyclists, as well as users of the strategic road network. IP140 is relatively inaccessible in its current condition, situated as it is behind a retail park which represents the only way in. It is anticipated that the proposed development at IP140 would only proceed on the basis that access is provided. The proximity of all sites to jobs, homes, services, amenities and central areas would enable high rates of walking, cycling and relatively efficient movement.	IP140 ++	S- LT	L			
		IP032 ++					IP032 ++	S- LT	L
		IP005 ++					<i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP005 ++	S- LT
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP140 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	IP140 +	S- LT	L			
		IP032 +		IP032 +	S- LT	L			
		IP005 +		<i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP005 +	S- LT	L		

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP029 Opposite 674 – 734 Bramford Road</b>	Greenfield	<b>2.27ha</b>	45 dwellings and open space	55% open space, 45% housing (housing on eastern side only). Development should not prejudice the potential provision of a link road between Bramford Road and Europa Way in accordance with SP9, subject to impact testing.
<b>IP165 Eastway Business Park, Europa Way</b>	Greenfield	<b>2.08ha</b>	94 dwellings	As per approved scheme (13/00943/OUT)
<b>IP033 Land at Bramford Road (Stock's Elite)</b>	Greenfield	<b>2.04ha</b>	46 dwellings and open space	50% housing, 50% open space.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP029 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP029 +	S-LT	L
		IP165 +		IP165 +	S-LT	L
		IP033 +		IP033 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP029 +	IP029 would deliver 45 dwellings, IP165 would deliver 94 dwellings and IP033 would deliver 46 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP029 +	S-LT	L
		IP165 +		IP165 +	S-LT	L
		IP033 +		IP033 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP029 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. Each site is somewhat distant from a GP surgery, the nearest being Norwich Road Surgery and The Chesterfield Drive Surgery, 1km east of IP033, 1.5km east of IP165 and 1.8km east of IP029. The nearest hospital, Ipswich, is 6km east. Each site would provide new residents with excellent access to open space, a diverse range of natural habitats and the countryside.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP029 +	S-LT	L
		IP165 +		IP165 +	S-LT	L
		IP033 +		IP033 +	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP029 -	IP029 would situate new residents adjacent to the A14, the B1067 and a railway line, all of which would be sources of noise, air and light pollution. IP165 would situate new residents in proximity to the railway line and adjacent to the B1067. IP033 would help to situate new residents adjacent to the B1067. The B1067 would be likely to be a source of noise, air and light pollution.  <i>A noise assessment may be required for each site, particularly IP029 and in relation to the A14 and the railway line. Situate new homes as far back as possible from main roads – for sites IP029 and IP033 the open space elements should be located between the roads and housing in order to situate residents at the furthest distance from the roads. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.</i>	IP029 -	S-LT	L
		IP165 -		IP165 -	S-LT	L
		IP033 -		IP033 -	S-LT	L
5	<i>To improve levels of</i>	IP029 ++	Each site is just under 1km south of Westbourne Academy and just under 1km south of Whitehouse Community Primary School.	IP029 ++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
education and skills in the population overall	IP165 ++		IP165 ++	S-LT	L
	IP033 ++		IP033 ++	S-LT	L
6 To conserve and enhance water quality and resource	IP029 -	IP029 and IP165 do not coincide with, are not adjacent to and are not within 100m of a waterbody. A small pond is adjacent to the south western perimeter of IP033. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP029 -	S-LT	L
	IP165 -		IP165 -	S-LT	L
	IP033 --		IP033 -	S-LT	L
7 To maintain and where possible improve air quality	IP029 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air emissions, the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP029 -	S-LT	L
	IP165 -		IP165 -	S-LT	
	IP033 -		IP033 -	S-LT	L
8 To conserve and enhance soil and mineral resources	IP029 -	Each site is greenfield. The proposed development at each location would result in the permanent loss of ecologically valuable soils. This soil is not BMV.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP029 -	S-LT	L
	IP165 -		IP165 -	S-LT	L
	IP033 -		IP033 -	S-LT	L
9 To promote the sustainable management of waste	IP029 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP029 -	S-LT	L
	IP165 -		IP165 -	S-LT	L
	IP033 -		IP033 -	S-LT	L
10 Reduce emissions of GHG from energy consumption	IP029 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.  <i>The proposed Development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP029 -	S-LT	L
	IP165 -		IP165 -	S-LT	L
	IP033 -		IP033 -	S-LT	L
11 Reduce vulnerability to climatic events and flooding	IP029 --	Each site is in Flood Zone 1. IP165 is not at risk of surface water flooding. A small area in the south east corner of IP029, and a small area in the south west corner of IP033, is at a high risk of surface water flooding.	IP029 O	S-LT	M
	IP165 +		IP165 +	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP033 --	<i>It is considered to be likely that the proposed development at IP029 and IP033 each location could avoid land at risk of flooding given its relatively small extent. A flood risk assessment may be required for each site. SUDS should be incorporated in the proposed development at each site.</i>	IP033 O	S- LT	M
1 2	Safeguard the integrity of the coast and estuaries	IP029 O	Each Site would be unlikely to have a discernible impact on the coast or estuaries.	IP029 O	N/A	L
		IP165 O		IP165 O	N/A	L
		IP033 O		IP033 O	N/A	L
1 3	To conserve and enhance biodiversity and geodiversity	IP029 -	None of the three sites would be expected to have a discernible impact on a designated biodiversity asset. Each site is greenfield, containing existing structures that could potentially support protected species. The proposed development in each location would reduce habitat connectivity in the local area.  <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Existing GI in each site should be preserved as much as possible. Appropriate ecological surveys should be conducted at each site prior to development, including of the pond adjacent to the south western perimeter of IP033, to determine the presence of protected flora and fauna.</i>	IP029 -	S- LT	M
		IP165 -		IP165 -	S- LT	M
		IP033 -		IP033 -	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP029 O	The proposed development at all three sites would be unlikely to have a discernible impact on the historic environment.	IP029 O	N/A	L
		IP165 O		IP165 O	N/A	L
		IP033 O		IP033 O	N/A	L
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP029 -	Each site would situate new residential development into an existing residential area. However, they would each result in the loss of greenfield that make a positive contribution to the local character and an adverse impact on the local character can therefore not be ruled out in each case. The provision of open space within IP029 would help to minimise adverse impacts at this site.  <i>The development at each site should incorporate a high-quality design, vernacular architecture and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP029 -	S- LT	M
		IP165 -		IP165 -	S- LT	M
		IP033 -		IP033 -	S- LT	M
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP029 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP029 +	S- LT	L
		IP165 +		IP165 +	S- LT	L
		IP033 +		IP033 +	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP029 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich.	IP029 +	S- LT	L
		IP165 +		IP165 +	S- LT	L
		IP033 +		IP033 +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP029 ++	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 3km south east. Each site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP029 ++	S-LT	L
		IP165 ++		IP165 ++	S-LT	L
		IP033 ++		IP033 ++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP029 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP029 +	S-LT	L
		IP165 +		IP165 +	S-LT	L
		IP033 +		IP033 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP147 Land Between Railway Junction and Hadleigh Road</b>	Derelict and industrial brownfield land	<b>5.22ha</b>	Employment use	Land allocated for employment use. Suitable for B1, B2 or B8 (excluding B1a office use) and appropriate employment-generating sui generis uses.
<b>IP059 Arclion House and Elton Park Industrial Estate</b>	Derelict brownfield land and unused buildings	<b>2.97ha</b>	103 dwellings	Land with planning permission (16/01220/O UT). Development will require a condition relating to archaeological investigation attached to any planning consent. Land is safeguarded to land a pedestrian and cycle bridge to the river path.
<b>IP061 Lavenham Road School Site</b>	Public open green space	<b>1.08ha</b>	Open space and 30 dwellings.	Land allocated for open space and housing. 70% housing with improvement to existing open space.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP147 +	The proposed development at IP059 and IP061 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. IP147 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP147 +	S-LT	L
		IP059 +		IP059 +	S-LT	L
		IP061 +		IP061 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP147 O	IP147 is for employment use. IP059 would deliver 103 dwellings. IP061 would deliver 30 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP147 O	N/A	L
		IP059 +		IP059 +	S-LT	L
		IP061 +		IP061 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP147 -	As an employment site, suitable for B1, B2 and B8 uses, IP147 would be unlikely to have a discernible impact on health. The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. The nearest doctor's surgery to IP059 and IP061 is Hawthorn Drive Surgery, 1km south of IP061 and 1.5km south of IP059. IP061 and IP059 would situate new residents in proximity to green and open spaces, including Chantry Park a few metres south and the countryside just beyond. Land is safeguarded to land a pedestrian and cycle bridge to the river path for IP059 and IP061 requires an improvement to existing open space, which could have benefits against this objective.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work. IP147 should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.</i>	IP147 -	M-LT	L
		IP059 +		IP059 +	S-LT	L
		IP061 +		IP061 +	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP147 -	IP147 would situate workers adjacent to the railway line, which would be likely to be a source of noise, air and light pollution. IP061 would situate new residents within a few metres of the A1214, which would be likely to be a source of noise, air and light pollution. IP059 would help to situate residents away from major pollutants.  <i>Development should be situated as far back from the A1214 as possible. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants</i>	IP147 -	S-LT	L
		IP059 +		IP059 +	S-LT	L
		IP061 -		IP061 -	S-LT	L
5	<i>To improve levels of</i>	IP147 +	The provision of employment land at IP147 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity	IP147 +	N/A	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
education and skills in the population overall	IP059 ++	to learn new skills 500m east of IP061 and 800m south east of IP059 is Raneleigh Primary School.	IP059 ++	S- LT	L
	IP061 ++	Both sites are within 2km of Chantry Academy.	IP061 ++	S- LT	L
6 To conserve and enhance water quality and resource	IP147 --	IP061 does not coincide with, is not adjacent to, and is not within 100m of a water body.	IP147 -	S- LT	M
	IP059 --	The most northern points of IP147 and IP059 are adjacent to the River Gipping. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.	IP059 -	S- LT	M
	IP061 O	<i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP061 O	N/A	L
7 To maintain and where possible improve air quality	IP147 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels.	IP147 -	S- LT	M
	IP059 -	Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.	IP059 -	S- LT S- LT	M
	IP061 -	<i>To reduce air pollution, the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP061 -	S- LT	M
8 To conserve and enhance soil and mineral resources	IP147 ++	IP147 and IP059 are brownfield sites and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP147 ++	S- LT	L
	IP059 ++	IP061 is a greenfield site and would result in the permanent loss of ecologically valuable soils. These soils are not BMV.	IP059 ++	S- LT S- LT	L
	IP061 -	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP061 -	S- LT	L
9 To promote the sustainable management of waste	IP147 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP147 -	S- LT	L
	IP059 -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP059 -	S- LT S- LT	L
	IP061 -		IP061 -	S- LT	L
10 Reduce emissions of GHG from energy consumption	IP147 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic.	IP147 -	S- LT	L
	IP059 -	Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	IP059 -	S- LT	L
	IP061 -	<i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP061 -	S- LT	L
11 Reduce	IP147 --	A small area in the north west of IP147 is in Flood Zone 2. IP061 and IP059 are in Flood Zone 1.	IP147 -	S-	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	vulnerability to climatic events and flooding	IP059 --	IP061 is not at risk of surface water flooding. Small areas of IP059 in the centre and north of the site are at a high risk of surface water flooding. Large areas of IP147 are at a high risk of surface water flooding.  <i>Development at IP059 could avoid land at risk of flooding through a careful layout. A flood risk assessment may be needed for all sites given their size. Avoiding land at risk of flooding would be difficult at IP147 but could be feasible. SUDS should be incorporated into the proposed development at all sites.</i>	IP059 -	LT	
		IP061 +		IP061 +	S-LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP147 O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP147 O	N/A	L
		IP059 O		IP059 O	N/A	L
		IP061 O		IP061 O	N/A	L
1 3	To conserve and enhance biodiversity and geodiversity	IP147 -	IP059 is adjacent to Chantry Park County Wildlife Site. IP061 is within 50m of this wildlife site. IP147 is adjacent to the River Gipping County Wildlife Site. Development at IPO61 would result in the loss of a greenfield site, which contains existing structures – it could therefore reduce local habitat connectivity whilst potentially affecting priority species.  <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. SUDS should be incorporated into IP147 and runoff during construction should be carefully controlled to prevent contamination or pollution of the river wildlife site. Existing GI at all sites should be preserved as much as possible, including trees and/or hedgerow delineating the perimeter.</i>	IP147 -	S-LT	L
		IP059 -		IP059 -	S-LT	L
		IP061 -		IP061 -	S-LT	L
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP147 O	IP147 would be unlikely to have a discernible impact on the historic environment. IP059 could pose a risk to known or unknown archaeological remains belowground. However, Adjacent to the eastern perimeter of IP061 is the Grade II Listed Building Crane Hall. The open space currently plays a major role in the setting of Crane Hall and the proposed development at IP061 would therefore be highly likely to have an adverse impact on its setting.  <i>Development at IP061 should seek to adopt a high-quality design, vernacular architecture, screening and excellent GI comprised of a diverse range of native species that help to minimise adverse impacts on the setting of Crane Hall. IP059 would require archaeological investigation. This investigation should be concluded prior to development. This potentially identify previously unknown archaeological remains and make a positive contribution to Ipswich's historic environment.</i>	IP147 O	N/A	L
		IP059 -		IP059 +	N/A	L
		IP061 --		IP061 --	S-LT	L
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP147 O	The proposed development of the brownfield IP147 and IP057 would be an opportunity to improve the sites' contribution to the local character. Development at IP061 would result in the loss of a greenfield site and public open space and could therefore have an adverse impact on local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP147 +	S-LT	L
		IP059 O		IP059 +	S-LT	L
		IP061 -		IP061 -	S-LT	L
1 6	Achieve sustainable levels of prosperity and	IP147 ++	IP059 and IP061 would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP147 would create new jobs and make a positive contribution towards meeting local employment needs.	IP147 ++	S-LT	L
		IP059 +		IP059 +	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>growth throughout the plan area</i>	IP061 +		IP061 +	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP147 ++	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. IP147 and IP159 may also help to rejuvenate brownfield sites in the Borough.	IP147 ++	S-LT	L
		IP059 +		IP059 +	S-LT	L
		IP061 +		IP061 +	S-LT	L
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP147 ++	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.8km south east. Each site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP147 ++	S-LT	L
		IP059 ++		IP059 ++	S-LT	L
		IP061 ++		IP061 ++	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP147 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP147 +	S-LT	L
		IP059 +		IP059 +	S-LT	L
		IP061 +		IP061 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP105 Depot, Beaconsfield Road</b>	Haulage company	<b>0.33ha</b>	15 Dwellings	Land allocated for housing.
<b>IP135 112–116 Bramford Road</b>	Car wash	<b>0.17ha</b>	14 Dwellings	Land allocated for housing.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP105 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP105 +	S-LT	L
		IP135 +		IP135 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP105 +	IP105 would deliver 15 dwellings and IP135 would deliver 14 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP105 +	S-LT	L
		IP135 +		IP135 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP105 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. Norwich Road Surgery is 250m north east of IP135 and 550m north east of IP105. The nearest hospital, Ipswich, is just over 4km east. Access to a public open greenspace or a diverse range of natural habitats from IP105 is limited, the nearest likely being over 1km south west at Chandry Park and 1km north east at Broomhill Park. Broomhill Park is 750m north east of IP135.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP105 +	S-LT	L
		IP135 ++		IP135 ++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP105 +	IP105 would situate new residents away from major pollutants and adjacent to the river, likely facilitating high quality lifestyles at home. IP135 would situate new residents adjacent to the A1214, which would be a source of noise, air and light pollution.  <i>Development should be situated as far back from the A1214 as possible. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.</i>	IP105 +	S-LT	L
		IP135 +		IP135 +	S-LT	L
5	<i>To improve levels of education and skills in the population overall</i>	IP105 ++	Handford Primary School is 250m south of IP105 and 215m north east of IP135. Westbourne Academy is approximately 1.5km north west of both sites.	IP105 ++	S-LT	L
		IP135 ++		IP135 ++	S-LT	L
6	<i>To conserve and enhance water quality and resource</i>	IP105 --	IP135 does not coincide with, is not adjacent to, and is not within 100m of a waterbody. IP105 is adjacent to the River Gipping. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be</i>	IP105 -	S-LT	M
		IP135 -		IP135 -	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<i>provided. SUDS should also be incorporated into the development to control surface water runoff.</i>			
7 <i>To maintain and where possible improve air quality</i>	IP105 -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.	IP105 -	S- LT	L
	IP135 -	<i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP135 -	S- LT	L
8 <i>To conserve and enhance soil and mineral resources</i>	IP105 ++	Each site is brownfield and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP105 ++	S- LT	M
	IP135 ++	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP135 ++	S- LT	M
9 <i>To promote the sustainable management of waste</i>	IP105 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP105 -	S- LT	L
	IP135 -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP135 -	S- LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	IP105 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	IP105 -	S- LT	L
	IP135 -	<i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP135 -	S- LT	L
11 <i>Reduce vulnerability to climatic events and flooding</i>	IP105 --	IP135 is in Flood Zone 1 and is not at risk of surface water flooding. IP105 coincides with Flood Zones 3 and 2 and has large areas at a high risk of surface water flooding.	IP105 --	S- LT	M
	IP135 +	<i>A flood risk assessment should be provided for IP105. SUDS should be incorporated into the development. Development should avoid land at risk of flooding within the site as much as possible.</i>	IP135 +	S- LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	IP105 O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP105 O	N/A	L
	IP135 O		IP135 O	N/A	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	IP105 -	IP105 is adjacent to the River Gipping County Wildlife Site. Development at IP135 would be unlikely to have a discernible impact on biodiversity.	IP105 -	S- LT	L
	IP135 O	<i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. SUDS should be incorporated into the development at IP105. Careful management of runoff during construction is necessary to help avoid contamination or pollution of the waterway. Any GI pre-existing in both sites should be preserved or enhanced as much as possible.</i>	IP135 +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP105 O	IP105 would be unlikely to have a discernible impact on the historic environment. 30m south of IP135 is the Grade II Listed Building Suffolk Record Office and Theatre. The proposed Development is an opportunity to enhance the site's contribution to the setting of this heritage asset.  <i>A high-quality design, the incorporation of GI, screening and vernacular architecture would help to ensure IP135 makes a more positive contribution towards the setting of the Listed Building.</i>	IP105 O	S- LT	L
		IP135 +		IP135 +	S- LT	L
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP105 +	Each site is brownfield and situated within existing residential built form. It is therefore considered to be unlikely that the proposed development at each location would have a discernible impact on the local character. The proposed development could potentially help the sites to make a more positive contribution towards the local character beyond their current site uses.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP105 +	S- LT	M
		IP135 +		IP135 +	S- LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	IP105 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP105 +	S- LT	L
		IP135 +		IP135 +	S- LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	IP105 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP105 +	S- LT	L
		IP135 +		IP135 +	S- LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP105 ++	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1.4km south. Each site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP105 ++	S- LT	L
		IP135 ++		IP135 ++	S- LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP105 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP105 +	S- LT	L
		IP135 +		IP135 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP221 Waterford Road</b>	Public house and gardens	<b>0.35ha</b>	12 dwellings	Flying Horse PH, 4 Waterford Road. 50% residential development, 50% retaining public house.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP221 +	The proposed development would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP221 +	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	IP221 +	IP221 would deliver 12 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP221 +	S-LT	L
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP221 ++	The proximity of the site to services, facilities and amenities may encourage high rates of walking and cycling. Each site would situate new residents within an existing community. 800m of the Site is Chesterfield Drive Surgery. Ipswich Hospital is just under 6km south east. Residents here would have excellent access to green open spaces, including Whitehouse Park and the countryside.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP221 ++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	IP221 O	IP221 would situate residents away from sources of major pollutants. It is uncertain if the public house and the through traffic of visitors and cars, behind which the homes would be situated, would be a source of disturbance for residents.  <i>Consideration should be given to alleviating potential noise disturbance from the public house. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.</i>	IP221 +	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	IP221 ++	The Site is 220m north of Whitehouse Community Primary School and 240m north west of Westbourne Academy. It is adjacent to a nursery.	IP221 ++	S-LT	L
6	<i>To conserve and enhance water quality and resource</i>	IP221 -	The site is in groundwater SPZ 3. The proposed development would be expected to result in a net increase in water consumption. The site does not coincide with, is not adjacent to and is not within 100m of a water body.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP221 -	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
7	To maintain and where possible improve air quality	IP221 -	The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution, the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP221 -	S-LT	L
8	To conserve and enhance soil and mineral resources	IP221 -	The portion of land upon which the new homes would be built is previously undeveloped land. The proposed development would result in a permanent loss of ecologically valuable soils. These soils are not BMV.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP221 -	S-LT	L
9	To promote the sustainable management of waste	IP221 -	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are considered to be very limited.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP221 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP221 -	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. The site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.  <i>The proposed development should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP221 -	S-LT	L
11	Reduce vulnerability to climatic events and flooding	IP221 +	The site is in Flood Zone 1 and is not at risk of surface water flooding.	IP221 +	S-LT	L
12	Safeguard the integrity of the coast and estuaries	IP221 O	The site would be unlikely to have a discernible impact on the coast or estuaries.	IP221 O	N/A	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 3	To conserve and enhance biodiversity and geodiversity	IP221 -	<p>The proposed development would be unlikely to have impact a designated biodiversity asset.</p> <p>The site could potentially be supporting protected species given the presence of existing structures.</p> <p>The propose development would result in the loss of greenfield. This could also reduce habitat connectivity in the local area.</p> <p><i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Existing GI within the site, including mature trees, should be preserved as much as possible.</i></p> <p><i>Appropriate ecological surveys should be carried out prior to development.</i></p>	IP221 -	S- LT	L
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP221 O	<p>The proposed development would be unlikely to have a discernible impact on the historic environment.</p>	IP221 O	N/A	L
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP221 -	<p>The proposed development would result in the loss of a small greenfield and open space which would have a minor adverse impact on the local character.</p> <p><i>The development should incorporate high-quality design with vernacular architecture and GI throughout to help ensure they make a positive contribution to the local character.</i></p>	IP221 -	S- LT	L
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP221 +	<p>The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	IP221 +	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP221 +	<p>The site would situate new residents in proximity, and with good access, to central areas in Ipswich.</p>	IP221 +	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP221 ++	<p>The site is within 500m of multiple bus stops. The nearest railway station, Westerford, is 3.2km east. The site is highly accessible for pedestrians, cyclists and users of the strategic road network. The proximity of the site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.</p> <p><i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from the site into central areas should be provided for.</i></p>	IP221 ++	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP221 +	The site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP221 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP067b Former British Energy Site</b>	Former energy site, scrubland and trees	4.18ha	Employment land	Suitable for B1 (excluding office use B1,B8 and appropriate employment-generating sui generis uses.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP067b +	The proposed development would provide an area of new jobs in proximity to homes and so could help to alleviate local rates of deprivation. It would also provide an opportunity to rejuvenate an area of previously developed land.	IP067b +	S-LT	L
2	To meet the housing requirements of the whole community	IP067b O	IP067b is allocated for employment use and so would not have a discernible impact on housing.	IP067b O	N/A	L
3	To improve the health of the population overall and reduce health inequalities	IP067b -	As an employment site, suitable for B1 and B8 uses, IP067b may pose a risk of pollution for existing nearby residents.  <i>The site should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.</i>	IP067b -	N/A	L
4	To improve the quality of where people live and work	IP067b -	IP067b would situate new workers in proximity to a tarmac manufacturing plant, which could be a source of noise and air pollution.  <i>Consideration should be given to ensuring workers are not situated in an area of harmful levels of noise and air pollution emanating from the nearby industrial area and tarmac manufacturer.</i>	IP067b O	S-LT	L
5	To improve levels of education and skills in the population overall	IP067b +	The provision of employment land at IP067b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP067b +	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
6	To conserve and enhance water quality and resource	IP067b -	<p>The site is in groundwater SPZ 3. The proposed development would be expected to result in a net increase in water consumption. The site does not coincide with, is not adjacent to and is not within 100m of a water body.</p> <p><i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i></p>	IP067b -	S-LT	L
7	To maintain and where possible improve air quality	IP067b -	<p>The proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at the site is very good, which may help to limit increases in air pollution associated with road transport.</p> <p><i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i></p>	IP067b -	S-LT	L
8	To conserve and enhance soil and mineral resources	IP067b -	<p>Much of the site is currently greenfield and so the proposed development would result in a permanent loss of ecologically valuable soils. These soils are not BMV. Given the former energy use of the Site, there could be an opportunity for some land remediation.</p> <p><i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i></p>	IP067b -	S-LT	L
9	To promote the sustainable management of waste	IP067b -	<p>The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are considered to be very limited.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i></p>	IP067b -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP067b -	<p>The construction and operation of the proposed development would be expected to result in a net increase in air pollution, depending on its final use, which may be related to an associated increase in road traffic. The has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.</p> <p><i>The proposed development should incorporate a sustainable design that enables high energy efficiency. The use of low pollution land uses, and low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i></p>	IP067b -	S-LT	L
11	Reduce vulnerability to climatic events and flooding	IP067b +	The site is in Flood Zone 1 and is not at risk of surface water flooding.	IP067b +	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 2	Safeguard the integrity of the coast and estuaries	IP067b O	The site would be unlikely to have a discernible impact on the coast or estuaries.	IP067b O	S- LT	L
1 3	To conserve and enhance biodiversity and geodiversity	IP067b -	The proposed development would be unlikely to have impact a designated biodiversity asset. The site could potentially be supporting protected species given the presence of existing structures. The propose development would result in the loss of greenfield. This would also reduce habitat connectivity in the local area.  <i>A diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Existing GI within the site, including mature trees, should be preserved as much as possible. Appropriate ecological surveys should be carried out prior to development.</i>	IP067b -	S- LT	L
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP067b O	The proposed development would be unlikely to have a discernible impact on the historic environment.	IP067b O	N/A	L
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP067b -	The proposed development would result in the loss of an area of green and open space which would have a minor adverse impact on the local character. It would be unlikely to impact on views from the AONB 800m south west.  <i>The development should incorporate a high-quality design with vernacular architecture and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP067b -	S- LT	M
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP067b ++	The site would provide new employment area and jobs that would help contribute towards growth and prosperity in the local areas.	IP067b ++	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP067b ++	The site would provide new jobs in proximity to central areas of Ipswich and could help to rejuvenate the site.	IP067b ++	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP067b +	The site is within 500m of multiple bus stops. The nearest railway station, Westerford, is 2km north east. Access into the site is currently somewhat limited for pedestrians and cyclists as well as users of the strategic road network. The proximity of the proposed employment site to residential areas and prospective employees may help to encourage walking and cycling.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from the site into central areas should be provided for.</i>	IP067b ++	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP067b +	The Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to locals.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP067b +	S-LT	M

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP132 - King George V Field, Old Norwich Road</b>	Former St Peters Warehouse Site.	0.12	73 dwellings.	Allocated for 80% residential and 20% open space.
<b>IP205 - Burton's, College Street</b>	Brownfield.	0.19	125 dwellings.	Residential as part of a larger site re-development for mixed use residential and commercial uses.
<b>IP136 - Silo, College Street</b>	Brownfield.	0.16	48 dwellings.	Site is primarily allocated for residential with secondary uses to include offices, leisure and/or small-scale retail.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP132 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP136, would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP132 +	M-LT	M
		IP205 +		IP205 +	M-LT	M
		IP136 +		IP136 +	M-LT	M
2	To meet the housing requirements of the whole community	IP132 +	IP132 would deliver 73 dwellings. IP205 would deliver 125 dwellings. IP136 would deliver 48 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP132 +	M-LT	M
		IP205 +		IP205 +	M-LT	M
		IP136 +		IP136 +	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	IP132 ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 1km of each site. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site.</i>	IP132 ++	M-LT	M
		IP205 ++		IP205 ++	M-LT	M
		IP136 ++		IP136 ++	M-LT	M
4	To improve the quality of where people	IP132 -	The three sites are adjacent to the A1022 and major roundabouts associated with the A137 and A1156. The proposed development at each site would be therefore likely to expose residents to a source of noise, air or light pollution.	IP132 -	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
live and work	IP205 -	Additionally, IP132 and IP136 are within an AQMA and IP205 is within 30m of the same AQMA. The proposed developments at these locations would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at these locations would be exposed to dangerous levels of air pollutants associated with the AQMA.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP205 -	S- LT	M
	IP136 -		IP136 -	S- LT	M
5  To improve levels of education and skills in the population overall	IP132 +	The Sites are located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School.	IP132 +	S- MT	L
	IP205 +		IP205 +	S- MT	L
	IP136 +		IP136 +	S- MT	L
6  To conserve and enhance water quality and resource	IP132 --	All three sites are adjacent to the River Orwell and Neptune Marina. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of the surrounding water bodies and groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP132 -	S- LT	L
	IP205 --		IP205 -	S- LT	L
	IP136 --		IP136 -	S- LT	L
7  To maintain and where possible improve air quality	IP132 -	IP132 and IP136 are within an AQMA, additionally IP205 is within 30m of the same AQMA. Due to the scale of proposed developments and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term.  <i>Due to the proximity of each site to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development could include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	IP132 -	M- LT	M
	IP205 -		IP205 -	M- LT	M
	IP136 -		IP136 -	M- LT	M
8  To conserve and enhance soil and mineral resources	IP132 +	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP205 +	S- LT	L
	IP205 +		IP136 +	S- LT	L
	IP136 +		IP132 +	S- LT	L
9  To promote the sustainable management of waste	IP132 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and</i>	IP132 -	S- LT	L
	IP205 -		IP205 -	S- LT	L
	IP136 -		IP136 -	S- LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<i>businesses should be provided with good access to waste recycling facilities.</i>			
10 Reduce emissions of GHG from energy consumption	IP132 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.	IP132 -	S-LT	M
	IP205 -		IP205 -	S-LT	M
	IP136 -	<i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP136 -	S-LT	M
11 Reduce vulnerability to climatic events and flooding	IP132 --	All three sites are in Flood Zone 3. All three sites have a small area at a low risk of surface water flooding. IP0205 has a small area of land at a medium risk of surface water flooding.	IP132 --	S-LT	L
	IP205 --		IP205 --	S-LT	L
	IP136 --	<i>Due to the scale of the developments, a flood risk assessment may be required. To reduce flood risk, the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.</i>	IP136 --	S-LT	L
12 Safeguard the integrity of the coast and estuaries	IP132 -	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.	IP132 O	S-LT	M
	IP205 -		IP205 O	S-LT	M
	IP136 -	<i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP136 O	S-LT	M
13 To conserve and enhance biodiversity and geodiversity	IP132 +	Site IP132 has 20% open space which if designed and maintained correctly could enhance local biodiversity. Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and occupation of the proposed developments could potentially have an adverse impact on the Biodiversity Objective.	IP132 +	S-LT	M
	IP205 -		IP205 +	S-LT	M
	IP136 -	<i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat. Green Infrastructure, featuring a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	IP136 +	S-LT	M
14 Conserve and where appropriate enhance areas	IP132 -	One Grade II Listed Building is within IP132; however this building is in poor condition and appears derelict. Three listed buildings, including the Church of St Peter, are within 20-50m north of the three development sites. Due to existing presence and nature of the buildings on each development site,	IP132 +	S-LT	M
	IP205 O		IP205 +	S-LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
and assets of historical & archaeological importance	IP136 O	impacts on the setting of these sensitive heritage assets would not be expected. The proposed development at each site is an opportunity to improve the local setting given the current brownfield condition of each site.  <i>The Grade II Listed Building with site IP132 should be investigated and if possible regenerated as part in the development. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	IP136 +	S-LT	M
1 5 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP132 +	Each site is brownfield with buildings that are in poor condition and appear derelict. It is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP132 +	S-LT	L
	IP205 +		IP205 +	S-LT	L
	IP136 +		IP136 +	S-LT	L
1 6 Achieve sustainable levels of prosperity and growth throughout the plan area	IP132 ++	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP132 and IP205 are mix use schemes and will provide small scale office/retail employment.	IP132 ++	S-LT	L
	IP205 ++		IP205 ++	S-LT	L
	IP136 +		IP136 +	S-LT	L
1 7 Maintain and enhance the vitality and viability of town and retail centres	IP132 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP132 +	S-LT	L
	IP205 +		IP205 +	S-LT	L
	IP136 +		IP136 +	S-LT	L
1 8 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP132 ++	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP132 ++	S-LT	L
	IP205 ++		IP205 ++	S-LT	L
	IP136 ++		IP136 ++	S-LT	L
1 9 To ensure that the digital infrastructure available meets the needs of current and future generations	IP132 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP132 +	S-LT	L
	IP205 +		IP205 +	S-LT	L
	IP136 +		IP136 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP035 - Key Street / Star Lane / Burtons (St Peter Port)</b>	Brownfield.	<b>0.54</b>	86 dwellings.	Residential-led mixed use scheme. Additional uses could include office, leisure or small scale retail.
<b>IP211 - Regatta Quay, Key Street</b>	Brownfield.	<b>0.85</b>	157 dwellings.	Residential use.
<b>IP206 - Cranfields, College Street</b>	Cranfield Mill site and associated garage and lorry parking areas.	<b>0.71</b>	135 dwellings.	135 dwellings as part of a mixed use development in multi-storey blocks (up to 23 storeys), comprising: residential use (private/affordable residential apartments - 384 units in total); live/work units; commercial use (within use classes A1/A2/A3/B1 and D2); 81 bedroom hotel; car parking; formation/alteration of vehicular accesses; laying out of open spaces and associated works.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP035 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP035 +	M- LT	M
	IP211 +		IP211 +	M- LT	M
	IP206 +		IP206 +	M- LT	M
2 <i>To meet the housing requirements of the whole community</i>	IP035 +	IP035 would deliver 86 dwellings. IP211 would deliver 157 dwellings. IP206 would deliver 135 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP035 +	M- LT	M
	IP211 +		IP211 +	M- LT	M
	IP206 +		IP206 +	M- LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP035 ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 1km of each site. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP035 ++	M- LT	M
	IP211 ++		IP211 ++	M- LT	M
	IP206 ++		IP206 ++	M- LT	M
4 <i>To improve the quality of where people live and work</i>	IP035 -	All three sites are located adjacent to the A1022. The proposed development at each site would be therefore likely to expose residents to a source of noise, air or light pollution. In addition, all three sites are partially within an AQMA. The proposed developments at these locations would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at these locations would be exposed to dangerous levels of air pollutants associated with the AQMA  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP035 -	S- LT	M
	IP211 -		IP211 -	S- LT	M
	IP206 -		IP206 -	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
5	To improve levels of education and skills in the population overall	IP035 +	The Sites are located within 1km of St Helen's Nursey and Primary School and of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School.	IP035 +	S-MT	L
		IP211 +		IP211 +	S-MT	L
		IP206 +		IP206 +	S-MT	L
6	To conserve and enhance water quality and resource	IP035 -	IP211 and IP206 are adjacent to the River Orwell and Neptune Marina. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of the surrounding water bodies and groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP035 -	S-LT	L
		IP211 --		IP211 -	S-LT	L
		IP206 --		IP206 -	S-LT	L
7	To maintain and where possible improve air quality	IP035 -	All three sites are within an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term.  <i>Due to the proximity of each site to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	IP035 -	M-LT	M
		IP211 -		IP211 -	M-LT	M
		IP206 -		IP206 -	M-LT	M
8	To conserve and enhance soil and mineral resources	IP035 ++	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP035 ++	S-LT	L
		IP211 ++		IP211 ++	S-LT	L
		IP206 ++		IP206 ++	S-LT	L
9	To promote the sustainable management of waste	IP035 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP035 -	S-LT	L
		IP211 -		IP211 -	S-LT	L
		IP206 -		IP206 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP035 -	The construction and occupation of the proposed Development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed Development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP035 -	S-LT	M
		IP211 -		IP211 -	S-LT	M
		IP206 -		IP206 -	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 1	Reduce vulnerability to climatic events and flooding	IP035 --	All 3 sites are in Flood Zone 3 and at low risk of fluvial flooding. IP035 has approximately 30% of land at risk of surface water flooding – largely at low and medium risk in the south and east with a small area of high risk on the site’s western boundary.  IP211 has approximately 60% of land at risk of surface water flooding, the majority of which is at high risk, primarily in the north and western areas of the site, with lower risk in the western area of the site.  IP206 has approximately 40% of land at risk of surface water flooding – largely at low and medium risk in the north and west with a small area of high risk on the site’s eastern boundary with IP211.  <i>Due to the scale of the developments and a flood risk assessment will be required. To reduce flood risk the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.</i>	IP035 --	S- LT	L
		IP211 --		IP211 --	S- LT	L
		IP206 --		IP206 --	S- LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP035 -	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP035 O	S- LT	M
		IP211 -		IP211 O	S- LT	M
		IP206 -		IP206 O	S- LT	M
1 3	To conserve and enhance biodiversity and geodiversity	IP035 -	Approximately 60% of IP035 appears to be a derelict brownfield site with grasses and a range of flowering species growing. Construction and occupation of this land could reduce local levels of biodiversity. Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS, the construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.  <i>Green Infrastructure, featuring a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	IP035 O	S- LT	M
		IP211 -		IP211 O	S- LT	M
		IP206 -		IP206 O	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP035 -	One Grade II Listed Building, 1-5 College Street, and one Scheduled Monument and listed building, Wolsey’s Gate, are within IP035. In addition, IP035 is adjacent to two Grade II Listed Buildings, Church of St Peter and Church of St Mary at the Quay and 2 Scheduled Monuments, areas of middle and late Saxon town.  IP211 and IP206 are adjacent to one Grade II Listed Building, Church of St Mary at the Quay and within proximity to the listed buildings and scheduled monuments, mentioned for IP035. Due to existing presence and nature of the buildings on each development site, impacts on the setting of these sensitive heritage asset would not be expected. The proposed developments are an opportunity to improve the local setting.	IP035 +	S- LT	M
		IP211 O		IP211 +	S- LT	M
		IP206 O		IP206 +	S- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			<i>The listed buildings and scheduled monument within IP035 should undergo archaeological investigation and where possible integrated into the design of the site. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>			
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP035 +	Each site appears to be a disused brownfield site, it is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP035 +	S- LT	L
		IP211 +		IP211 +	S- LT	L
		IP206 +		IP206 +	S- LT	L
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP035 ++	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP035 and IP206 are mix use schemes and will provide office/retail employment.	IP035 ++	S- LT	L
		IP211 +		IP211 +	S- LT	L
		IP206 ++		IP206 ++	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP035 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP035 +	S- LT	L
		IP211 +		IP211 +	S- LT	L
		IP206 +		IP206 +	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP035 ++	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is 1km south west. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP035 ++	S- LT	L
		IP211 ++		IP211 ++	S- LT	L
		IP206 ++		IP206 ++	S- LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP035 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP035 +	S- LT	L
		IP211 +		IP211 +	S- LT	L
		IP206 +		IP206 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP011a - Lower Orwell Street</b>	Small yard with vegetation.	<b>0.15</b>	14 dwellings.	Residential use.
<b>IP089 - Waterworks Street</b>	Car park.	<b>0.31</b>	223 dwellings.	Residential use.
<b>IP074 - Church and land at Upper Orwell Street</b>	Car park.	<b>0.07</b>	9 dwellings.	Erection of nine flats in three 2 and 3-storey blocks plus alteration to vehicle access and associated works.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP011a ++	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP011a ++	M-LT	M
	IP089 ++		IP089 ++	M-LT	M
	IP074 ++		IP074 ++	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	IP011a +	IP011a would deliver 14 dwellings. IP089 would deliver 223 dwellings. IP074 would deliver 9 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP011a +	M-LT	M
	IP089 +		IP089 +	M-LT	M
	IP074 +		IP074 +	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP011a ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of each site. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP011a ++	M-LT	M
	IP089 ++		IP089 ++	M-LT	M
	IP074 ++		IP074 ++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	IP011a -	IP011a is within 50m of the A1022 and is therefore likely to expose residents to a source of noise, air or light pollution.  IP089 and IP074 are adjacent to the A1156 and are therefore likely to expose residents to a source of noise, air or light pollution.  In addition, the southern boundary of IP089 is coincident with an AQMA. The proposed development at this location would be likely to make achieving air quality improvement targets at the AQMA more difficult; and new residents at this location would be exposed to dangerous levels of air pollutants associated with the AQMA.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP011a -	S-LT	M
	IP089 -		IP089 -	S-LT	M
	IP074 -		IP074 -	S-LT	M
5 <i>To improve levels of education and skills in the</i>	IP011a +	IP011a is located within 1km and IP089 and IP074 are located within 500m of St Helen's Nursey and Primary School. Each site is within 2km of Stoke High Secondary School.	IP011a +	S-MT	L
	IP089 ++		IP089 ++	S-MT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	population overall	IP074 ++		IP074 ++	S-MT	L
6	To conserve and enhance water quality and resource	IP011a -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. Each site does not coincide with, is not adjacent to and is not within 100m of a water body.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP011a -	S-MT	L
		IP089 -		IP089 -	S-MT	L
		IP074 -		IP074 -	S-MT	L
7	To maintain and where possible improve air quality	IP011a -	The southern boundary of IP089 is in an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term.  <i>Due to the proximity of IP011a to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	IP011a -	M-LT	M
		IP089 -		IP089 -	M-LT	M
		IP074 -		IP074 -	M-LT	M
8	To conserve and enhance soil and mineral resources	IP011a -	IP011a is a small vegetated yard in Ipswich's urban centre, therefore this would not be an efficient use of land. IP089 and IP074 are brownfield sites and would therefore constitute an efficient use of land.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP011a -	S-LT	L
		IP089 ++		IP089 ++	S-LT	L
		IP074 ++		IP074 ++	S-LT	L
9	To promote the sustainable management of waste	IP011a -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP011a -	S-LT	L
		IP089 -		IP089 -	S-LT	L
		IP074 -		IP074 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP011a -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP011a -	S-LT	M
		IP089 -		IP089 -	S-LT	M
		IP074 -		IP074 -	S-LT	M
11	Reduce	IP011a -	IP011a has a very small area of low surface water flood risk on site, however the adjacent road (Lower Orwell Street) has high surface water flood risk.	IP011a	S-	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	vulnerability to climatic events and flooding	IP089 +	IP011a is currently vegetated, the removal of this vegetation in place of a residential development could potentially alter the local extent of surface water flood risk. IP089 and IP074 are in Flood Zone 1.  <i>Due to the scale of the developments, a flood risk assessment may be required. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	-	LT	
		IP074 +		IP089 +	S-LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP011a O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP011a O	N/A	M
		IP089 O		IP089 O	N/A	M
		IP074 O		IP074 O	N/A	M
1 3	To conserve and enhance biodiversity and geodiversity	IP011a -	The loss of trees at IP011a could impact upon local biodiversity and habitat connectivity. IP089 and IP074 are unlikely to have a discernible impact on biodiversity.  <i>Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>	IP011a O	S-LT	M
		IP089 O		IP089 +	S-LT	M
		IP074 O		IP074 +	S-LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP011a O	IP011a is on the site of a Scheduled Monument, buried remains of late Saxon town.  IP089 is within 100m of approximately 20 listed buildings along Fore Street, Eagle Street and Waterworks.  IP074 is adjacent to two Grade II Listed Buildings, 33 Upper Orwell Street and St Michaels church.  Due to existing nature of the development sites, impacts on the setting of these sensitive heritage assets would not be expected.  <i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building. In addition, the Scheduled Monument at IP11a should undergo archaeological investigation and where possible integrated into the design of the site.</i>	IP011a O	N/A	M
		IP089 O		IP089 +	S-LT	M
		IP074 O		IP074 +	S-LT	M
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP011a +	IP011a is a disused yard with no public access and IP089 and IP074 are car parks, it is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP011a +	S-LT	L
		IP089 +		IP089 +	S-LT	L
		IP074 +		IP074 +	S-LT	L
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP011a +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP011a +	S-LT	L
		IP089 +		IP089 +	S-LT	L
		IP074 +		IP074 +	S-LT	L
1 7	Maintain and enhance the	IP011a +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in	IP011a +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
vitality and viability of town and retail centres	IP089 +	the Borough.	IP089 +	S-LT	L
	IP074 +		IP074 +	S-LT	L
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP011a ++	Each site is within 500m of multiple bus stops. Each site is within 1.5km of the nearest railway station, Ipswich. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP011a ++	S-LT	L
	IP089 ++		IP089 ++	S-LT	L
	IP074 ++		IP074 ++	S-LT	L
19 To ensure that the digital infrastructure available meets the needs of current and future generations	IP011a +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP011a +	S-LT	L
	IP089 +		IP089 +	S-LT	L
	IP074 +		IP074 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP012 - Peter's Ice Cream</b>	Brownfield and car park.	0.32	29 dwellings.	Residential use.
<b>IP043 - Commercial Buildings &amp; Jewish Burial Ground Star Lane</b>	Car park and 'Hyper Cars Ipswich'.	0.7	46 dwellings.	Residential use.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 To reduce poverty and social exclusion	IP012 ++	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP043 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP012 ++	M-LT	M
	IP043 ++		IP043 ++	M-LT	M
2 To meet the housing requirements of the whole community	IP012 +	IP012 would deliver 29 dwellings. IP043 would deliver 46 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP012 +	M-LT	M
	IP043 +		IP043 +	M-LT	M
3 To improve the health of the population	IP012 ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Orchard Medical Practice, is within 500m of each site. Each site would situate new	IP012 ++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
overall and reduce health inequalities	IP043 ++	residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP043 ++	M-LT	M
4 To improve the quality of where people live and work	IP012 -	IP012 is adjacent to the intersection of the A1156 and A1022. IP043 is located between the A1022 east and west bound roads. The proposed development at each site would be therefore likely to expose residents to a source of noise, air or light pollution. In addition, approximately 40% of IP043 lies within an AQMA which would expose new residents to dangerous levels of air pollution.  <i>The proposed development at each site should have a noise assessment. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP012 -	S-LT	M
	IP043 -		IP043 -	S-LT	M
5 To improve levels of education and skills in the population overall	IP012 +	Each site is located within 500m of St Helen's Nursey and Primary School and is within 2km of Stoke High Secondary School.	IP012 +	S-MT	L
	IP043 +		IP043 +	S-MT	L
6 To conserve and enhance water quality and resource	IP012 -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. IP012 does not coincide with, is not adjacent to and is not within 100m of a water body. IP043 is within 50m of Neptune Marina.  <i>To avoid contamination of the surrounding water bodies and groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP012 -	S-LT	L
	IP043 --		IP043 -	S-LT	L
7 To maintain and where possible improve air quality	IP012 -	Approximately 40% of IP043 lies within an AQMA. Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term.  <i>Due to the proximity of IP043 to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	IP012 -	M-LT	M
	IP012 -			M-LT	M
8 To conserve and enhance soil and mineral resources	IP012 ++	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP012 ++	S-LT	L
	IP043 ++		IP043 ++	S-LT	L
9 To promote the sustainable management	IP012 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP012 -	S-LT	L
	IP043		IP043	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
of waste	-	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-		
10 Reduce emissions of GHG from energy consumption	IP012 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.	IP012 -	S-LT	M
	IP012 -	<i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP012 -	S-LT	M
11 Reduce vulnerability to climatic events and flooding	IP012 -	Approximately 50% of the land at IP012 is at low risk of surface water flooding with a small area of medium and high surface water flood risk where the site borders Grimwade Street.	IP012 -	S-LT	L
	IP043 --	IP043 has approximately 10% of its land in Flood Zone 3 and approximately 20% in Flood Zone 2. IP043 has a small area of land with low surface water flood risk in the south east of the site. <i>Due to the scale of the developments, a flood risk assessment may be required. To reduce flood risk the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.</i>	IP043 --	S-LT	L
12 Safeguard the integrity of the coast and estuaries	IP012 O	IP012 would be unlikely to have a discernible impact on the coast or estuaries.	IP012 O	N/A	M
	IP043 -	IP043 is within 50m of Neptune Marina, which is hydrologically linked to the Stour and Orwell SPA. The construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective. <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat</i>	IP043 O	S-LT	M
13 To conserve and enhance biodiversity and geodiversity	IP012 O	IP012 would be unlikely to have a discernible impact on biodiversity. IP043 is within 50m of Neptune Marina, which is hydrologically linked to the River Orwell, Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.	IP012 +	S-LT	M
	IP043 -	<i>Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	IP043 O	S-LT	M
14 Conserve and where	IP012 O	One Grade II Listed Building, St Clemants church, is in proximity of IP012.	IP012 +	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>appropriate enhance areas and assets of historical &amp; archaeological importance</i>	IP043 -	<p>Due to existing nature of IP012, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development is an opportunity to improve the local setting.</p> <p>One Grade II Listed Building, Store at the rear of 54-58, is within IP043 and several listed buildings are in proximity along Fore street. In addition, the design of IP043 avoids the Grade II Listed Jewish Burial ground.</p> <p><i>The Grade II Listed Building not currently accounted for in the design of IP043's boundary should be integrated into the site's design. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i></p>	IP043 O	S-LT	M
1 5	<i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	IP012 +	IP012 currently consists of a car parking area and buildings which appear empty. IP043 consists a warehouse and car park. Therefore, it is considered that the developments may help to enhance the local character.	IP012 +		
		IP043 +	<i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character. In addition, the development at IP043 should try to accord with the local architecture along the adjacent, Fore Street.</i>	IP043 +		
1 6	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP012 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP012 +	S-LT	L
		IP043 +		IP043 +	S-LT	L
1 7	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP012 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP012 +	S-LT	L
		IP043 +		IP043 +	S-LT	L
1 8	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP012 ++	<p>Each site is within 500m of multiple bus stops and 1.5km of the nearest railway station, Ipswich. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.</p> <p><i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i></p>	IP012 ++	S-LT	L
		IP043 ++		IP043 ++	S-LT	L
1 9	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP012 +	<p>As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p><i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i></p>	IP012 +	S-LT	L
		IP043 +		IP043 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP051 - Old Cattle Market Portman Road</b>	Car park.	<b>2.21</b>	N/A	80% B1a and 20% main town centre uses such as hotel / leisure (excluding retail). Existing long-stay car parking provision in this area will be required prior to the parking being lost.
<b>IP004 - Bus depot Sir Alf Ramsey Way</b>	Bus depot.	<b>1.07</b>	48 dwellings	Residential and 50% employment as part of mixed-use scheme with housing.
<b>IP096 - Car Park Handford Road East</b>	Car park.	<b>0.22</b>	20 dwellings.	Residential use.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP051 +	IP051 and IP004 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation. The proposed development at IP004 and IP096 would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP051 +	M- LT	M
		IP004 +		IP004 +	M- LT	M
		IP096 +		IP096 +	M- LT	M
2	To meet the housing requirements of the whole community	IP051 O	IP151 would have no discernible impact on housing as it is allocated for employment and car parking. IP004 would deliver 48 dwellings. IP096 would deliver 20 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP051 O	N/A	M
		IP004 +		IP004 +	M- LT	M
		IP096 +		IP096 +	M- LT	M
3	To improve the health of the population overall and reduce health inequalities	IP051 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of IP051 and IP096, and within 500m of IP096. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP051 +	M- LT	M
		IP004 +		IP004 +	M- LT	M
		IP096 ++		IP096 ++	M- LT	M
4	To improve the quality of where people live and work	IP051 -	IP051 is within 50m of the A1022; IP004 is adjacent to the A137; and IP096 is adjacent to the A1071. Therefore, these developments are likely to expose residents and business users to sources of noise, air or light pollution. The proximity of IP004 and IP051 to Ipswich Town FC may negatively impact quality of life, due to additional noise, congestion and crime associated with match days.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP051 -	S- LT	M
		IP004 -		IP004 -	S- LT	M
		IP096 -		IP096 -	S- LT	M
5	To improve levels of education and skills in the population overall	IP051 ++	IP051 and IP096 are located within 500m and IP004 is located within 1km of St Matthew's Church of England Primary School. Each site is within 2km of Stoke High Secondary School and Stone Lodge Academy.  The provision of employment land at IP051 and IP004 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP051 ++	S- MT	L
		IP004 +		IP004 +	S- MT	L
		IP096 ++		IP096 ++	S- MT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
6  <i>To conserve and enhance water quality and resource</i>	IP051 -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of IP051. IP096 is within 50m of Alderman Canal west and the River Gipping. IP096 is adjacent to Alderman Canal East.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP051 -	S-MT	L
	IP004 --		IP004 -	S-MT	L
	IP096 --		IP096 -	S-MT	L
7  <i>To maintain and where possible improve air quality</i>	IP051 -	Due to the scale of proposed developments and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the site would help to reduce emissions associated with transport.</i>	IP051 -	M-LT	M
	IP004 -		IP004 -	M-LT	M
	IP051 -		IP051 -	M-LT	M
8  <i>To conserve and enhance soil and mineral resources</i>	IP051 ++	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP051 ++	S-LT	L
	IP004 ++		IP004 ++	S-LT	L
	IP096 ++		IP096 ++	S-LT	L
9  <i>To promote the sustainable management of waste</i>	IP051 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP051 -	S-LT	L
	IP004 -		IP004 -	S-LT	L
	IP096 -		IP096 -	S-LT	L
10  <i>Reduce emissions of GHG from energy consumption</i>	IP051 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP051 -	S-LT	M
	IP004 -		IP004 -	S-LT	M
	IP096 -		IP096 -	S-LT	M
11  <i>Reduce vulnerability to climatic events and flooding</i>	IP051 --	IP051 and IP004 are located in Flood Zone 3.	IP051 --	S-LT	L
	IP004 --	IP051 has approximately 80% of land at risk of surface water flooding, with high and medium flood risk in the centre of the site.	IP004 --	S-LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP096 O	IP004 has a small area of low surface water flood risk along the northern boundary of the site.  IP096 is in Flood Zone 1 and has one small area of low surface water flood risk.  <i>All developments in Flood Zone 3 would require an FRA. Due to the scale of the development in IP096, a flood risk assessment may be required. To reduce flood risk the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.</i>	IP096 +	S- LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP051 O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP051 O	N/A	M
		IP004 O		IP004 O	N/A	M
		IP096 O		IP096 O	N/A	M
1 3	To conserve and enhance biodiversity and geodiversity	IP051 O	IP051 is unlikely to have a discernible impact on biodiversity. IP096 is adjacent to Alderman Canal East LNR and IP004 is within 50m of Alderman Canal West LNR both which contain Reed bed wetland habitat.  <i>IP096 and IP004 should be designed to have the smallest possible impact on the nearby LNR. Best practice should be employed to prevent contamination or pollution of the Canals in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.  Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>	IP051 +	S- LT	M
		IP004 -		IP004 +	S- LT	M
		IP096 -		IP096 O	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP051 O	There is one Grade II Listed Building, Firbank, within 50m of IP096, however it is not visible from the site. IP051 and IP004 are unlikely to have a significant impact on the historic environment. The proposed Development at each site is an opportunity to improve the local setting.  <i>The design of IP096 should accord with the local residential character.</i>	IP051 +	S- LT	M
		IP004 +		IP004 +	S- LT	M
		IP096 +		IP096 +	S- LT	M
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP051 +	Each Site is a car park and it is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	IP051 +	S- LT	L
		IP004 +		IP004 +	S- LT	L
		IP096 +		IP096 +	S- LT	L
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP051 ++	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP051 is an employment site and IP004 is a mixed-use development that will also provide employment opportunities.	IP051 ++	S- LT	L
		IP004 ++		IP004 ++	S- LT	L
		IP096 +		IP096 +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 7	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	IP051 +	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP051 +	S- LT	L
		IP004 +		IP004 +	S- LT	L
		IP096 +		IP096 +	S- LT	L
1 8	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	IP051 ++	Each site is within 500m of multiple bus stops. Each site is within 1km of the nearest railway station, Ipswich. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP051 ++	S- LT	L
		IP004 ++		IP004 ++	S- LT	L
		IP096 ++		IP096 ++	S- LT	L
1 9	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP051 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP051 +	S- LT	L
		IP004 +		IP004 +	S- LT	L
		IP096 +		IP096 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP245 - 12-12a Arcade Street</b>	Car park.	<b>0.06</b>	7 dwellings.	Residential use.
<b>IP172 - 15-19 St Margaret's Green</b>	Car park.	<b>0.08</b>	9 dwellings.	Residential use.
<b>IP214 - 300 Old Foundry Road</b>	Derelict building.	<b>0.02</b>	12 dwellings.	Residential use.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP245 ++	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP245 ++	M- LT	M
		IP172 ++		IP172 ++	M- LT	M
		IP214 ++		IP214 ++	M- LT	M
2	<i>To meet the housing requirements of the whole</i>	IP245 +	IP245 would deliver 7 dwellings. IP172 would deliver 9 dwellings. IP214 would deliver 12 dwellings.	IP245 +	M- LT	M
		IP172 +		IP172 +	M- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	community	IP214 +	<i>An appropriate level of affordable housing should be provided at each site.</i>	IP214 +	M- LT	M
3	To improve the health of the population overall and reduce health inequalities	IP245 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP to IP245, Burlington Road Surgery, is within 600m and the nearest GP to IP172 and 214, Orchard Medical Practice is within 500m. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP245 +	M- LT	M
		IP172 ++		IP172 ++	M- LT	M
		IP214 ++		IP214 ++	M- LT	M
4	To improve the quality of where people live and work	IP245 O	IP172 and IP214 are adjacent to the A1156 and therefore are likely to expose resident to source of noise, air and light pollution. IP245 is unlikely to have a discernible effect on people's exposure to hazards or noise.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution.</i>	IP245 O	S- LT	M
		IP172 -		IP172 -	S- LT	M
		IP214 -		IP214 -	S- LT	M
5	To improve levels of education and skills in the population overall	IP245 ++	IP245 is located within 500m of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. IP172 and 214 are within 500m of St Margaret's Church of England Primary school and are within 2km of Stoke High Secondary School.	IP245 ++	S- MT	L
		IP172 ++		IP172 ++	S- MT	L
		IP214 ++		IP214 ++	S- MT	L
6	To conserve and enhance water quality and resource	IP245 -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of each site.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP245 -	S- LT	L
		IP172 -		IP172 -	S- LT	L
		IP214 -		IP214 -	S- LT	L
7	To maintain and where possible improve air quality	IP245 -	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP245 -	M- LT	M
		IP172 -		IP172 -	M- LT	M
		IP245 -		IP245 -	M- LT	M
8	To conserve and enhance soil and mineral	IP245 ++	IP245 and IP172 are car parks and IP214 is a disused building, therefore development would constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP245 ++	S- LT	L
		IP172 ++		IP172 ++	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	resources	IP214 ++		IP214 ++	S-LT	L
9	To promote the sustainable management of waste	IP245 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP245 -	S-LT	L
		IP172 -		IP172 -	S-LT	L
		IP214 -		IP214 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP245 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP245 -	S-LT	M
		IP172 -		IP172 -	S-LT	M
		IP214 -		IP214 -	S-LT	M
11	Reduce vulnerability to climatic events and flooding	IP245 +	All three sites are in Flood Zone 1 and are not at risk of surface water flooding.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	IP245 +	S-LT	L
		IP172 +		IP172 +	S-LT	L
		IP214 +		IP214 +	S-LT	L
12	Safeguard the integrity of the coast and estuaries	IP245 O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	IP245 O	N/A	M
		IP172 O		IP172 O	N/A	M
		IP214 O		IP214 O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	IP245 O	All three sites are unlikely to have a discernible impact on biodiversity.  <i>Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>	IP245 +	S-LT	M
		IP172 O		IP172 +	S-LT	M
		IP214 O		IP214 +	S-LT	M
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP245 +	There are multiple Grade II Listed Buildings within 50m of IP245, along Museum Street.  There are multiple Grade II Listed Buildings within 50m of IP172 and IP214, along Soane and Northgate Street.  The proposed development at each site is an opportunity to improve the local setting given the current brownfield location of IP245 and IP172 and derelict condition of IP214.  <i>The design of each site, where possible, should accord well with the nearby Listed buildings.</i>	IP245 +	S-LT	M
		IP172 +		IP172 +	S-LT	M
		IP214 +		IP214 +	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP245 +	IP245 and IP172 are car parks and IP214 is a disused building, it is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP245 +	S- LT	L
		IP172 +		IP172 +	S- LT	L
		IP214 +		IP214 +	S- LT	L
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP245 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP245 +	S- LT	L
		IP172 +		IP172 +	S- LT	L
		IP214 +		IP214 +	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP245 ++	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich.	IP245 ++	S- LT	L
		IP172 ++		IP172 ++	S- LT	L
		IP214 ++		IP214 ++	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP245 ++	Each site is within 500m of multiple bus stops. IP245 is within 1km of the nearest railway station, Ipswich and IP172 and IP214 are within 1.5km. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP245 ++	S- LT	L
		IP172 ++		IP172 ++	S- LT	L
		IP214 ++		IP214 ++	S- LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP245 +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP245 +	S- LT	L
		IP172 +		IP172 +	S- LT	L
		IP214 +		IP214 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP169 - 23-25 Burrell Road</b>	Car park.	<b>0.08</b>	14 dwellings.	Change of use of former commercial building into 14 (fourteen) flats plus demolition of existing side extensions and rear extension, excavation of lightwell and erection of three-storey side extension.
<b>IP047 - Land at Commercial Road</b>	Brownfield and car park.	<b>2.86</b>	103 dwellings.	Mixed use scheme of 40% housing, 20% public open space and enhanced river path, 40% office, leisure, hotel.
<b>IP015 - West End Road Surface Car Park</b>	Car park.	<b>1.22</b>	43 dwellings.	Primary allocation for long stay parking (60%) with secondary residential (40%).
<b>IP094 - Land to rear of Grafton House</b>	Brownfield and car park.	<b>0.31</b>	N/A	Employment - Suitable for B1a office.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP169 +	IP169, IP047 and IP015 site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. In addition, IP047 will create a new public open space and leisure facilities. IP094 would provide new employment land in proximity to residents, which may help to alleviate local rates of deprivation.	IP169 +	M- LT	M
	IP047 ++		IP047 ++	M- LT	M
	IP015 +		IP015 +	M- LT	M
	IP094 +		IP094 +	M- LT	M
2 <i>To meet the housing requirements of the whole community</i>	IP169 +	IP169 would deliver 14 dwellings. IP047 would deliver 103 dwellings. IP015 would deliver 43 dwellings. IP094 would have no discernible impact on housing as it is allocated for employment.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP169 +	M- LT	M
	IP047 ++		IP047 ++	M- LT	M
	IP015 +		IP015 +	M- LT	M
	IP094 O		IP094 O	N/A	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP169 ++	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 1km of each site. Each site would situate new residents within an existing community. IP169, IP015 and IP094 are within 500m of IP150b Land at Ravenswood (7.8ha) and play area and IP047 creates a new public open space.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP169 ++	M- LT	M
	IP047 ++		IP047 ++	M- LT	M
	IP015 ++		IP015 ++	M- LT	M
	IP094 ++		IP094 ++	M- LT	M
4 <i>To improve the quality of where people live and work</i>	IP169 -	IP169 is within 100m of Ipswich Station, therefore the area is likely to be exposed to additional congestion - exposing residents to a source of noise, air and light pollution. IP047, IP015 and IP094 are all adjacent to the A137 and therefore are likely to expose resident to source of noise, air and light pollution. IP047 is within 100m of an AQMA.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants. New homes should be</i>	IP169 -	S- LT	M
	IP047 -		IP047 -	S- LT	M
	IP015 -		IP015 -	S- LT	M
	IP094 -		IP094 -	S- LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<i>situated as far back from the main road as possible to help reduce the effects of pollution.</i>			
5 <i>To improve levels of education and skills in the population overall</i>	IP169 +	Each site is located within 1km of Hillside Primary School and St Matthew's Church of England Primary School. IP169 and IP047 are within 1km and IP015 and IP094 are within 2km of Stoke High Secondary School.  The provision of employment land at IP047 and IP094 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP169 +	S-MT	L
	IP047 +		IP047 +	S-MT	L
	IP015 +		IP015 +	S-MT	L
	IP094 +		IP094 +	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	IP169 --	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. IP169, IP047 and IP015 are adjacent to and IP094 is within 100m of the River Orwell.  <i>To avoid contamination of the surrounding water bodies and groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP094 -	S-LT	L
	IP047 --		IP169 -	S-LT	L
	IP015 --		IP047 -	S-LT	L
	IP094 --		IP094 -	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	IP169 -	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. In addition, IP015 includes a long stay car park in the proposal. This could encourage higher rates of driving for new residents and mean that larger number of cars will be driving in and out of site with adverse impacts on air quality as well as residential amenity due to noise, air and light pollution. IP047 is within 100m of an AQMA. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport in the long term.  <i>Due to the proximity of IP047 to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	IP169 -	M-LT	M
	IP047 -		IP047 -	M-LT	M
	IP015 -		IP015 -	M-LT	M
	IP094 -		IP094 -	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	IP169 ++	Each site is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.	IP169 ++	S-LT	L
	IP047 ++		IP047 ++	S-LT	L
	IP015 ++		IP015 ++	S-LT	L
	IP094 ++		IP094 ++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	IP169 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste</i>	IP169 -	S-LT	L
	IP047 -		IP047 -	S-LT	L
	IP015 -		IP015 -	S-LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP094 -	<i>separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP094 -	S-LT	L
1 0	Reduce emissions of GHG from energy consumption	IP169 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP169 -	S-LT	M
		IP047 -		IP047 -	S-LT	M
		IP015 -		IP015 -	S-LT	M
		IP094 -		IP094 -	S-LT	M
1 1	Reduce vulnerability to climatic events and flooding	IP169 --	Each site is within Flood Zone 3. IP169 has approximately 20% of its land on the northern boundary at low risk of surface water flood risk.  IP047 has a thin band of low surface water flood risk which runs east to west across the site.  IP015 has small patches of low surface water flood risk with an area of medium-high flood risk in the south east corner.  IP094 has approximately 60% of land in low surface water flood risk.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.</i>	IP169 --	S-LT	L
		IP047 --		IP047 --	S-LT	L
		IP015 --		IP015 --	S-LT	L
		IP094 --		IP094 --	S-LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP169 -	Due to each site being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed developments could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP169 O	S-LT	M
		IP047 -		IP047 O	S-LT	M
		IP015 -		IP015 O	S-LT	M
		IP094 -		IP094 O	S-LT	M
1 3	To conserve and enhance biodiversity and geodiversity	IP169 -	Due to each site being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.  <i>Green Infrastructure, featuring a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	IP169 O	S-LT	M
		IP047 -		IP047 O	S-LT	M
		IP015 -		IP015 O	S-LT	M
		IP094 -		IP094 O	S-LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological	IP169 +	One Grade II Listed Building, Pauls Maltings and adjoining kiln, is adjacent to IP015. Due to existing presence and nature of the buildings on IP015 and the surrounding area, impacts on the setting of this sensitive heritage asset would not be expected. IP168, IP047 and IP094 are not in proximity to any sensitive heritage assets. The proposed development at each site is an opportunity to improve the local setting given the current brownfield condition of each site.	IP047 +	S-LT	M
		IP047 +		IP015 +	S-LT	M
		IP015 +		IP094 +	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	importance				
	IP094 +	<i>The design of IP015, where possible, should accord well with the nearby Listed Buildings. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	IP047 +	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP169, IP015 and IP094 are car parking areas and IP047 is 50% car parking and 50% vacant brownfield site. It is therefore considered that the developments may help to enhance the local character.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP169 +	S-LT	L
	IP047 +		IP047 +	S-LT	L
	IP015 +		IP015 +	S-LT	L
	IP094 +		IP094 +	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance. IP094 is an employment site and IP047 is a mixed-use scheme with employment opportunities.	IP169 +	S-LT	L
	IP047 ++		IP047 ++	S-LT	L
	IP015 +		IP015 +	S-LT	L
	IP094 ++		IP094 ++	S-LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	Each site would situate new residents in proximity, and with good access, to central areas in Ipswich. They may also help to rejuvenate brownfield sites in the Borough.	IP169 +	S-LT	L
	IP047 +		IP047 +	S-LT	L
	IP015 +		IP015 +	S-LT	L
	IP094 +		IP094 +	S-LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	Each site is within 500m of multiple bus stops. The nearest railway station, Ipswich, is within 500m of IP169, IP015 and IP094 and within 1km of IP047. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement. The long stay car park at IP015 would facilitate good access via car and contribute towards a permeable development. However, it may also encourage higher rates of driving for local residents or contribute towards roads immediately outside the site being more congested and thus less safe and appealing in the minds of cyclists and pedestrians.  <i>Electric car charging points should be made accessible to new residents, as well as at the long stay car park. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP169 ++	S-LT	L
	IP047 ++		IP047 ++	S-LT	L
	IP015 ++		IP015 ++	S-LT	L
	IP094 ++		IP094 ++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP169 +	S-LT	L
	IP047 +		IP047 +	S-LT	L
	IP015 +		IP015 +	S-LT	L
	IP094 +		IP094 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP149 - Land at Pond Hall Carr and Farm</b>	Land at Pond Hall Carr and Farm		N/A	Allocated as an extension to Orwell Country Park, to provide better management of visitors to this part of the Orwell Estuary Special Protection Area.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP149 +	Site is allocated for a country park allocation and could therefore promote community interaction and social cohesion through providing an accessible green space.	IP149 +	N/A	M
2 <i>To meet the housing requirements of the whole community</i>	IP149 O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	IP149 O	N/A	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP149 ++	Site provides an extension to an area of public open space adjacent to the Suffolk Coast and Heaths AONB and is an opportunity to provide a better network of footpaths and viewpoints over the estuary for visitors that may facilitate active and outdoor activities for the Borough's residents.	IP149 ++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	IP149 +	Site is allocated for a country park allocation and therefore could contribute to improving local quality of life.	IP149 +	N/A	M
5 <i>To improve levels of education and skills in the population overall</i>	IP149 O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	IP149 O	N/A	M
6 <i>To conserve and enhance water quality and resource</i>	IP149 +	The extension of the country park, in place of Pond Hall Farm, may allow for improvements to the quality of coastal waters of the adjacent SPA, Stour and Orwell Estuaries.	IP149 +	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	IP149 -	The extension of the country park may attract additional visitors and increase road traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP149 O	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	IP149 ++	The extension of the country park will maintain and protect a greenfield site.	IP149 ++	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
9	<i>To promote the sustainable management of waste</i>	IP149 +	The extension to the country park could potentially enable more efficient management of the park and visitors, including the generation of waste.	IP149 +	N/A	L
10	<i>Reduce emissions of GHG from energy consumption</i>	IP149 +/-	The extension of the country park may attract additional visitors and increase road traffic and air pollution. However, the allocation of a country park maintains a greenfield site, preventing additional emissions from residential or employment uses.  <i>The Country Park should encourage the use of sustainable transport, through the extension of existing bus routes and provision of electric car charging points at the site's car parking facilities.</i>	IP149 O	N/A	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	IP149 +	The Site's south western boundary is within Flood Zone 3. A line of low- high surface water flood risk runs through the site along the path of a small stream within the site. Through preserving this greenfield site and not allocating land for residential development, it keeps residents away from Flood Zone 3 and preserves the GI cover in this area, that provides a natural flood alleviation service.  <i>To reduce flood risk the country park should consider the use of green infrastructure and SUDS and manage the public's access to specified regions during times of flooding.</i>	IP149 +	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	IP149 ++	The site is likely to have a positive contribution to the local character and biodiversity associated with the adjacent SPA, Stour and Orwell estuary.	IP149 ++	S-LT	M
13	<i>To conserve and enhance biodiversity and geodiversity</i>	IP149 ++	The extension of the country park will maintain and protect a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell estuary SPA	IP149 ++	S-LT	M
14	<i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	IP149 +	Pond Hall associated with Pond Hall Farm is a Grade II Listed Building. The extension of the country park will maintain and protect Pond Hall and the local setting.  <i>Visitors to the country park should be provided with good access to the heritage asset and information on its historical value.</i>	IP149 ++	S-LT	M
15	<i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	IP149 ++	The extension of the country park will protect and maintain the landscape of a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell estuary SPA.	IP149 ++	S-LT	M
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	IP149 +	The proposed site use would be likely to be a visitor attraction that could provide a boost to shops and services in the local area.	IP149 +	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
17	Maintain and enhance the vitality and viability of town and retail centres	IP149 O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	IP149 O	N/A	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP149 O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective  <i>The development and management of the country park should seek to improve accessibility.</i>	IP149 O	N/A	M
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP149 O	Site is allocated for a country park allocation and would therefore not have a discernible impact on this Objective	IP149 O	N/A	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP098 - Transco, south of Patteson Road</b>	Derelict yard.	0.57	51 dwellings.	Residential use.
<b>IP042 - Land between Cliff Quay and Landseer Road</b>	Warehouses and shipping containers.	1.64	222 dwellings.	Residential, multi-storey car park, museum, health club, commercial employment space.
<b>IP142 - Land at Duke Street</b>	Greenfield.	0.39	44 dwellings.	Primarily residential with 25% allocated for public open space.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP098 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded. IP042 will provide cultural and leisure facilities, including a museum and health club and IP142 will provide an area of public open space.	IP098 +	M-LT	M
		IP042 ++		IP042 ++	M-LT	M
		IP142 ++		IP142 ++	M-LT	M
2	To meet the housing requirements of the whole community	IP098 +	IP098 would deliver 51 dwellings. IP042 would deliver 222 dwellings. IP142 would deliver 44 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP098 +	M-LT	M
		IP042 +		IP042 +	M-LT	M
		IP142 +		IP142 +	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3	To improve the health of the population overall and reduce health inequalities	IP098 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Felixstowe Road Medical Practice, is within 2km of each site. Each site would situate new residents within an existing community. IP142 includes 25% open space.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP098 +	M- LT	M
		IP042 +		IP042 +	M- LT	M
		IP142 ++		IP142 ++	M- LT	M
4	To improve the quality of where people live and work	IP098 -	IP098 and IP042 are adjacent to industrial and shipping areas and development may therefore expose residents to a source of noise, air or light pollution.  IP142 is located in a semi-residential area.  <i>The proposed development at IP098 and OP042 should have noise and air quality assessments. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the road as possible to help reduce the effects of pollution. reduce the effects of pollution. In addition, the residential development of IP042 will remove a source of pollution from IP098, through the replacement of a HGV yard.</i>	IP098 O	S- LT	M
		IP042 -		IP042 O	S- LT	M
		IP142 +		IP042 +	S- LT	M
5	To improve levels of education and skills in the population overall	IP098 +	IP042 is located within 500m and IP098 and IP142 are located within 1km of Cliff Lane Primary School Primary School. Each site is within 2km of Stoke High Secondary School.  The provision of employment land at IP042 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	IP098 +	S- MT	L
		IP042 ++		IP042 ++	S- MT	L
		IP142 +		IP142 +	S- MT	L
6	To conserve and enhance water quality and resource	IP098 --	IP042 is within 50m of the River Orwell and within 15m of a Pond network associated with Hollywell Park. IP098 is within 100m of the River Orwell. Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption.  <i>To avoid contamination of the surrounding water bodies and groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP098 -	S- LT	L
		IP042 --		IP042 -	S- LT	L
		IP142 -		IP142 -	S- LT	L
7	To maintain and where possible improve air quality	IP098 -	Due to the scale of proposed developments in this area and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues.  Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP098 -	M- LT	M
		IP042 -		IP042 -	M- LT	M
		IP098 -		IP098 -	M- LT	M
8	To conserve and enhance soil and mineral	IP098 ++	IP042 and IP098 are brownfield sites and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  IP142 is located on a greenfield site.	IP098 ++	S- LT	L
		IP042 ++		IP042 ++	S- LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	resources	IP142 -	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP142 -	S- LT	L
9	To promote the sustainable management of waste	IP098 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	IP098 -	S-LT	L
		IP042 -		IP042 -	S-LT	L
		IP142 -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP142 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP098 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.	IP098 -	S- LT	M
		IP042 -		IP042 -	S- LT	M
		IP142 -	<i>The proposed development at each site should incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP142 -	S- LT	M
11	Reduce vulnerability to climatic events and flooding	IP098 --	IP098 is within Flood Zone 2 and with small areas coinciding with Flood Zone 3 around the site's boundary.	IP098 --	S- LT	L
		IP042 --	IP042 has a small area land within Flood Zone 3. IP042 has small patches of low surface water flood risk across the site.	IP042 -	S- LT	L
		IP142 +	IP142 is in Flood Zone 1. <i>All developments in Flood Zone 3 would require an FRA. To reduce flood, risk the development should be designed to include green infrastructure and SUDS. IP042 an IP098 should be designed to avoid areas of highest flood risk.</i>	IP142 +	S- LT	L
12	Safeguard the integrity of the coast and estuaries	IP098 -	Due to, IP042 and IP098, being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.	IP098 O	S- LT	M
		IP042 -		IP042 O	S- LT	M
		IP142 O	<i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP142 O	S- LT	M
13	To conserve and enhance biodiversity and geodiversity	IP098 -	IP098 appears to be a derelict brownfield site with a range of grasses and plants growing. Construction and occupation of this land could reduce local levels of biodiversity.	IP098 +	S- LT	M
		IP042 O	Due to, IP042 and IP098, being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.	IP042 +	S- LT	M
		IP142 -	IP142 is located on a greenfield site. <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated</i>	IP142 -	S- LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<p><i>into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p> <p><i>Green Infrastructure, featuring a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>			
1 4	IP098 +	<p>There are three Grade II Listed Building (Cliff House, Tolly Cobbold Brewery and Cliff Cottage) adjacent and in proximity of IP042. Due to the scale of the development at this site there could be impacts of the area's historic setting. However, due to existing nature of IP042, impacts on the setting of these sensitive heritage assets would not be significant.</p> <p>IP142 and IP98 are unlikely to have a significant impact on the historic environment and due to their brownfield nature, the proposed developments are an opportunity to improve the local setting.</p> <p><i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Buildings.</i></p>	IP098 +	S-LT	M
	IP042 -		IP042 O	S-LT	M
	IP142 +		IP142 +	S-LT	M
1 5	IP098 -	<p>IP098 and IP042 are brownfield sites. The development of IP098 would result in the development of a derelict brownfield site and therefore development may help to enhance the local character. The scale of the development at IP042 could have impacts on local character. IP142 would result in the loss of a greenfield site.</p> <p><i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i></p>	IP098 -	S-LT	M
	IP042 ++		IP042 ++	S-LT	M
	IP142 -		IP142 -	S-LT	M
1 6	IP098 +	<p>Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	IP098 +	S-LT	M
	IP042 ++		IP042 ++	S-LT	M
	IP142 +		IP142 +	S-LT	M
1 7	IP098 +	<p>Each site would situate new residents in proximity, and with good access, to established employment areas and central Ipswich. They may also help to rejuvenate brownfield sites in the Borough. IP042 has land allocated for commercial employment.</p>	IP098 +	S-LT	L
	IP042 ++		IP042 ++	S-LT	L
	IP142 +		IP142 +	S-LT	L
1 8	IP098 +	<p>Each site is within 500m of multiple bus stops. The nearest railway stations, Ipswich and Derby Road, are within 2km. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.</p> <p><i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i></p>	IP098 +	S-LT	L
	IP042 +		IP042 +	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		IP142 +		IP142 +	S- LT	L
1 9	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	IP098 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP098 +	S- LT	L
		IP042 +		IP042 +	S- LT	L
		IP142 +		IP142 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP080 - 240 Wherstead Road</b>	Derelict and vegetated land.	<b>0.49</b>	27 dwellings.	Residential use – linear layout.
<b>IP200 - Griffin Wharf, Bath Street</b>	Brownfield.	<b>0.79</b>	113 dwellings.	Residential use.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	IP080 +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP080 +	M- LT	M
		IP200 +		IP200 +	M- LT	M
2	<i>To meet the housing requirements of the whole community</i>	IP080 +	IP080 would deliver 27 dwellings. IP200 would deliver 113 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP080 +	M- LT	M
		IP200 +		IP200 +	M- LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	IP080 +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Stoke Park Medical Practice, is within 2km of each site. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP080 +	M- LT	M
		IP200 +		IP200 +	M- LT	M
4	<i>To improve the quality of where people live and work</i>	IP080 -	IP080 is adjacent to the A137 and is within 50m of a railway line, therefore this development is likely to expose residents and to sources of noise, air or light pollution. IP200 would situate new residents away from major sources of noise, air and light pollution.  <i>The proposed development at IP080 should have a noise and air quality assessment. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution. reduce the effects of pollution.</i>	IP080 -	S- LT	M
		IP200 +		IP200 +	S- LT	M
5	<i>To improve</i>	IP080	IP080 is located within 500m and IP200 is located within 1km of Hillside	IP080	S-	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	levels of education and skills in the population overall	++	Primary School. Each site is within 1km of Stoke High Secondary School.	++	MT	
		IP200 +		IP200 +	S-MT	L
6	To conserve and enhance water quality and resource	IP080 -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. There are no water bodies within 100 m of IP080. IP200 is adjacent to the River Orwell.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP080 -	S-LT	L
		IP200 --		IP200 -	S-LT	L
7	To maintain and where possible improve air quality	IP080 -	Due to the scale of proposed developments and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP080 -	M-LT	M
		IP200 -		IP200 -	M-LT	M
8	To conserve and enhance soil and mineral resources	IP080 +	IP080 is 50% derelict brownfield, this would constitute an efficient use of land and potentially an opportunity to remediate contaminated land. The remaining 50% of IP080 is unmanaged greenfield which is considered to be a sustainable option. IP200 is a brownfield site and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP080 +	S-LT	L
		IP200 --		IP200 --	S-LT	L
9	To promote the sustainable management of waste	IP080 -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP080 -	S-LT	L
		IP200 -		IP200 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP080 -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP080 -	S-LT	M
		IP200 -		IP200 -	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 1	Reduce vulnerability to climatic events and flooding	IP080 --	IP200 is within Flood Zone 3. Approximately 50% of IP200 is at low risk of surface water flooding, with small areas of high and medium risk. The loss of permeable surfaces on this site could potentially alter the local extent of surface water flood risk.	IP080 --	S- LT	L
		IP200 --	IP080 has approximately 80% of land at risk of low surface water flooding with small areas of medium- high risk in the south western and north eastern corners. The loss of vegetation and permeable ground at this site could potentially alter the local extent of surface water flood risk.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	IP200 --	S- LT	L
1 2	Safeguard the integrity of the coast and estuaries	IP080 O	Due to IP200 being adjacent to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.	IP080 O	S- LT	M
		IP200 -	<i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP200 O	S- LT	M
1 3	To conserve and enhance biodiversity and geodiversity	IP080 -	Approximately, 50% of IP080 is unmanaged greenfield with a range of plants and trees growing. Construction and occupation of this land could reduce local levels of biodiversity.	IP080 O	S- LT	M
		IP200 -	Due IP200 being adjacent to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>  <i>Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	IP200 O	S- LT	M
1 4	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP080 +	Each site would be unlikely to have a significant impact on the historic environment. And due to the brownfield and derelict nature of the sites the proposed development at each site is an opportunity to improve the local setting.	IP080 +	S- LT	M
		IP200 +		IP200 +	S- LT	M
1 5	Conserve & enhance the quality & local distinctiveness of landscapes and	IP080 +	IP080 is 50% derelict brownfield and 50% unmanaged greenfield. IP200 is an empty brownfield site. It is therefore considered that the developments may help to enhance the local character.	IP080 +	S- LT	L
		IP200 +	<i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP200 +	S- LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	townscapes					
1 6	Achieve sustainable levels of prosperity and growth throughout the plan area	IP080 +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP080 +	S- LT	L
		IP200 +		IP200 +	S- LT	L
1 7	Maintain and enhance the vitality and viability of town and retail centres	IP080 ++	Each site would situate new residents in proximity to Wherstead Road District Centre, and with good access to central areas of Ipswich.	IP080 ++	S- LT	L
		IP200 ++		IP200 ++	S- LT	L
1 8	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP080 ++	Each site is within 500m of multiple bus stops. Each site is approximately 1km from the nearest railway station, Ipswich. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP080 ++	S- LT	L
		IP200 ++		IP200 ++	S- LT	L
1 9	To ensure that the digital infrastructure available meets the needs of current and future generations	IP080 +	As each Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP080 +	S- LT	L
		IP200 +		IP200 +	S- LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP039a - Land between Gower Street &amp; Gt Whip Street</b>	Warehouse.	<b>0.48</b>	43 dwellings.	Residential use.
<b>IP133 - South of Felaw Street</b>	Greenfield.	<b>0.37</b>	33 dwellings.	Residential use.
<b>IP188 - Websters Saleyard site, Dock Street</b>	Brownfield.	<b>0.11</b>	9 dwellings.	Residential use.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP039a +	The proposed development at each site would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	IP039a +	M- LT	M
		IP133 +		IP133 +	M- LT	M
		IP188 +		IP188 +	M- LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
2	To meet the housing requirements of the whole community	IP039a +	IP039a would deliver 43 dwellings. IP133 would deliver 33 dwellings. IP136 would deliver 9 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	IP039a +	M-LT	M
		IP133 +		IP133 +	M-LT	M
		IP188 +		IP188 +	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	IP039a +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Burlington Road Surgery, is within 2km of each site. Each site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	IP039a +	M-LT	M
		IP133 +		IP133 +	M-LT	M
		IP188 +		IP188 +	M-LT	M
4	To improve the quality of where people live and work	IP039a -	IP133 is adjacent to the A137. IP039a and IP188 are within 50m of the A137. Therefore, these developments are likely to expose residents and business users to sources of noise, air or light pollution.  <i>The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution. reduce the effects of pollution.</i>	IP039a -	S-LT	M
		IP133 -		IP133 -	S-LT	M
		IP188 -		IP188 -	S-LT	M
5	To improve levels of education and skills in the population overall	IP039a +	Each site is located within 1km of Hillside Primary School. IP133 and IP039a are within 1km and IP188 is approximately 1km from Stoke High Secondary School.	IP039a +	S-MT	L
		IP133 +		IP133 +	S-MT	L
		IP188 +		IP188 +	S-MT	L
6	To conserve and enhance water quality and resource	IP039a --	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. IP133 and IP188 are adjacent to the River Orwell. IP039a is within 50m of the River Orwell.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	IP039a -	S-MT	L
		IP133 --		IP133 -	S-MT	L
		IP188 --		IP188 -	S-MT	L
7	To maintain and where possible improve air quality	IP039a -	Due to the scale of proposed developments and the associated increase in traffic, the proposed development at each site would be likely to exacerbate existing air quality issues. Access to public transport at each location is very good, which may help to limit increases in air pollution associated with road transport.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	IP039a -	M-LT	M
		IP133 -		IP133 -	M-LT	M
		IP039a -		IP039a -	M-LT	M
8	To conserve	IP039a	IP188 and IP039a are brownfield sites and would therefore constitute an	IP039a	S-LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	and enhance soil and mineral resources	++	efficient use of land and potentially an opportunity to remediate contaminated land. IP133 is a greenfield site.	++		
		IP133 -		IP133 -		
		IP188 ++	<i>The proposed developments should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	IP188 ++	S-LT	L
9	To promote the sustainable management of waste	IP039a -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	IP039a -	S-LT	L
		IP133 -		IP133 -	S-LT	L
		IP188 -		IP188 -	S-LT	L
10	Reduce emissions of GHG from energy consumption	IP039a -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limit increase in air pollution associated with transport.  <i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	IP039a -	S-LT	M
		IP133 -		IP133 -	S-LT	M
		IP188 -		IP188 -	S-LT	M
11	Reduce vulnerability to climatic events and flooding	IP039a --	All three sites have at least 50% of land in Flood Zone 3.  IP039a has a large area of high surface water flood risk in the north of the site.  IP133 has a small central area of medium surface water flood risk.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	IP039a --	S-LT	L
		IP133 --		IP133 --	S-LT	L
		IP188 --		IP188 --	S-LT	L
12	Safeguard the integrity of the coast and estuaries	IP039a -	Due to each site being in proximity of to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat</i>	IP039a O	S-LT	M
		IP133 -		IP133 O	S-LT	M
		IP188 -		IP188 O	S-LT	M
13	To conserve and enhance biodiversity and geodiversity	IP039a -	IP133 is an urban greenfield site and therefore the development could impact upon local biodiversity and habitat connectivity.  Due to each site being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as</i>	IP039a O	S-LT	M
		IP133 -		IP133 -	S-LT	M
		IP188 -		IP188 O	S-LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
		<p><i>well as to increase the local extent of riparian habitat.</i></p> <p><i>Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>			
1 4 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP039a +	IP133 is adjacent to one Grade II Listed Building, Feelow Street. IP188 and IP039a are in proximity to two Grade II Listed Buildings, Gipping Inn and the Old Bell Inn. Due to the existing nature of IP188 and IP039a, impacts on the setting of these sensitive heritage assets would not be expected. The proposed development of IP188 and IP039a is an opportunity to improve the local setting.	IP039a +	S-LT	M
	IP133 O		IP133 O	S-LT	M
	IP188 +		<i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	IP188 +	S-LT
1 5 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP039a +	IP188 and IP039a are brownfield sites and it is therefore considered that the developments may help to enhance the local character. IP133 is a greenfield site, therefore the development would result in the loss of an urban open space.	IP039a +	S-LT	L
	IP133 -		IP133 -	S-LT	L
	IP188 +		<i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	IP188 +	S-LT
1 6 Achieve sustainable levels of prosperity and growth throughout the plan area	IP039a +	Each site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	IP039a +	S-LT	L
	IP133 +		IP133 +	S-LT	L
	IP188 +		IP188 +	S-LT	L
1 7 Maintain and enhance the vitality and viability of town and retail centres	IP039a ++	Each site would situate new residents in proximity to Wherstead Road District Centre, and with good access to central areas of Ipswich.	IP039a ++	S-LT	L
	IP133 ++		IP133 ++	S-LT	L
	IP188 ++		IP188 ++	S-LT	L
1 8 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP039a ++	Each site is within 500m of multiple bus stops. Each site is within 1km of the nearest railway station, Ipswich. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.  <i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	IP039a ++	S-LT	L
	IP133 ++		IP133 ++	S-LT	L
	IP188 ++		IP188 ++	S-LT	L
1 9 To ensure that the digital infrastructure available	IP039a +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	IP039a +	S-LT	L
	IP133 +		IP133 +	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
meets the needs of current and future generations	IP188 +	<i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	IP188 +	S-LT	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>Whitton Church lane area (WCL)</b>	Greenfield and agricultural land.		300 dwellings.	Residential use.
<b>Thurleston Lane area (TL)</b>	Greenfield and agricultural land.		268 dwellings.	Residential use.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	WCL +	The proposed development at each site would situate new residents in proximity to an existing community (Whitton) and open spaces. In addition, the proposed developments are within 2km of key services, amenities and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.	WCL +	M-LT	M
	TL +		TL +	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	WCL +	WCL would deliver 300 dwellings. TL would deliver 268 dwellings.  <i>An appropriate level of affordable housing should be provided at each site.</i>	WCL +	M-LT	M
	TL +		TL +	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	WCL +	The proximity of each site to services, facilities and amenities may encourage high rates of walking and cycling. The nearest GP, Chesterfield Drive Surgery, is within 2km of each site. Each site would situate new residents within an existing community. Access to green and open spaces, and a diverse range of natural habitats, is excellent for each site.  <i>Access for pedestrians and cyclists should be provided at each site.</i>	WCL +	M-LT	M
	TL +		TL +	M-LT	M
4 <i>To improve the quality of where people live and work</i>	WCL +	WCL and TL would situate new residents away from major sources of noise, air and light pollution.  <i>GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the road as possible to help reduce the effects of pollution.</i>	WCL +	S-LT	M
	TL +		TL +	S-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	WCL +	WCL and TL would be located approximately 2km from Westbourne Academy and 1km. WCL would be located within approximately 1km of Whitton Community Primary School and TL WCL would be located within approximately 1km from Castle Hill Infant and Junior School.	WCL +	S-MT	L
	TL +		TL +	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	WCL -	Each site is in groundwater SPZ 3. Each site would be expected to result in a net increase in water consumption. There is a small stream located to the north of Thurleston and Whitton	WCL -	S-LT	L
	TL -		TL -	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty	
		Church Lane.  <i>To avoid contamination of groundwater and nearby streams, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>				
7	To maintain and where possible improve air quality	WCL -	The proposed development at each location would be expected to result in a net increase in air pollution in relation to existing levels. Access to public transport at each location is adequate,	WCL -	M-LT	M
		TL -	<i>Improvements to public transport links to the new residential areas may help to limit increases in air pollution associated with road transport.</i>	TL -	M-LT	M
8	To conserve and enhance soil and mineral resources	WCL -	Each development would result in the loss of greenfield that contain ecologically valuable soils, although not BMV soils.	WCL -	S-LT	L
		TL -	<i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i>	TL -	S-LT	L
9	To promote the sustainable management of waste	WCL -	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.	WCL -	S-LT	L
		TL -	<i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	TL -	S-LT	L
10	Reduce emissions of GHG from energy consumption	WCL -	The construction and occupation of the proposed development at each site would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each site has good access to sustainable transport modes, and is within proximity to services and facilities, which may help to limited increase in air pollution associated with transport.	WCL -	S-LT	M
		TL -	<i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.</i>	TL -	S-LT	M
11	Reduce vulnerability to climatic events and flooding	WCL -	Each site is in Flood Zone 1. There is an area of land in Flood Zone 2 associated with a stream located to the north of Thurleston and Whitton Church Lane.	WCL -	S-LT	L
		TL -	The area surrounding both Thurleston and Whitton Church Lane has some small, localised areas of low-high surface water flooding, that follow the path of roads and the stream.  <i>Due to the scale of the developments, a flood risk assessment may be required. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	TL -	S-LT	L
12	Safeguard the integrity of the coast and estuaries	WCL O	Each site would be unlikely to have a discernible impact on the coast or estuaries.	WCL O	N/A	M
		TL O		TL O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	WCL -	WCL and TL are comprised of greenfield that could potentially be supporting protected species given the presence of existing structures. Development at both these locations would also be likely to reduce habitat connectivity in the local area.	WCL -	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	TL -	<i>A diverse range of native plant species should be incorporated into the proposed Development at each site to help enhance their biodiversity value. Appropriate ecological survey of both sites should be carried out prior to development to establish the presence of protected species. Existing GI structures should be preserved as much as possible.</i>	TL -	S- LT	M
1 4 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	WCL -	There are three Grade II Listed Buildings in proximity to WCL, including Whitton Church Rectory, Church of St Mary and Church of St Mary's war memorial. Additionally, Ipswich Conservation Area, within which are six Grade II Listed Buildings is located to the west of the proposed site.	WCL -	S- LT	M
	TL -	There are three Grade II Listed Buildings, Sparrowe's Nest Farm buildings, in proximity to TL. It is considered to be likely that the proposed development at WCL and TL, which are currently greenfield, would alter the setting of the nearby Listed Buildings to some extent.  <i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Buildings.</i>	TL -	S- LT	M
1 5 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	WCL -	The landscape character of the sites and their surroundings are characterised in the Settlement Sensitivity Assessment (2018).	WCL -	S- LT	L
	TL -	Development at the greenfield of WCL and TL would result in the loss of green land, including protected playing fields, open space and allotments at WCL, that makes a positive contribution to the local character and would be likely to have an adverse impact on views.  <i>The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character.</i>	TL -	S- LT	L
1 6 Achieve sustainable levels of prosperity and growth throughout the plan area	WCL O	Each site would situate new residents within 2km to a range of jobs and employment areas.	WCL +	S- LT	L
	TL O	<i>Public transport links and cycle paths to the key employment areas should be developed to encourage the use of sustainable transportation.</i>	TL +	S- LT	L
1 7 Maintain and enhance the vitality and viability of town and retail centres	WCL O	Each site would situate new residents within 4km of central Ipswich.	WCL +	S- LT	L
	TL O	<i>Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can travel sustainably to central areas or places of employment.</i>	TL +	S- LT	L
1 8 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	WCL ++	Each site is within 500m of multiple bus stops. Each site is approximately 2km from the nearest railway station, Westerfield. The proximity of each site to jobs, services, amenities and facilities would encourage high rates of walking and cycling and enable efficient movement.	TCL ++	S- LT	L
	TL ++	<i>Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.</i>	TL ++	S- LT	L
1 9 To ensure that the digital infrastructure available meets the needs of current and	WCL +	As each site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.	WCL +	S- LT	L
	TL +	<i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	TL +	S- LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
future generations					

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP150b - Land at Ravenswood</b>	Greenfield.	7.8	N/A	Allocated for open space.

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	IP150b +	<i>Key reasons:</i> Site is allocated for open space allocation and could therefore promote community interaction and social cohesion through providing an accessible green space.	IP150b +	N/A	M
2 <i>To meet the housing requirements of the whole community</i>	IP150b O	<i>Key reasons:</i> Site is allocated for open space allocation and would therefore not have a discernible impact on this Objective	IP150b O	N/A	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	IP150b ++	<i>Key reasons:</i> Site provides an area of public open space adjacent to the Suffolk Coast and Heaths AONB and Orwell Country Park and is an opportunity to provide a better network of footpaths and viewpoints that may facilitate active and outdoor activities for the Borough's residents.	IP150b ++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	IP150b +	<i>Key reasons:</i> Site is allocated for open space and therefore could contribute to improving local quality of life.	IP150b +	N/A	M
5 <i>To improve levels of education and skills in the population overall</i>	IP150b O	<i>Key reasons:</i> Site is allocated for open space and would therefore not have a discernible impact on this Objective	IP150b O	N/A	M
6 <i>To conserve and enhance water quality and resource</i>	IP150b +	<i>Key reasons:</i> The allocation for open space will have no negative impact on water quality. In addition, the preservation of a greenfield site will maintain water quality.	IP150b +	S-LT	L
7 <i>To maintain and where possible improve air quality</i>	P150b +	<i>Key reasons:</i> Site is allocated for open space and therefore will not increase emissions to air. In addition, the scenic surroundings may encourage residents to walk or cycle.	IP150b +	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>		Residual Scores	Duration	Uncertainty
8	To conserve and enhance soil and mineral resources	IP150b +	Key reasons:	The allocation for open space will maintain and protect a greenfield site.	IP150b +	S-LT	L
9	To promote the sustainable management of waste	IP150b O	Key reasons:	Site is allocated for open space and would therefore not have a discernible impact on this Objective	IP150b O	N/A	L
10	Reduce emissions of GHG from energy consumption	IP150b O	Key reasons:	The proposed development is unlikely to have a discernible impact on current GHG emissions	IP150b O	N/A	M
11	Reduce vulnerability to climatic events and flooding	IP150b +	Key reasons:	The site is in Flood Zone 1. There are a few small areas of low-medium surface water flood risk within the site. Through preserving this greenfield site and not allocating land for residential development, it keeps residents away from Flood Zone 3 and preserves the GI cover in this area, that provides a natural flood alleviation service.	IP150b +	S-LT	L
12	Safeguard the integrity of the coast and estuaries	IP150b +	Key reasons:	The site is with 1km of the Stour and Orwell estuary SPA and therefore the allocation of open space is likely to have a positive contribution to the local character and biodiversity associated with the nearby SPA.	IP150b +	S-LT	M
13	To conserve and enhance biodiversity and geodiversity	IP150b ++	Key reasons:	The allocation of open space will maintain and protect a greenfield site adjacent to the Suffolk Coast and Heath AONB and the Stour and Orwell estuary SPA	IP150b ++	S-LT	M
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP150b O	Key reasons:	There are no historical assets in proximity to IP150b.	IP150b O	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	IP150b +	Key reasons:	The allocation for open space will protect and maintain the landscape of a greenfield site adjacent to the Suffolk Coast and Heath AONB and Orwell Country Park.	IP150b +	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	IP150b O	Key reasons:	Site is allocated for open space and would therefore not have a discernible impact on this Objective.	IP150b O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>		Residual Scores	Duration	Uncertainty
17	Maintain and enhance the vitality and viability of town and retail centres	IP150b O	Key reasons:	Site is allocated for open space and would therefore not have a discernible impact on this Objective	IP150b O	N/A	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	IP150b O	Key reasons:	Site is allocated for open space and would therefore not have a discernible impact on this Objective	IP150b O	N/A	M
19	To ensure that the digital infrastructure available meets the needs of current and future generations	IP150b O	Key reasons:	Site is allocated for open space and would therefore not have a discernible impact on this Objective	IP150b O	N/A	L

<b>Site Name and Ref:</b>	<b>IP003 - Waste tip and employment area north of Sir Alf Ramsey Way</b>	<b>Existing use:</b>	Waste tip, concrete plant and car sales
<b>Site Area (ha):</b>	1.41	<b>Proposed No. Dwellings:</b>	114
<b>Description:</b>	Re-development is dependent on the appropriate relocation of existing uses.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>		Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship (St Matthews Church, Burlington Baptist Church and Elim Pentecostal Church). The Site is also within 1km of a local or key service centre (Norwich Road District Centre) and a cultural or leisure facility (e.g. Ipswich Town FC and Cineworld).		+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site provides 144 new homes. <i>Ensure development provides sufficient affordable/social housing.</i>		+	M-LT	M



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work</i>	++	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A137 and a bus depot and is therefore likely to expose residents to a source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. The site has potential for contaminated land and developing the site is likely to lead to the remediation of contaminated land, associated with CEMEX Ipswich Concrete Plant, resulting in the elimination of a potential environmental hazard. The site's proximity (250m) to Ipswich Town FC may negatively impact quality of life, due to additional noise, congestion and crime associated with match days.  <i>The site should have a noise and air quality assessment. Green infrastructure screening to reduce light pollution from the adjacent A-road should be incorporated into the development. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Matthew's Church of England Primary School and within 2km of Stone Lodge Academy, Stoke High and St Joseph's College. The site is within 2km of The University of Suffolk campus.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is adjacent to 3 water bodies – River Gipping, Alderman Canal East and Alderman Canal West. The site is within Groundwater Source Protection Zone 3. The site will remediate potentially contaminated land adjacent to a water body (CEMEX Ipswich Concrete Plant). The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination of water resources and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	-	S-MT	L
7	<i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	++	Site is on brownfield land and may promote remediation of contaminated land, associated with CEMEX Ipswich Concrete Plant.  <i>The developer should use recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
9	<i>To promote the sustainable management of waste</i>	-	<p>The Site is currently used for recycling waste which, although lost to the development at this location, would be replaced in an alternative location and so local recycling rates would not be impacted.</p> <p>The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i></p>	-	S-LT	L
10	<i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and occupation phases of the proposed development would be expected to result in a net increase in air pollution in relation to existing levels.</p> <p>The site is adjacent to sustainable transport opportunities and jobs (Russel Road employment area).</p> <p><i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i></p>	-	S-LT	M
11	<i>Reduce vulnerability to climatic events and flooding</i>	--	<p>A large area of site is within EA Flood Zone 3 (high risk) and a small area of the site has high surface water flood risk.</p> <p>A large area of site has low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.</p> <p><i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	-	S-LT	L
12	<i>Safeguard the integrity of the coast and estuaries</i>	-	<p>Due to being adjacent to the River Gipping CWS, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.</p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p>	O	S-LT	L
13	<i>To conserve and enhance biodiversity and geodiversity</i>	--	<p>The site is adjacent to an Alderman Canal West LNR which contains reedbed wetland habitat.</p> <p>The site has potential to reduce habitat connectivity, such as by increasing distances between habitats or agricultural areas in any direction. The extent of green infrastructure proposed is unknown at this stage - brownfield site. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p>Due to being in adjacent to the River Gipping CWS, which is hydrologically linked to the Stour and Orwell SPA as well as the River Orwell which is an important wildlife corridor in the Borough. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.</p> <p><i>In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors. Decreasing the housing density for this site should be considered.</i></p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
			<i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>			
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	Site is unlikely to have a significant impact on the historic environment.	O	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The proposed development would be likely to have a positive effect on the local townscape character. The broad proposed design or appearance is unknown at this stage, although the site would result in the re-development of an urban brownfield site with opportunities to improve local character.  <i>A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i>  <i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	The site is located 200m from Russel Road employment area. The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.  <i>The site is primarily designated as a residential which will lead to the loss of an active employment site (1 ha+) - Aston Car Sales, CEMEX Ipswich Concrete Plant and BTN Auto Electrics. However, the employment provision from these businesses would not be lost from the Borough as development would only proceed if these businesses are relocated.</i>	+	S-LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	+	The site is a housing site within 1 km of an existing retail or service centre (Norwich Road District Centre). The site is a 90% residential and 10% employment, and so may contribute to the delivery of benefits against this objective.	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	Site is within 500 m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The site is also within 1km of Norwich road District Centre and other retail and service areas. The site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access or is easily provided.  <i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i>	++	S- LT	M
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G</i>	+	N/ A	M

<b>Site Name and Ref:</b>	<b>IP011b - Smart Street, Foundation Street (South)</b>	<b>Existing use:</b>	Bus depot
<b>Site Area (ha):</b>	0.62	<b>Proposed No. Dwellings:</b>	44
<b>Description:</b>	Allocated for residential-led development with secondary B1 business use. Re-development is dependent on the appropriate relocation of existing uses.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship (Ipswich Mosque, St Clemants Church and Proclaimers Church Ipswich). The Site is within 500m of the town centre and within 1km of a local or key service centre (Duke Street District Centre) and a cultural or leisure facility (e.g. Goals Ipswich).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M- LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site provides 44 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M- LT	M
3	<i>To improve the health of the population overall and reduce</i>	++	The site is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park).  <i>Access for pedestrians and cyclists should be provided at each site to</i>	++	M- LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
health inequalities		<i>surrounding communities and places of work.</i>			
4 To improve the quality of where people live and work	-	The site is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. Developing the site may contribute to remedying existing noise and air pollution, associated with the bus terminus.  <i>The site should have a noise and air quality assessment. Additionally, the use of green infrastructure screening to reduce noise and light pollution from the adjacent A-road should be provided. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5 To improve levels of education and skills in the population overall	+	The Site is located within 1km of St Helen's Nursey and Primary School and within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus. The provision of employment land at IP140 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6 To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would be expected to result in a net increase in water consumption in relation to existing levels. There are no water bodies within 100m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff alongside a mix of water collection/recycling/efficiency measures and mains supply to reduce the demand on water resources.</i>	O	S-MT	L
7 To maintain and where possible improve air quality	-	The proposed development has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic. This would be expected to make achieving air quality improvement targets in the nearby AQMA, of which a small area of the site is within, more difficult.  <i>Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	-	M-LT	M
8 To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
10	Reduce emissions of GHG from energy consumption	-	<p>The proposed development would be expected to result in a net increase in air pollution, largely as a result of the associated increase in road traffic. The site is adjacent to sustainable transport opportunities and located within 500m of existing jobs and services. In addition, the site is mixed use and therefore may provide some onsite employment opportunities.</p> <p><i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i></p>	-	S-LT	M
11	Reduce vulnerability to climatic events and flooding	--	<p>A large area of site is within EA Flood Zone 2 (moderate risk) and a small area of the site is within EA Flood Zone 3 (high risk). A small area of the site has low surface water flood risk.</p> <p><i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	O	<p>Site is unlikely to have a discernible effect on any designation associated with the coast or estuary</p>	O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	O	<p>The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.</i></p>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+/-	<p>The site contains a Scheduled Monument (buried remains of a late Saxon town) and the site is within 300m of multiple listed buildings. The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm. The existing use of this site is a bus depot and therefore redevelopment may lead to enhancement of the local area. However, the housing density at this site would necessitate the use of 3 or 4 storey apartment blocks which would be taller than the surrounding properties and could alter the character of the area.</p> <p><i>The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i></p>	+/-	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	0	<p>In addition, the housing density at this site is 90dph which would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the surrounding properties and have the potential to alter the area's character.</p> <p>The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.</p> <p><i>A high quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>Decreasing the housing density for this site should be considered.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs, for lights fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	<p>The proposed development is for a mixed-use site located within 500m of key employment areas and despite being a small site, includes the provision of one or more business types.</p> <p>The site is unlikely to have a discernible effect on economic inclusion or employment diversification. Although currently used as a bus depot, the development would not proceed until this use is relocated and so no loss of employment in the Borough would be expected</p>	++	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>The site is a mix use residential and business development within 250m of the central retail area and is within the Ipswich town centre boundary.</p>	++	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 500m of Ipswich town centre and 1km of Duke Street District Centre. Site is within 500 m of a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space. The site would have adequate highways access.</p> <p><i>Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i></p>	++	M-LT	M
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	<p>Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p><i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i></p>	+	N/A	M



<b>Site Name and Ref:</b>	<b>IP011c - Smart Street, Foundation Street (North)</b>	<b>Existing use:</b>	Car Park
<b>Site Area (ha):</b>	0.08	<b>Proposed No. Dwellings:</b>	7
<b>Description:</b>	Allocated for residential-led development. Site IP011b has been split to reflect the ownerships.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship (Ipswich Mosque, St Clemants Church and Proclaimers Church Ipswich). The Site is also within 1km of a local or key service centre (Duke Street District Centre) and a cultural or leisure facility (e.g. Goals Ipswich). The site is unlikely to have a discernible effect on rates of deprivation.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site provides 7 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is within 100m of the A1022 and is therefore likely to expose residents to a source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the A1022. To reduce air pollution : set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Helen's Nursey and Primary School and within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus.	+	S-MT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed Development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The proposed Development would be expected to result in a net increase in air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and located within 500m of jobs/services.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	+	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce the risk of future flood risk, GI and SUDS should be incorporated into the development.</i>	+	N/A	H
12 <i>Safeguard the integrity of the coast and estuaries</i>	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.</i>	+	N/A	H

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>The site is within 300m of multiple listed buildings and a Scheduled monument. The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm. The existing use of this site is a car park and therefore redevelopment may lead to enhancement of the local area. However, the housing density at this site would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the current use and could alter the character of the area.</p> <p><i>The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument.</i></p> <p><i>A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i></p>	+/-	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	0	<p>The housing density at this site is 90dph which would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the surrounding properties and have the potential to alter the area's character. The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.</p> <p><i>Decreasing the housing density for this site should be considered.</i></p> <p><i>A high quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>Site is located within 500m of key employment areas. The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.</p>	+	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>The site is a housing site within 250m of the central retail area and is within the Ipswich town centre boundary.</p>	++	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 500m of Ipswich town centre and 1km of Duke Street District Centre. Site is within 500 m of a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access. Development would not proceed unless the bus depot, which provides sustainable transport options, is relocated.</p> <p><i>Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i></p>	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP014 - Hope Church</b>	<b>Existing use:</b>	Church centre and commercial land.
<b>Site Area (ha):</b>	0.21	<b>Proposed No. Dwellings:</b>	23
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship (Holy Trinity and St Clements Church), however development of the site would lead to the loss of Hope Church. The site is within 200m of a local or key service centre (Duke Street District Centre) and 1km of a cultural or leisure facilities (e.g. Goals Ipswich). The current site use is for the Orwell Centre which houses Hope Church. Development would not proceed until the current site use is relocated and so there would be no loss in community services overall, although some local residents may find they now need to travel further to reach their church. <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	The site provides 23 new homes. <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a GP surgery (Orchard Road Medical Practice), a sports facility (Goals Ipswich) and within 300m of a green public space (Alexandra Park). <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1156 and is therefore likely to expose residents to a source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards. <i>The Site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution : set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
5 <i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Helen's Nursey and Primary School and Clifford Road Primary School. The site is also within 2km of Stoke High and Copleston High Secondary Schools. The site is within 500m of The University of Suffolk campus.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing indicatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed Development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The proposed Development would be expected to result in a net increase in air pollution and energy consumption in relation to existing levels. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities, jobs (Cavendish Street employment area) and services (Duke Street District Centre).  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	+	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	N/A	H
12 <i>Safeguard the integrity</i>	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
of the coast and estuaries					
13 To conserve and enhance biodiversity and geodiversity	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (110dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.</i>	+	N/A	H
14 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	The site is within 300m of multiple listed buildings and a Scheduled monument, however this site is likely to blend in with the surrounding land uses and therefore the development is unlikely to have a discernible effect on the area's historic character.  <i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Scheduled Monument and Listed Buildings.</i>	O	N/A	M
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The proposed Development would be an opportunity to enhance the Site's current impact on the local townscape character through high quality design and green infrastructure. The site would have a neutral effect on townscape character as the site is surrounded with similar high-density apartment blocks.  <i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i> <i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M
16 Achieve sustainable levels of prosperity and growth throughout the plan area	+	The site is adjacent to existing employment areas. The site would situate new residents in proximity to a range of jobs and employment areas, many of which would be within a walkable distance.	+	S-LT	M
17 Maintain and enhance the vitality and viability of town and retail centres	++	The site is a housing site within 200m Duke Street District Centre. The proposed development could potentially help to rejuvenate a derelict area of central Ipswich.	++	S-LT	M
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is within 200m of Duke Street District Centre, 300m of a green public space (Alexandra Park) and adjacent to a bus service. The site's proximity to key services and employment areas is also likely to encourage walking or cycling. The site would have adequate highways access.  <i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i>	++	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP028a - Jewsons, Greyfriars Road and island adjacent</b>	<b>Existing use:</b>	Jewson Timber and Building supplies.
<b>Site Area (ha):</b>	0.12	<b>Proposed No. Dwellings:</b>	11
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses and mitigation of noise from the nightclub.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship (Diocese of St Edmundsbury and Ipswich, Foundation St Church and Christian Orthodox church). The Site is also within 1km of a local or key service centre (Wherstead Road District Centre) and 200m a cultural or leisure facility (e.g. St Peters by the Waterfront and Cineworld.). Additionally, the site is expected to provide a leisure facility.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site will provide 11 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	The site is within 1 km of a GP surgery (Burlington Road Surgery), green public space (Alderman Canal local nature reserve) and within 500m of a sports facility (Better Gym Ipswich).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4	To improve the quality of where people live and work	-	The site is adjacent to the intersection of the A137 and the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-roads. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Matthew's Church of England Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	The site is in within 50m of an AQMA. The site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation phases of the proposed Development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 200m of sustainable transport opportunities, jobs (Princes Street employment areas) and 1km from Duke Street District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	A large area of site is within EA Flood Zone 3 (high risk) and EA Flood Zone 2 (moderate risk) and a large area of the site has low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the site should be designed to include green infrastructure and SUDS.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
12 <i>Safeguard the integrity of the coast and estuaries</i>	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.</i>	+	N/A	H
14 <i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	+/-	The site is adjacent to a Scheduled Monument (area of middle and late Saxon town) and multiple listed buildings within 300m, along St Peters Street. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding land uses (commercial estate and office blocks). The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm.  <i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Scheduled Monument and Listed Buildings. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i>	+/-	N/A	H
15 <i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	+	The proposed Development could be an opportunity to enhance the Site's impact on the local character through high quality design and green infrastructure. The broad proposed design or appearance is unknown at this stage, however the redevelopment of the site (Jewson Ltd building supplies merchant) will provide an opportunity to improve local character.  <i>A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The site is a mixed-use space and therefore employment opportunities could be generated onsite. In addition, new residents would have excellent access to employment opportunities in central Ipswich. The development would not lead to the loss of an active business - Jewson Ltd building supplies merchant, as the proposed Development would not proceed until the current use has been relocated.	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The site is a housing site within 200m of the central retail area and is within the Ipswich town centre boundary.	++	S-LT	M
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 1km of Wherstead Road District Centre. The site is within 200 m of a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space. The site would have adequate highways access.  <i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i>	++	M-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP028b - Jewsons, Greyfriars Road and island adjacent</b>	<b>Existing use:</b>	Jewson Timber and Building supplies.
<b>Site Area (ha):</b>	0.9	<b>Proposed No. Dwellings:</b>	34
<b>Description:</b>	The development will allocate 50% of the land to housing and 50% will be leisure or office use to buffer noise. Redevelopment is dependent on the appropriate relocation of existing uses and mitigation of noise from the nightclub.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship (Diocese of St Edmundsbury and Ipswich, Foundation St Church and Christian Orthodox church). The Site is also within 1km of a local or key service centre (Wherstead Road District Centre) and 200m a cultural or leisure facility (e.g. St Peters by the Waterfront and Cineworld.). Additionally, the site is expected to provide a leisure facility.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
2 <i>To meet the housing requirements of the whole community</i>	+	The site will provide 34 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a GP surgery (Burlington Road Surgery), green public space (Alderman Canal local nature reserve) and within 500m of a sports facility (Better Gym Ipswich).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	-	The site is adjacent to the intersection of the A137 and the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The Site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-roads. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Matthew's Church of England Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus. The provision of employment land at IP028b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	The site is in within 50m of an AQMA. The site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed Development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
9	To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation phases of the proposed Development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 200m of sustainable transport opportunities, jobs (Princes Street employment areas) and 1km from Duke Street District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11	Reduce vulnerability to climatic events and flooding	--	A large area of site is within EA Flood Zone 3 (high risk) and EA Flood Zone 2 (moderate risk) and a large area of the site has low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the site should be designed to include green infrastructure and SuDS.</i>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	0	N/A	M
13	To conserve and enhance biodiversity and geodiversity	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.</i>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+/-	The site is adjacent to a Scheduled Monument (area of middle and late Saxon town) and multiple listed buildings within 300m, along St Peters Street. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding land uses (commercial estate and office blocks). The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm.  <i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Scheduled Monument and Listed Buildings. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i>	+/-	N/A	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The proposed Development could be an opportunity to enhance the Site's impact on the local character through high quality design and green infrastructure.</p> <p>The broad proposed design or appearance is unknown at this stage, however the redevelopment of the site (Jewson Ltd building supplies merchant) will provide an opportunity to improve local character.</p> <p><i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16 Achieve sustainable levels of prosperity and growth throughout the plan area	++	<p>The site is a mixed-use space and therefore employment opportunities could be generated onsite. Residents here would have excellent access to employment opportunities in central Ipswich.</p> <p>The development would not lead to the loss of an active business - Jewson Ltd building supplies merchant, as the proposed Development would not proceed until the current use has been relocated.</p>	++	S-LT	M
17 Maintain and enhance the vitality and viability of town and retail centres	++	<p>The site is a housing site within 200m of the central retail area and is within the Ipswich town centre boundary.</p>	++	S-LT	M
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 1km of Wherstead Road District Centre. The site is within 200 m of a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space.</p> <p>The site would have adequate highways access.</p> <p><i>Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i></p>	++	M-LT	M
19 To ensure that the digital infrastructure available meets the needs of current and future generations	+	<p>Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p><i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i></p>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP040 - Former Civic Centre / Civic Drive</b>	<b>Existing use:</b>	Car park
<b>Site Area (ha):</b>	0.73	<b>Proposed No. Dwellings:</b>	59
<b>Description:</b>	This site is primarily allocated for 10% retail and leisure development at ground/first floor level but primarily residential use. Site re-divided to reflect different ownerships and exclude Hanover Housing.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	++	The site is within 200m of a place of worship (St Matthew's Church). The Site is also within 500m of a local or key service centre (Norwich Road District Centre and Ipswich town centre) and adjacent to a cultural facility (The New Wosley Theatre). Additionally, the site is expected to provide a new leisure and retail facility.  <i>Ensure development provides sufficient affordable/social housing.</i>	++	M-LT	M
2	To meet the housing requirements of the whole community	+	The site will provide 59 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	The site is within 500m of a GP surgery (Barrack Lane Medical centre) and within 300m of a sports facility (The Gym – St Matthews Court).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4	To improve the quality of where people live and work	-	The site is within 50m of the A1022 and A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the A1022 and A1156. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	M
5	To improve levels of education and skills in the population overall	+	The Site is located within 200m of St Matthew's Church of England Primary School. The site is also within 2km of Stone Lodge Academy Secondary School. The site is within 2km of The University of Suffolk campus.	+	S-MT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed Development would be expected to result in a net increase in energy consumption and air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and within 250m of jobs (Portman Road employment areas) and Norwich Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11	Reduce vulnerability to climatic events and flooding	+	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.	+	S-LT	M
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	O	<p>The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.</p> <p>The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i></p>	+	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	<p>The site is within 50-100m of multiple Listed Buildings, along Museum Street. However, the lay of the land make it unlikely that the proposed Development would alter views. The proposed Development would also be in keeping with the existing built form on all sides (residential housing on Black Horse Lane and multiple storey buildings on Chapman Lane/Crown Street).</p> <p><i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.</i></p>	O	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The site would have a neutral effect on landscape character. The broad proposed design or appearance is unknown at this stage; however the redevelopment of the existing car park area will provide an opportunity to improve local character.</p> <p><i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	<p>The proposed development is for a mixed-use site and would make a positive contribution to the local economy. The Site would provide new residents with excellent access to employment opportunities e.g. it is located 250m from Portman Road employment area.</p>	++	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>The site is a mixed used site within 200m of Norwich Road local District Centre and is within the Ipswich town centre boundary.</p>	++	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 200m of Norwich Road District Centre and 600m of an area of open green space (Christchurch Park). The site is also adjacent to a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling.</p> <p>The site would have adequate highways access.</p> <p><i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i></p>	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP041 - Former Police Station, Civic Drive</b>	<b>Existing use:</b>	Volunteering matters centre
<b>Site Area (ha):</b>	0.52	<b>Proposed No. Dwellings:</b>	46
<b>Description:</b>	Site re-divided to reflect different ownerships and exclude Hanover Housing		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	++	The site is within 250m of a place of worship (St Matthew's Church). The Site is also within 500m of a local or key service centre (Norwich Road District Centre and Ipswich town centre) and adjacent to a cultural facility (The New Wosley Theatre). Additionally, the proposal for the adjacent site includes the provision of a new leisure and retail facility.  <i>Ensure development provides sufficient affordable/social housing.</i>	++	M-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	The site will provide 46 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 500m of a GP surgery (Barrack Lane Medical centre) and within 300m of a sports facility (The Gym – St Matthews Court).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4 <i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1022 and within 150m of the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The Site should have a noise assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
5 <i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 200m of St Matthew's Church of England Primary School. The site is also within 2km of Stone Lodge Academy Secondary School. The site is within 2km of The University of Suffolk campus.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues. The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed development would be expected to result in a net increase in energy consumption and air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and within 250m of jobs (Portman Road employment areas) and Norwich Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	+	The site is not at risk of fluvial or surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	N/A	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	O	<p>The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.</p> <p>The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i></p>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	<p>The site is within 50-100m of multiple listed buildings, along Museum Street. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding land uses (residential housing on Black Horse Lane and multiple storey buildings on Chapman Lane/Crown Street).</p> <p><i>The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.</i></p>	O	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The redevelopment of the site will provide an opportunity to improve local character.</p> <p>The site would have a neutral effect on landscape character. The broad proposed design or appearance is unknown at this stage.</p> <p><i>A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs, for lights fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The site would situate new residents in proximity to a range of jobs and employment areas (250m from Portman Road employment area), many of which would be within a walkable distance.</p>	+	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	+	<p>The site is within 200m of Norwich Road local District Centre and is within the Ipswich town centre boundary.</p>	+	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 200m of Norwich Road District Centre and 600m of an area of open green space (Christchurch Park). The site is also adjacent to a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling.</p> <p>The site would have adequate highways access.</p> <p><i>Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i></p>	++	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP045 - Land bounded by Cliff Road, Toller Road and Holywells Road</b>	<b>Existing use:</b>	Various businesses including taxi and distribution services
<b>Site Area (ha):</b>	2.06	<b>Proposed No. Dwellings:</b>	148
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship (St Luke's Church). The site is within 500m of a local or key service centre (Duke Street District Centre) and 200m of a cultural or leisure facilities (Holywells Park and Hollywell Bowls Club).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site will provide 148 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	+	The site is within 2km of a GP surgery (Felixstowe Road Medical Practice). The site within 200m a sports facility (Envy Gym and Flex Gym) and within 200m of a green public space (Holywells Park).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
4	To improve the quality of where people live and work	-	<p>The site is located between two main roads and adjacent to an industrial area and is therefore likely to expose residents to a significant source of noise, air or light pollution.</p> <p>The redevelopment of the site would lead to the removal of a lorry depot that would help to reduce and remediate noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime.</p> <p><i>The site should have a noise assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the roads and surrounding area. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i></p>	-	M-LT	M
5	To improve levels of education and skills in the population overall	+	<p>The Site is located within 500m of Cliff Lane Primary School. The site is also within 2km of Stoke High and Copleston High Secondary Schools.</p> <p>The site is within 500m of The University of Suffolk campus.</p>	+	S-MT	L
6	To conserve and enhance water quality and resource	-	<p>The site is within 45m of a Pond network associated with Holywells Park. The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.</p> <p><i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i></p>	-	S-MT	L
7	To maintain and where possible improve air quality	-	<p>The site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.</p> <p><i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i></p>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	++	<p>Site is brownfield and the proposed Development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.</p> <p><i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i></p>	++	S-LT	L
9	To promote the sustainable management of waste	-	<p>The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i></p>	-	S-LT	L



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in energy consumption and air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and jobs (Holywells Road employment areas) and is within 500m of Norwich Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11	Reduce vulnerability to climatic events and flooding	--	The site falls entirely within an EA Flood Zone 3 (high risk) and the entire site has a low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary.	O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. However, the site is within 45m of a pond network and the construction and occupation of the proposed development could potentially have an adverse impact on the biodiversity. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Best practice should be employed to prevent contamination or pollution of the ponds in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the ponds should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	The site is within 200m of three listed buildings. However, this site is unlikely to have a discernible effect on the area's character due to the surrounding industrial land uses.  <i>The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.</i>	+	N/A	H
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The site would have a positive effect on landscape character. The broad proposed design or appearance is unknown at this stage; however, the redevelopment of the site will provide an opportunity to improve local character.  <i>A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	The proposed development is for a mixed-use site that would make a positive contribution to the local economy. New residents would have excellent access to employment opportunities. The current site use would be relocated prior to development proceeding and thus there would not be a loss in employment.	++	S-LT	M
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The site is a mixed used site within 500m of Duke Street local District Centre.	++	S-LT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of Duke Street District Centre, 200m of a green public space (Hollywells Park) and adjacent to a bus service. The site's proximity to key services and employment areas is also likely to encourage walking or cycling. The site would have adequate highways access.  <i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i>	++	M-LT	M
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP048a - Mint Quarter / Cox Lane East regeneration area</b>	<b>Existing use:</b>	Businesses and car park
<b>Site Area (ha):</b>	1.33	<b>Proposed No. Dwellings:</b>	47
<b>Description:</b>	Primary school and car parking development to the north of Upper Barclay Street, retaining the locally listed façade to Carr Street. Residential development to the south of Upper Barclay Street. Development to include new public open space and short stay parking in a medium sized multi-storey car park (location in relation to Cox Lane to be determined). A development brief for the whole site will be prepared but development will come forward incrementally.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The site is adjacent to a place of worship (Christ church). The site is in central Ipswich, in proximity to key services, and cultural or leisure facilities (e.g. Ipswich Regent Theatre).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site will provide 47 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 500m of a GP surgery (Orchard Medical Practice), green public space (Christchurch Park) and within 500m of a sports facility (Pure Gym Ipswich and Goals Ipswich). The development would include new open space.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is in Ipswich city centre and is within 25m of the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the roads and surrounding area. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	++	The site provides a new primary school and is located within 1km of St Helen's Nursery and Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 500m of The University of Suffolk campus.	++	S-MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	The site is adjacent to an AQMA and the site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed Development would make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	M
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed Development would be expected to result in a net increase in energy consumption and air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities. The site is in Ipswich city centre and is within 600m of Willis building employment areas.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11	Reduce vulnerability to climatic events and flooding	O	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	N/A	H
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	0	<p>The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.</p> <p>The extent of green infrastructure proposed is unknown at this stage, however the redevelopment includes the provision of a new public space which will the correct design could enhance biodiversity.</p> <p><i>In order to enhance biodiversity, the site, especially the in the new public open space, should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i></p>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+/-	<p>The site contains and is adjacent to multiple listed buildings and is on the site of a Scheduled Monument (area of middle and late Saxon town). The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm.</p> <p>The proposed redevelopment of this site likely to lead to enhancement of the local character. Additionally, the proposal includes retaining the listed façade.</p> <p><i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.</i></p> <p><i>A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i></p>	+/-	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.</p> <p><i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	<p>The proposed Development would be for a mixed-use site that makes a positive contribution towards the local economy. It would also situate residents in proximity to a range of employment opportunities.</p> <p>The development would not lead to the loss of employment as the current site use would be relocated.</p>	++	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>The site is a mixed use residential, employment and education site in Ipswich city centre.</p>	++	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is in Ipswich city centre, within 500m of a public green space and with the potential to create an onsite green public space. The site has an adjacent bus service and the proximity to key services and employment areas is also likely to encourage walking or cycling. The site would have adequate highways access. <i>The public open space within the development should be designed to include green infrastructure, such as SUDS, wildlife corridors and green roofs.</i>	++	S-LT	M
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP048b - Mint Quarter / Cox Lane West regeneration area</b>	<b>Existing use:</b>	?
<b>Site Area (ha):</b>	1.57	<b>Proposed No. Dwellings:</b>	42
<b>Description:</b>	Residential and retail mix incorporating short stay car parking for shoppers and civic/open space. A development brief for the whole site (a and b) will be prepared but development will come forward incrementally.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is adjacent to a place of worship (Christ church). The site is in central Ipswich, in proximity to key services, and cultural or leisure facilities (e.g. Ipswich Regent Theatre). <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site provides 42 new homes. <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	The site is within 500m of a GP surgery (Orchard Medical Practice), green public space (Christchurch Park) and within 500m of a sports facility (Pure Gym Ipswich and Goals Ipswich). <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
4 <i>To improve the quality of where people live and work</i>	-	The site is in Ipswich city centre and is within 100m of the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards or noise.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the roads and surrounding area. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Helen's Nursery and Primary School. Additionally, the site adjacent site (IP048A) provides a new primary school. The site is also within 2km of Stoke High Secondary School. The site is within 500m of The University of Suffolk campus. The provision of employment land at IP048b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation of the proposed Development would be expected to result in a net increase in air pollution in relation to current levels. The site is adjacent to sustainable transport opportunities. The site is in Ipswich city centre and is within 600m of Willis building employment areas.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	+	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	N/A	H
12	Safeguard the integrity of the coast and estuaries	0	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary.	0	N/A	M
13	To conserve and enhance biodiversity and geodiversity	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+/-	The site contains and is adjacent to multiple listed buildings and is on the site of a Scheduled Monument (area of middle and late Saxon town). The Scheduling relates to the archaeological value belowground. Given the Site is previously developed and currently in-use, the proposed Development could potentially be an option to access valuable heritage assets here although it is uncertain if any heritage assets could or should be removed whilst the impacts of construction could pose a risk of direct harm. The existing use of this site is a car park/ old retail spaces and therefore the mixed-use redevelopment is likely to lead to enhancement of the local area.  <i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.</i> <i>A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.</i>	+/-	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.  <i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i> <i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	The site would situate new residents within Ipswich city centre and thus with excellent access to employment opportunities. The proposed Development is for a mixed-use site that would make a positive contribution to the local economy. The development will lead to the loss of a small but active employment site.	++	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
17	Maintain and enhance the vitality and viability of town and retail centres	++	The site is a housing site within 500 m of an existing retail or service centre.	++	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is in Ipswich city centre, within 500m of a public green space. The site has an adjacent bus service and the proximity to key services and employment areas is also likely to encourage walking or cycling. The site would have adequate highways access.  <i>The public open space within the development should be designed to include green infrastructure, such as SUDS, wildlife corridors and green roofs.</i>	++	S-LT	M
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP052 - Land between Lower Orwell Street &amp; Star Lane (former Essex Furniture)</b>	<b>Existing use:</b>	Outlet stores and bar
<b>Site Area (ha):</b>	0.40	<b>Proposed No. Dwellings:</b>	29
<b>Description:</b>	n/a		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The site is within 500m of a place of worship (Ipswich Mosque, St Clemants Church and Proclaimers Church Ipswich). The site is within 500m of the town centre and a local or key service centre (Duke Street District Centre) and a cultural or leisure facility (e.g. Goals Ipswich).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	To meet the housing requirements of the whole community	+	The site provides 29 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and	++	The site is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Wood Bridge Road Surgery. The site is 500m of a sports facility, Goals Ipswich, and within 1km of a green public space (Alexandra Park).	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
reduce health inequalities		<i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>			
4 To improve the quality of where people live and work	-	The site is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime. Developing the site may contribute to remedying existing noise and air pollution, associated with the bus terminus.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5 To improve levels of education and skills in the population overall	+	The Site is located within 1km of St Helen's Nursey and Primary School and within 2km of Stoke High Secondary School. The site is within 500m of The University of Suffolk campus. The provision of employment land at IP052 and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L
6 To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7 To maintain and where possible improve air quality	-	A small area of the site is in an AQMA and has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.</i>	-	M-LT	L
8 To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation phases of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities and located within 500m of existing jobs and services. In addition, the site is mixed use and therefore may provide some onsite employment opportunities.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	-	A small area of site is within EA Flood Zone 2 (moderate risk) and a small area of the site has low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	O	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M
13 <i>To conserve and enhance biodiversity and geodiversity</i>	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	N/A	H
14 <i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	O	The site is adjacent to a Scheduled Monument (buried remains of a late Saxon town) and multiple listed buildings on Fore Street. The redevelopment of this site may lead to enhancement of the local area. However, the housing density at this site would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the surrounding properties and alter the character of the area.  <i>Decreasing the housing density for this site should be considered. The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument.</i>	+	N/A	M
15 <i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	O	The housing density at this site is 90dph which would necessitate the use of 3 or 4 storey apartment blocks which would be considerably taller than the surrounding properties and have the potential to alter the area's character. The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.  <i>A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. Decreasing the housing density for this site should be considered. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs, for lights fitted on the outside of homes, should also be considered.</i>	+	N/A	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	++	Site is located within 1km of key employment areas (Willis Building and Cavendish Street area) and despite being a small site, includes the provision of one or more business types as a mixed-use development. Site would not result in the loss of employment as the current use would be relocated prior to development.	++	S-LT	M
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	++	The site is a mix use residential and business development within 250m of the central retail area and is within the Ipswich town centre boundary.	++	S-LT	M
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of Ipswich town centre and 1km of Duke Street District Centre. Site is adjacent to a bus service and within 500m open space (Alexandra Park). The site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access.	++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP054b - Land between Old Cattle Market and Star Lane</b>	<b>Existing use:</b>	Various businesses and car park
<b>Site Area (ha):</b>	0.95	<b>Proposed No. Dwellings:</b>	31
<b>Description:</b>	The site now excludes the former Archant site to the east of Turret Lane and is allocated primarily for residential use alongside small scale retail and leisure and an extended or replacement electricity sub-station.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The site is adjacent to a place of worship (Diocese of St Edmundsbury and Ipswich). The Site is within 500m of the town centre and a cultural or leisure facility (e.g. Cineworld) and within 1km of a local or key service centre (Duke Street District Centre and Norwich Road).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site provides 31 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	+	The site is within 1 km of a multiple GP surgeries, including Orchard Road Medical Practice and Burlington Road Surgery. The site is 1km of a play area or sports facility (Alderman Canal local nature reserve and green space with playground facilities).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	M-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1022 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of St Matthew's Church of England Primary School and within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus. The provision of employment land at IP054b and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	+	S-MT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6 <i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed Development would make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation phases would be expected to result in a net increase in air pollution. The site is adjacent to sustainable transport opportunities and located within 500m of existing jobs and services. In addition, the site is mixed use and therefore may provide some onsite employment opportunities. The potential for energy efficiency or renewable energy sources is unknown at this stage.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	--	A small area of site is within EA Flood Zone 3 (high risk) and a large area is within EA Flood Zone 2 (moderate risk). A large area of the site has low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	0	The site contains a Scheduled Monument (buried remains of a late Saxon town) and is adjacent to multiple listed buildings on St Peter's Street. The redevelopment of the site may lead to enhancement of the local area. In addition, the proposal includes the provision of a combination of townhouses and flats that are more fitting with the local townscape.  <i>The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument.</i>	+	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The site would result in the redevelopment of an urban brownfield site with opportunities to improve local character if mitigation is implemented.  <i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i> <i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i>	+	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	The proposed Development would lead to the loss of existing economic land, although this would be replaced by new economic land. The proposed Development would situate new residents in proximity to employment opportunities. The site includes provision for one or more business type and is located 500m from St Clare's house and Willis building employment areas. The site is unlikely to have a discernible effect on economic inclusion.  <i>The site is a mixed-use space and therefore employment opportunities could be generated onsite.</i>	+	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	The site is a mix use site that is adjacent to the central retail area and is within the Ipswich town centre boundary.	++	S-LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is within 1km of Duke Street and Norwich Road local District Centres. The site is adjacent to a bus service and the site's proximity to key services and employment areas is likely to encourage walking or cycling, however the site unlikely to have a discernible effect on access to open space. The site would have adequate highways access.  <i>Pedestrian access into and out of the site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.</i>	++	M-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP064a - Land between Holywells Road and Holywells Park</b>	<b>Existing use:</b>	
<b>Site Area (ha):</b>	1.20	<b>Proposed No. Dwellings:</b>	66
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	Site is located within 500m of a local or key service centre (Cliff Lane Primary School). Site is located with 500m of a worship, town or village hall (St. Luke's Church & Hall). The Site is located with 500m of a local district boundary (Duke Street) The site falls within 40% least deprived. Site is a housing site in proximity to an existing community.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	L
2 <i>To meet the housing requirements of the whole community</i>	+	Site will provide 66 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is located adjacent to the Holywells Park and within 500m of Holywells Park Play Area and a Sport Facility (adjacent to The Margaret Catchpole Pub). The site is within 1km of a GP surgery (The Derby Road Practice). Site is a housing site in proximity to an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	M-LT	L
4 <i>To improve the quality of where people live and work</i>	-	The site is located adjacent to Holywells Road and within an existing industrial site and is therefore likely to expose residents to a major source of noise, air or light pollution. The site has potential for contaminated land and developing the site is likely to lead to the remediation of contaminated land, associated with the industrial site (e.g. CVS (Anglia), Medi-Plinth, Johnstone Leylands etc.), resulting in the elimination of a potential environmental hazard.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main</i>	O	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
		<i>road as possible and use landscaping.</i>			
5 <i>To improve levels of education and skills in the population overall</i>	+	Site is located within 2km of a secondary school (Stoke High School – with capacity as it is not currently full). Site is located within 500m of a Primary School (Cliff Lane Primary School) Cliff Lane Primary School is not full but is close to capacity. Site is located within 2km of a further educational facility (University of Suffolk Campus).	+	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	--	The site is adjacent to a waterbody (Big Pond). The site falls within a total catchment Source Protection Zone (SPZ) 3. The proposed development would also be expected to result in a net increase in water consumption.  <i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development.</i> <i>To avoid contamination of groundwater, the development proposal should give close consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	-	S-LT	M
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. Promote the use of low-emission vehicles during construction.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 <i>Reduce emissions of GHG from energy consumption</i>	-	The construction and occupation phases of the proposed Development would be expected to result in a net increase in air pollution. Site is located within 1km of sustainable transport opportunities (Bus Stops and Parking Zones). Site located within 1km of jobs/services.  <i>Energy and Sustainability Statements should be included in the site's planning application to determine the likely energy consumption of the development proposal during construction and operation and to identify and seek out opportunities for improving energy efficiency and employing low-carbon and renewable energy technologies.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	-	<p>Small area of the site is located within Flood Zone 3 – high risk. Site is in an area of high risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage – brownfield site.</p> <p><i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	0	<p>Site is unlikely to have a discernible effect on any designation associated with the coast or estuary.</p>	0	N/A	M
13	To conserve and enhance biodiversity and geodiversity	-	<p>Site lies adjacent to a Holywells Park and Canal LWS. Within 500m of a local geological designation (Holywells Park – Regionally Important Geological Site) Site is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed at this stage is unknown at this stage – brownfield site. Whilst the site is a brownfield site, it currently contains an area of Ancient Woodland. The extent of mature trees to the east of the Site boundary is linked with the adjoining Local Wildlife Site.</p> <p><i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Appropriate ecological surveys of the Site, including of mature trees that could be supporting bats and the waterbody (big pond) to the east of the Site, should be conducted prior to development.</i></p>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>Site is located adjacent to a Conservation Area (Holywells Park Conservation Area) Site is within 300m of three Grade II Listed Buildings (Holywells Park Orangery Grade II Listed, Holywells Park Stable Block and Town, and Cliff Cottage. The proposed Development would be unlikely to worsen the Site's current impact on the setting of these heritage assets to a major extent.</p> <p><i>Holywells Park Conservation Area is adjacent to the site. Given the views from the heritage asset are currently screened by linear mature trees, the development proposal could potentially be altered to a minor extent if the scale of the development were below the current treeline.</i></p>	-	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The proposed development could be an opportunity to enhance the Site's contribution to the local townscape character. The broad proposed design or appearance is unknown at this stage. Site would lead to a net reduction in light pollution, e.g. by replacing the existing land use with possible security lighting with residential land use.</p> <p><i>Hedgerows and trees delineating the site perimeter with the Conservation Area should be preserved. A spacious layout and a design that accords with existing local townscape and landscape, in addition to the incorporation of green infrastructure into the development proposal, would be likely to help ensure that the impacts on views or the setting of this heritage asset would be negligible.</i></p>	+	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
16	<i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The proposed development would situate new residents in proximity to a range of employment opportunities. The current economic site use would be relocated prior to development and not lost.	+	S-LT	L
17	<i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	Each site would situate new residents in proximity to key services, and with good access to central areas of Ipswich.	+	S-LT	M
18	<i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	Site has potential highways access issue on to the Holywells Road (single-track lanes and potential poor visibility). Site is within 500m of a bus stop Site is within 500m of an existing area of open space (Holywells Park and Canal), and there are no known capacity issues. Site is likely to be accessible via walking and cycling, particularly as it is in proximity to services, amenities and employment areas. Site is within 500 of a local or key service centre (Wherstead Road and Duke Street District Centres).	++	S-LT	L
19	<i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP067a - Former British Energy Site</b>	<b>Existing use:</b>	Former energy site
<b>Site Area (ha):</b>	0.38	<b>Proposed No. Dwellings:</b>	17
<b>Description:</b>	Northern section only, subject to resolving odour issues to satisfaction of IBC		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The proposed development would situate new residents in proximity to an existing community, key services, amenities, open spaces and employment opportunities. It would therefore be likely to help ensure new residents do not feel excluded.  <i>Provision for adequate affordable housing should be included.</i>	+	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	+	The site will provide 17 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	+	Site is 1km south of a Suffolk GP Federation. Site is within 500m of greenspace and is adjacent to an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	S-LT	L
4	<i>To improve the quality of where people live and work</i>	+	Site has potential for contaminated land (former energy site) and developing the Site is likely to lead to remediation of contaminated land resulting in the elimination of a potential environmental hazard. Site would situate new residents away from major sources of noise, air and light pollution.	+	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of Cliff Lane Primary School and Piper's Vale Primary Academy The Site is within 2km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus.	+	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
7	To maintain and where possible improve air quality	-	The proposed Development would be expected to result in a net increase in emissions, primarily due to the associated increase in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	N/A	M
8	To conserve and enhance soil and mineral resources	++	Site is brownfield (former energy site) and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation phases of the proposed Development would be expected to result in a net increase in air pollution. The site is located within 120m of sustainable transport opportunities, jobs (Cliff Quay, Sandy Hill Lane and Landseer Road employment areas) and 1.5km from Nacton Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	+	Site is within EA Flood Zone 1 – low risk Site is not at risk of surface water flooding The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	N/A	M
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	-	The Site is within 500m of River Orwell LWS (not adjacent), Landseer Park Carr LWS (not adjacent) and Volvo, Raeburn Road Site LWS (not adjacent). The extent of green infrastructure proposed is unknown at this stage. The Site is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly, although it does currently contain trees along the Site perimeter.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological	O	Site is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site.	O	N/A	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
importance					
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	The site is a former energy site. However, it currently contains trees and hedgerow along the site perimeter that make a positive contribution to the local character and the proposed Development could potentially diminish this. Design details are unknown at this stage.  <i>Green infrastructure should be incorporated into the development and existing trees and hedgerow delineating the site's perimeter and currently within the Site should be preserved as much as possible.</i>	-	S-LT	L
16 Achieve sustainable levels of prosperity and growth throughout the plan area	+	The proposed Development would situate residents in proximity to a range of employment opportunities. As the site is of residential nature, it is unlikely to have a discernible effect on economic inclusion or employment diversification.	+	S-LT	M
17 Maintain and enhance the vitality and viability of town and retail centres	+	Each site would situate new residents in proximity to key services, and with good access to central areas of Ipswich.  <i>Ensure pedestrian and cycle access from the site to town and retail centres should be provided for.</i>	+	S-LT	L
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	Site is 165m south of a bus stop. The site is accessible via foot and cycle. The Site is highly accessible via the strategic road network.	++	S-LT	L
19 To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP083 - Banks of River upriver from Princes Street</b>	<b>Existing use:</b>	Greenfield and footpath adjacent to river
<b>Site Area (ha):</b>	0.76	<b>Proposed No. Dwellings:</b>	14
<b>Description:</b>	Site to be master planned with IP015 adjacent		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	Site would situate new residents in proximity to an existing community, services, amenities and employment areas and they would therefore be unlikely to feel excluded.	+	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	+	Site will provide 14 new homes  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	+	Burlington Road Surgery is 825m north. The Site has excellent access to green and open spaces, including alongside the adjacent river and 150m south west. A footpath runs through the Site although it is expected that this would be incorporated into the Development.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	S-LT	L
4	<i>To improve the quality of where people live and work</i>	-	The Site is within 100m of the A137 and is therefore likely to expose residents to a major source of noise, air or light pollution. The Site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards.  <i>The Site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	+	The Site is located within 1km of Hillside Primary and Nursery School. The Site is within 1km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus.	+	S-MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	<p>The site is located adjacent to the River Orwell.</p> <p>The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption.</p> <p><i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development.</i></p> <p><i>To avoid contamination of groundwater, the development proposal should give close consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i></p>	-	S-MT	L
7	To maintain and where possible improve air quality	-	<p>Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.</p> <p><i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i></p>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	-	<p>Site is likely to increase the demand for raw materials.</p> <p>Without mitigating policy, site will increase the demand for water resources. The proposed development would result in a permanent net loss of ecologically valuable soils, although not BMV soils.</p> <p>Although on greenfield land, the site is small (&gt;1 ha) and in a sustainable location.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i></p>	-	S-LT	L
9	To promote the sustainable management of waste	-	<p>The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i></p>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	<p>The site is greenfield. The construction and occupation phases of the proposed Development would be expected to result in a net increase in GHG emissions. The potential for energy efficiency or renewable energy sources is unknown at this stage.</p> <p>The site is adjacent to sustainable transport opportunities (e.g. bus stop) and is 50m south of the Russell Road area employment area and 720m south of Norwich Road District Centre.</p> <p><i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i></p>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	-	<p>Large area of Site is within EA Flood Zone 3 –high risk Small area of Site is within EA Flood Zone 2 – moderate risk Site is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.</p> <p><i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	-	<p>Due to being in proximity to the River Orwell, which is the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.</p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the river should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p>	O	S-LT	L
13	To conserve and enhance biodiversity and geodiversity	-	<p>Due to being in proximity to the River Orwell, which is an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.</p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i> <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>Site is within 300m of a Listed Building (Paul's Maltings Including Adjoining Kiln (Grade II) located approx.50m north of the Site). The site is a public open space and development here could potentially alter the setting of Listed Building. Given the lay of the land and views from the heritage asset could potentially be altered to a minor extent/neutral impact.</p> <p><i>A spacious layout and a design that accords with the existing local townscape, in addition to retaining the linear rows of trees and incorporation of green infrastructure in to the development proposal would likely help to ensure that impacts on views or the setting of this heritage asset would be negligible.</i></p>	O	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	<p>The proposed development would be likely to necessitate a multi-storey building adjacent to the river. This would have a major adverse impact on views as well as the local character.</p> <p><i>A high-quality design that incorporates as much green infrastructure as possible and gives close consideration to the potential impacts on views for residents and users of the local PRoW would help to limit adverse impacts on views and character.</i></p>	-	S-LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The site is located 50m south of Russell Road area (existing employment site). There are multiple employment areas within 1km of the Site.</p>	+	S-MT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The site would situate residents adjacent to retail and shopping centres of Ipswich.	+	S-MT	M
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	Site is 90m south of bus stops and 100m north of Ipswich Railway Station. Pedestrian and cycle access is very good. Site is in proximity to amenities, services and employment areas.	++	S-LT	L
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP119 - Land east of West End Road</b>	<b>Existing use:</b>	Derelict brownfield land and car sales
<b>Site Area (ha):</b>	0.61	<b>Proposed No. Dwellings:</b>	38
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	Site would situate new residents in proximity to services, amenities, employment areas and an existing community and it is unlikely residents would feel excluded.	+	S-LT	L
2 <i>To meet the housing requirements of the whole community</i>	+	The Site will provide 38 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
4 <i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A137 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5 <i>To improve levels of education and skills in the population overall</i>	++	The site is located within 500m of Ranelagh Primary School and the Triangle Children's Nursery. The site is within 1km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus.	++	S-MT	L
6 <i>To conserve and enhance water quality and resource</i>	--	The site is located adjacent to the River Gipping. The proposed development would also be expected to result in a net increase in water consumption. The site is within the Groundwater Source Protection Zone 3.  <i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development. To avoid contamination of groundwater, the development proposal should give close consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7 <i>To maintain and where possible improve air quality</i>	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8 <i>To conserve and enhance soil and mineral resources</i>	++	Site is brownfield (former energy site) and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 <i>To promote the sustainable management of waste</i>	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation phases of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 100m of sustainable transport opportunities, jobs (Russell Road area employment areas) and 700m from Norwich Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S - LT	L
11	Reduce vulnerability to climatic events and flooding	-	Large area of Site is within EA Flood Zone 2 – moderate risk Site is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce flood risk the development should be designed to include green infrastructure and SUDS.</i>	-	S - LT	L
12	Safeguard the integrity of the coast and estuaries	-	Due to being in proximity to the River Gipping, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	O	S - LT	L
13	To conserve and enhance biodiversity and geodiversity	-	Site is lies adjacent to River Gipping LWS Site is within 500m of River Orwell LWS and Alderman Canal East (not adjacent) Site is within 500m of Alderman Canal LNR (not adjacent) Due to being in proximity to the River Gipping, which is an important wildlife corridor in the Borough and which is hydrologically linked to the River Orwell and the Stour and Orwell SPA. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i> <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>  <i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i>	-	S - LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	Site is within 300m of two Listed Buildings (e.g. Milestone 68 Outside Number 142 (Grade II) located approx. 260m north east of the site and 121 London Road (Grade II) located approximately 200m north east of the site.  <i>Given the lay of the land and distance of the Listed Buildings from the heritage asset, the score could potentially be altered to a minor extent/neutral impact. A spacious layout and a design that accords with the existing local townscape, in addition to retaining the linear rows of trees along the River Gipping and incorporation of green infrastructure in to the development proposal would likely help to ensure that impacts on views or the setting of this heritage asset would be negligible.</i>	O	S - LT	H



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The proposed development could be an opportunity to improve the Site's contribution to the local character.  <i>High-quality design with green infrastructure incorporated into the Development would help to ensure the Site makes a positive impact on views and the local character.</i>	+	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	The proposed development is for a mixed-use site that would make a positive contribution to the local economy. There are multiple employment areas within 1km of the site. The site is located 200m east of Russell Road area (existing employment site). The current site use would be relocated prior to development.	++	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	++	Site would situate new residents and create new jobs in proximity to retail and town centres in Ipswich and could be an opportunity to rejuvenate the current site use.	++	S-LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	Site is within 500m of several bus stops and is 900m north west of Ipswich Railway Station. The site is in proximity to services, amenities, open spaces and employment areas. Pedestrian and cycle access is good. Access via the strategic road network is very good.	++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP129 - BT Depot, Woodbridge Road</b>	<b>Existing use:</b>	Brownfield BT Depot
<b>Site Area (ha):</b>	1.07	<b>Proposed No. Dwellings:</b>	39
<b>Description:</b>	n/a		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The proposed development would situate new residents in proximity to services, amenities, jobs and an existing community. They are therefore unlikely to feel excluded.	+	S-LT	L
2	<i>To meet the housing requirements of the whole community</i>	+	The site will provide 39 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	Site is 750m north east of Orchard Medical Practice. Site is 450m south west of Brunswick Road Park. The proposed development would situate new residents in an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	L
4	<i>To improve the quality of where people live and work</i>	-	The site is adjacent to the A1071 and is therefore likely to expose residents to a major source of noise, air or light pollution.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	++	The Site is located within 500m of St Mary's Catholic Primary School. The Site is within 1km of Northgate High Secondary School. The site is within 2km of The University of Suffolk campus.	++	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	-	The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M - LT	M
8	To conserve and enhance soil and mineral resources	++	The site is located on a brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	++	S - LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S- LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 100m of sustainable transport opportunities, 800m of jobs (Cavendish Street area employment area) and 500m from Woodbridge Road/Cauldwell Hall Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S - LT	L
11	Reduce vulnerability to climatic events and flooding	+	Site is within EA Flood Zone 1 – low risk Site is not at risk of surface water flooding The extent of green infrastructure proposed is unknown at this stage.  <i>The development should be designed to include green infrastructure.</i>	+	S- LT	L
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N / A	M
13	To conserve and enhance biodiversity and geodiversity	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	N / A	H

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
14 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>There are multiple designated heritage assets located within 300m of the Site. Registered Park and Garden (e.g. Old and New Cemetery (Grade II*)) located approx.100m north of the Site. There are three Listed Buildings located within 300m of the Site (e.g. Milestone 70 Outside Number 325 (Grade II), 221 Woodbridge Road (Grade II) and Sunny Hill (Grade II)). The closest Listed Building (221 Woodbridge Road (Grade II) is located approx. .85m west of the Site.</p> <p>Two Conservations Areas are located within 300m of the Site (e.g. Cemeteries Conservation Area is located approx.75Xm north of the Site and St Helen's Conservation Area is located approx. 75m west of the Site).</p> <p><i>Views from the heritage assets could potentially be altered to a minor extent/neutral as a result of the derelict brownfield site being developed. A spacious layout and a design that accords with the existing local townscape, in addition to retaining the linear rows of trees along the eastern boundary of the Site and incorporation of green infrastructure in to the development proposal would likely help to ensure that impacts on views or the setting of this heritage asset would be negligible.</i></p>	O	S-LT	H
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The proposed development is an opportunity to improve the Site's contribution to the local character.</p> <p><i>High quality design, a spacious layout and green infrastructure would help to ensure the site makes a positive contribution to character.</i></p>	+	S-LT	L
16 Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The proposed development would situate new residents in proximity to employment opportunities e.g. the site lies within 1km of an existing employment site (e.g. Cavendish Street area).</p>	+	S-LT	M
17 Maintain and enhance the vitality and viability of town and retail centres	+	<p>The proposed development would situate new residents in proximity to the centre and could be an opportunity to rejuvenate the current site use.</p>	+	S-LT	L
18 Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The site is within 500m of multiple bus stops including those on Albion Hill. Derby Road Railway Station is 1.5km south east. Pedestrian and cycle access is very good, as is access via the strategic road network. Key services, amenities, employment areas and open spaces are nearby.</p>	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP143 - Former Norsk Hydro, Sandyhill Lane</b>	<b>Existing use:</b>	Former Norsk site
<b>Site Area (ha):</b>	4.51	<b>Proposed No. Dwellings:</b>	85
<b>Description:</b>	n/a		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The proposed development would situate new residents in proximity to services, amenities, jobs and an existing community. They are therefore unlikely to feel excluded.	+	M - LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	The site will provide 85 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M - LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	Site is 1km south of a Suffolk GP Federation. Site is within 500m of greenspace and is adjacent to an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S - LT	L
4 <i>To improve the quality of where people live and work</i>	+	Site has potential for contaminated land and developing the site could lead to remediation of contaminated land resulting in the elimination of a potential environmental hazard. Site would situate new residents away from major sources of noise, air and light pollution.	+	S - LT	M
5 <i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of Cliff Lane Primary School and Piper's Vale Primary Academy The site is within 2km of Stoke High Secondary School. The site is within 2km of The University of Suffolk campus.	+	S - M T	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	++	The site is located on a brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	Site is likely to increase the amount of waste sent to landfill. Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible.	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed Development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located within 100m of sustainable transport opportunities, jobs (Cliff Quay, Sandy Hill Lane and Landseer Road employment areas) and 1.5km from Nacton Road District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	+	Site is within EA Flood Zone 1 – low risk Site is not at risk of surface water flooding The extent of green infrastructure proposed is unknown at this stage.  <i>The development should be designed to include green infrastructure.</i>	+	S-LT	M
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	The Site is within 500m of River Orwell LWS (not adjacent), Landseer Park Carr LWS (not adjacent) and Volvo, Raeburn Road Site LWS (not adjacent). The Site is within 500m of Stour and Orwell Estuaries SPA (not adjacent). The Site is within 500m of Orwell Estuaries SSSI (not adjacent). The extent of green infrastructure proposed is unknown at this stage. The Site is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	O	S- LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	O	Site is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site.	O	N/ A	M
15 <i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	+	The site has been previously developed and is currently unused scrubland. The proposed Development could be an opportunity to enhance the site's contribution to the local character.  <i>A spacious layout, high quality design and green infrastructure should be incorporated into the design to help ensure the Site makes a positive contribution to the local character. Existing green infrastructure, including trees and hedgerow delineating the site perimeter, should be preserved.</i>	+		
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The proposed development would situate new residents in very proximity to employment opportunities.	+	S- LT	M
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The proposed development would situate residents in proximity to the centre and could potentially rejuvenate the Site's current use.	+	S- LT	L
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 500m of several bus stops and is 1.4km south west of Derby Road Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. The Site is in proximity to services, amenities and open spaces.	++	S- LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP226 - Helena Road/Patteson Road</b>	<b>Existing use:</b>	Industrial uses
<b>Site Area (ha):</b>	1.87	<b>Proposed No. Dwellings:</b>	337
<b>Description:</b>	Redevelopment is dependent on the appropriate relocation of existing uses. High density scheme of 566 dwellings previously had resolution to grant but did not take place. Market may prefer mix of flats and houses now. Stoke Quay most recent example of mix but was mainly flats – 257 dph. Therefore apply slightly lower here 200 dph.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	0	The site falls within 40% least deprived. The site is unlikely to have a discernible effect on rates of deprivation. Site is located within 500m of a local or key service centre (Cliff Lane Primary School). Site is located with 500m of a worship, town or village hall (St. Luke's Church & Hall). The site is located with 500m of a local district boundary (Duke Street) Site is a housing site in proximity to an existing community.  <i>Ensure development provides sufficient affordable / social housing.</i>	+	N/A	L
2 <i>To meet the housing requirements of the whole community</i>	+	The site will provide 337 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	L
3 <i>To improve the health of the population overall and reduce health inequalities</i>	+	The site is within 1-4km of a GP surgery (e.g. The Derby Road Practice and Landseer Road Surgery). The site is located adjacent to the Holywells Park and within 500m of Holywells Park Play Area and a Sport Facility (adjacent to The Margaret Catchpole Pub).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
4	To improve the quality of where people live and work	-	The site is located adjacent to Cliff Road, Patterson Road and Ship Launch Road and the surrounding industrial sites and is therefore likely to expose residents to a major source of noise, air or light pollution. Site is unlikely to have a discernible effect on levels of crime. The site has potential for contaminated land and developing the site is likely to lead to the remediation of contaminated land, associated with the industrial site, resulting in the elimination of a potential environmental hazard.  <i>Use of environmental screening to reduce air, noise and light pollution from Cliff Road, Patterson Road and Ship Launch Road and the surrounding industrial sites.</i>	-	S-LT	M
5	To improve levels of education and skills in the population overall	++	Site is located within 500m of a Primary School (Cliff Lane Primary School) Cliff Lane Primary School is not full but is close to capacity. Site is located within 2km of a further educational facility (University of Suffolk). Site is located within 1km of a secondary school (Stoke High School – with capacity as it is not currently full).	++	S-MT	L
6	To conserve and enhance water quality and resource	-	Site is within 100m of a water body (Neptune Marina), but none adjacent or within the site. The proposed Development would also be expected to result in a net increase in water consumption. The site falls within a total catchment SPZ 3.  <i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development.</i> <i>To avoid contamination of groundwater, the development proposal should give close consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	-	Site is likely to increase the demand for raw materials. Without mitigating policy, site will increase the demand for water resources. The site is located on a brownfield site (current industrial site).  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	-	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
10 <i>Reduce emissions of GHG from energy consumption</i>	-	<p>The construction and occupation of the proposed development would be expected to result in a net increase in air pollution in relation to existing levels. Site is located within 1km of sustainable transport opportunities (Bus Stops). Site located within 1km of jobs/services.</p> <p><i>Energy and Sustainability Statements should be included in the site's planning application to determine the likely energy consumption of the development proposal during construction and operation and to identify and seek out opportunities for improving energy efficiency and employing low-carbon and renewable energy technologies.</i></p>	-	S-LT	M
11 <i>Reduce vulnerability to climatic events and flooding</i>	---	<p>Site falls entirely within EA Flood Zone 3 – high risk A small area of the Site falls within an area of low surface water flood risk. The extent of green infrastructure proposed is unknown at this stage – brownfield site.</p> <p><i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS</i></p>	-	S-LT	L
12 <i>Safeguard the integrity of the coast and estuaries</i>	-	<p>Due to being in proximity to the Neptune Marina, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.</p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p>	0	S-LT	L
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	<p>The site is within 500m of a local wildlife designation (e.g. River Orwell Docks (closest proximity), River Orwell, Holywells Park and Canal, and Landseer Park Carr). Whilst the site is an industrial / brownfield site with vegetation present north east of the site. The extent of green infrastructure proposed at this stage is unknown at this stage – brownfield site.</p> <p>Due to being in proximity to the Neptune Marina, which is hydrologically linked to the River Orwell, which is an important wildlife corridor in the Borough, and the Stour and Orwell SPA as well as the River Gipping CWS. The construction and occupation of the proposed development could potentially have an adverse impact on the Biodiversity Objective.</p> <p><i>Appropriate ecological surveys of the site should be conducted prior to development to establish the presence of priority species and habitats. In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i></p> <p><i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	--	<p>The western perimeter of the site is adjacent to the Wet Dock Conservation Area.</p> <p>The site is within 300m of a Listed Building (Holywells Park Orangery Grade II Listed, Holywells Park Stable Block and Town, and Cliff Cottage) and Conservation Area (Holywells Park Conservation Area). An area of archaeological importance is located adjacent to the north and west boundary of the Site.</p> <p>Given the Site is brownfield / industrial site, it can be assumed any below ground historical environment records would have been disturbed during construction. Wet Docks Conservation Area is adjacent to the Site. Given the views from the heritage asset are not currently screened (e.g. by vegetation / existing buildings).</p> <p><i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Conservation Area and Listed Buildings.</i></p>	-	S - LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	O	<p>Site would have a neutral effect on landscape character assuming mitigation in place.</p> <p>Site would have a neutral effect on townscape character assuming mitigation in place.</p> <p>The broad proposed design or appearance is unknown at this stage.</p> <p>Site would lead to a net reduction in light pollution, e.g. by replacing the existing land use with possible security lighting with residential land use.</p> <p><i>Trees within the existing site should be preserved. Additional green infrastructure should be incorporated into the development proposal, in addition to a spacious layout and vernacular architecture that helps to ensure the site is in keeping with the local townscape.</i></p>	+	S - LT	M
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	<p>The proposed development is for a mixed-use site that would make a positive contribution to the local character. The site is located adjacent to Cliff Road/Holywells Road existing employment site and within 1km of 10 existing employment sites.</p> <p>The current site use would be relocated prior to development so there would be no losses in economic land.</p>	++	S - LT	L
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>Site is a mixed-use site within 1km of an existing retail / service centre. The proposed Development would situate new jobs close to the centre.</p>	++	S - LT	M
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The Site is located with 500m of a local district boundary (Duke Street). The Site is in proximity to services, amenities, jobs and open spaces.</p> <p>The site is within 500m of a bus stop and 1.2km south west of Derby Road Railway Station. Pedestrian and cycle access, as well as access via the strategic road network, is very good.</p>	++	M - LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP150d - Land south of Ravenswood – Sports Park</b>	<b>Existing use:</b>	Greenfield
<b>Site Area (ha):</b>	1.8	<b>Proposed No. Dwellings:</b>	34
<b>Description:</b>	Part adjacent to Alnesbourn Crescent only. Low density as part of mixed use with sports park.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	+	The proposed Development would situate new residents adjacent to an existing community in proximity to key services and amenities – social exclusion is unlikely.  <i>The development should include suitable provision of affordable homes.</i>	+	S-LT	L
2	To meet the housing requirements of the whole community	+	The Site will provide 34 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	M
3	To improve the health of the population overall and reduce health inequalities	++	Site is 590m south of Ravenswood Medical Practice. Site is adjacent to green and open spaces. A leisure centre sits 1km north west and the Site would be mixed-use with a sports centre. This site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	L
4	To improve the quality of where people live and work	-	The site is within 100m of the A14 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
5	To improve levels of education and skills in the population overall	++	The Site is located within 500m of Ravenswood Community Primary School The Site is within 1km of a secondary school (e.g. Ipswich Academy). The site is located within 5km of University of Suffolk Campus.	++	S-MT	L
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	-	The site is a large greenfield site (>1ha) and the proposed Development would result in the loss of ecologically valuable soils, although not BMV soils. Site is likely to increase the demand for raw materials. Without mitigating policy, site will increase the demand for water resources.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management of soils during construction and re-use excavated soils where feasible.</i>	-	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and users of the leisure facility should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located adjacent of sustainable transport opportunities (e.g. bus stop), 500m of jobs (Ransomes Europark employment areas) and 300m from Ravenswood District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	-	Site is in an area of high surface water flood risk (e.g. two small areas) The extent of green infrastructure proposed is unknown at this stage. Site is within EA Flood Zone 1 – low risk.  <i>Undertake a Flood Risk Assessment for the site and the development should be designed to include green infrastructure and SUDS to reduce flood risk.</i>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	O	The Site is 1km north east of Orwell and Stour Estuary SPA. Adverse impacts on the estuary are considered to be unlikely as the site is not hydrologically connected and does not contain functionally linked land.	O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	-	The site is within 500m of Brazier's Wood, Pond Alder Carr and Meadows LWS (not adjacent). The site is within 500m of Bridge Wood LNR. The proposed development could potentially impact protected species as the site contains existing structures. It could also increase the distance between habitats and therefore adversely impact connectivity. The extent of green infrastructure proposed is unknown at this stage. The Site is 1km north east of Orwell and Stour Estuary SPA.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Existing green infrastructure of value should be preserved. Appropriate ecological surveys of the Site should be conducted prior to development to establish the presence of priority species and habitats.</i>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	Site is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site.	O	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	The proposed development would result in the loss of greenfield land that makes a positive contribution to the local character and views for local residents. It is likely that  <i>A high-quality design that incorporates green infrastructure and vernacular architecture would help to ensure the proposed Development accords with the existing local character and adverse impacts on views are limited.</i>	-	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	Site is located within 1km of key employment area (e.g. Ransomes Europark, Futura Park and The Drift and Leslie Road, Nacton Road).	+	N/A	M
17	Maintain and enhance the vitality and viability of town and retail centres	+	The proposed development would situate new residents in a location with good access to central areas of Ipswich.	+	S-LT	L
18	Encourage efficient patterns of movement,	++	The site is within 500m of multiple bus stops and 2.9km south of Derby Road Railway Station. Access via foot, cycle and the strategic road network is very good. The site is in proximity to services, amenities, jobs and open spaces.	++	S-LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>The development proposal could consider upgrading digital infrastructure in the area to improve broadband speeds.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP150e - Land south of Ravenswood</b>	<b>Existing use:</b>	Greenfield
<b>Site Area (ha):</b>	3.6	<b>Proposed No. Dwellings:</b>	126
<b>Description:</b>	Excluding area fronting Nacton Road. Low density as part of mixed use with B1 employment uses.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	+	The proposed development would situate new residents adjacent to an existing community in proximity to key services and amenities – social exclusion is unlikely.  <i>The development should include suitable provision of affordable homes.</i>	+	S-LT	L
2	+	The site will provide 150 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	M-LT	L
3	++	Site is 590m south of Ravenswood Medical Practice. Site is adjacent to green and open spaces. A leisure centre sits 1km north west and the Site would be mixed-use with a sports centre. This site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	L
4	-	The site is within 150m of the A14 and is therefore likely to expose residents to a major source of noise, air or light pollution. The site is unlikely to have a discernible effect on levels of crime or on people's exposure to hazards.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	M-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
5	To improve levels of education and skills in the population overall	++	The site is located within 500m of Ravenswood Community Primary School and within 1km of a secondary school (e.g. Ipswich Academy). Additionally, the provision of employment land at IP150e and the subsequent creation of jobs at the site could potentially provide new employees with an opportunity to learn new skills.	++	S-M-T	L
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-M-T	L
7	To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	M-LT	M
8	To conserve and enhance soil and mineral resources	-	Site is likely to increase the demand for raw materials. Without mitigating policy, site will increase the demand for water resources. The site is a large greenfield site (>1ha) and so the proposed Development would result in the permanent loss of ecologically valuable soils, although not BMV soils.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	-	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The site is greenfield and may increase the current GHG emissions. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is located adjacent of sustainable transport opportunities (e.g. bus stop), jobs (Ransomes Europark employment areas) and 100m from Ravenswood District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
11	Reduce vulnerability to climatic events and flooding	-	Site is in an area of high surface water flood risk (e.g. two small areas) The extent of green infrastructure proposed is unknown at this stage. Site is within EA Flood Zone 1 – low risk.  <i>Undertake a Flood Risk Assessment for the site and the development should be designed to include green infrastructure and SUDS to reduce flood risk.</i>	-	S-LT	L
12	Safeguard the integrity of the coast and estuaries	O	The Site is 1km north east of Orwell and Stour Estuary SPA. Adverse impacts on the estuary are considered to be unlikely as the site is not hydrologically connected and does not contain functionally linked land.	O	N/A	M
13	To conserve and enhance biodiversity and geodiversity	-	The site is greenfield, and the proposed development could potentially affect protected species here. The proposed development would also reduce habitat connectivity by increasing distances between habitats. The extent of green infrastructure proposed is unknown at this stage. Site is 1km north east of Stour and Orwell Estuaries SPA.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Existing green infrastructure of value should be preserved. Appropriate ecological surveys of the Site should be conducted prior to development to establish the presence of priority species and habitats.</i>	-	N/A	H
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	Site is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site.	O	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	The proposed development would result in the loss of a greenfield that makes a positive contribution to the local character and views for local residents. It is likely that  <i>A high-quality design that incorporates green infrastructure and vernacular architecture would help to ensure the proposed Development accords with the existing local character and adverse impacts on views are limited.</i>	-	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	++	The proposed development is for a mixed-use site including B1 offices. This would make a positive difference to the local economy. The Site would also situate new residents in proximity to employment opportunities. Site is located within 1km of key employment area (e.g. Ransomes Europark, Futura Park and The Drift and Leslie Road, Nacton Road).	++	S-LT	M
17	Maintain and enhance the vitality and viability of town and retail centres	+	The proposed development would situate new residents in a location with good access to the centre.	+	S-LT	L
18	Encourage efficient patterns of movement, promote sustainable travel of	++	The site is within 500m of multiple bus stops and 2.9km south of Derby Road Railway Station. Access via foot, cycle and the strategic road network is very good. The Site is in proximity to services, amenities, jobs and open spaces.	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	+	<p>Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.</p> <p><i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i></p>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP307 - Prince of Wales Drive</b>	<b>Existing use:</b>	Brownfield, building and car parking
<b>Site Area (ha):</b>	0.27	<b>Proposed No. Dwellings:</b>	12
<b>Description:</b>	n/a		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	+	<p>The proposed development would situate new residents in proximity to services, amenities, jobs and an existing community. They are therefore unlikely to feel excluded.</p> <p><i>Ensure the development provides sufficient affordable/social housing</i></p>	+	S-LT	L
2	+	<p>Site will provide 12 new homes.</p> <p><i>Ensure development provides sufficient affordable/social housing.</i></p>	+	M-LT	M
3	++	<p>The site is 650m north east of Stoke Park Medical Centre and 400m west of open greenspaces and allotments. The site would situate new residents within an existing community.</p> <p><i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i></p>	++	S-LT	L
4	+	<p>Site is unlikely to have a discernible effect on levels of crime. Site is unlikely to have a discernible effect on people's exposure to hazards or noise. Site would situate new residents away from major sources of noise, air and light pollution.</p>	+	S-LT	M
5	++	<p>The Site is located within 500m of Halifax Primary School. The site is within 500m of a secondary school (e.g. Stoke High School). The site is within 2km of The University of Suffolk campus.</p>	++	S-MT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption. There are no water bodies within 100 m of the site, and no other known impacts on water quality issues.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-MT	L
7	To maintain and where possible improve air quality	-	The proposed development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	N/A	M
8	To conserve and enhance soil and mineral resources	++	The site is located on a brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	+	Site is within EA Flood Zone 1 – low risk Site is not at risk of surface water flooding The extent of green infrastructure proposed is unknown at this stage.  <i>The development should be designed to include green infrastructure and SUDS.</i>	+	S-MT	L
12	Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	0	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	S-LT	M
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	0	Site is unlikely to have a significant impact on the historic environment due to no statutory designated sites located within 300m of the Site.	0	N/A	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	The proposed development could be an opportunity to enhance the Site's contribution to the local character.  <i>Green infrastructure and high-quality design, potentially including vernacular architecture, should be incorporated into the Development in order to help ensure the Site makes a positive contribution towards the local character.</i>	+	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+/-	The proposed development would result in the loss of land currently used for economic purposes - it is uncertain the extent to which the current economic use is viable or if it would be relocated prior to development. The proposed development would situate new residents in proximity to jobs, e.g. being within 1km of key employment area (e.g. Riverside Industrial Park and West Bank Terminal).	+/-	S-LT	H
17	Maintain and enhance the vitality and viability of town and retail centres	+/-	The proposed development would situate new residents in proximity to the centre and could be an opportunity to rejuvenate the current site use. However, it would also result in the loss of economic land near the centre – it is uncertain the extent to which the current economic use is viable or if it would be relocated prior to development.	+/-	S-LT	H
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	The site is within 500m of several bus stops and is 1km north south of Ipswich Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. The site is in proximity to services, amenities and open spaces.	++	S-LT	L
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	M

<b>Site Name and Ref:</b>	<b>IP346 - Suffolk Retail Park - north</b>	<b>Existing use:</b>	The Range store and parking in retail park
<b>Site Area (ha):</b>	1.96	<b>Proposed No. Dwellings:</b>	88
<b>Description:</b>	Medium density at 45 dph as within 800m of Norwich Road District Centre.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The proposed development would situate new residents in proximity to services, amenities, jobs and an existing community. They are therefore unlikely to feel excluded.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site will provide 74 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	550m east of the site is Burlington Road Surgery. Adjacent to the Site's northern perimeter, as well as 600m south east, are areas of green and open space. 300m north east is a playground. The proposed Development would situate new residents into an existing community.	++	S-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site would situate new residents adjacent to the A1214, which would be expected to be a major source of noise, air and light pollution.  <i>The site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	L
5	<i>To improve levels of education and skills in the population overall</i>	++	200m north of the site is Handford Hall Primary School. Westbourne Academy is within 2km north west.	++	S-LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6 To conserve and enhance water quality and resource	-	<p>The site is adjacent to the River Gipping, which is also a county wildlife site. The site is within Groundwater SPZ 3. Development could therefore pose a risk to water quality. The proposed development would also be expected to result in a net increase in water consumption.</p> <p><i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development.</i></p> <p><i>To avoid contamination of groundwater, the development proposal should give close consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i></p>	-	S-LT	L
7 To maintain and where possible improve air quality	-	<p>The construction and occupation phases of the proposed Development would be expected to have a minor adverse impact on air quality, primarily due to a net increase in traffic. The site has good pedestrian, cycle and bus access which may help to limit emissions from residents.</p> <p><i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i></p>	-	S-LT	L
8 To conserve and enhance soil and mineral resources	++	<p>The site is brownfield. The proposed development would therefore constitute and efficient use of land and potentially an opportunity to remediate contaminated land.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i></p>	++	S-LT	L
9 To promote the sustainable management of waste	-	<p>The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i></p>	-	S-LT	L
10 Reduce emissions of GHG from energy consumption	-	<p>The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The site is located within 200m of sustainable transport opportunities and jobs which may help to limit residents' carbon footprint.</p> <p><i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i></p>	-	S-LT	L
11 Reduce vulnerability to climatic events and flooding	+	<p>Site is in Flood Zone 1 and is not at risk of surface water flooding.</p> <p><i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	+	S-LT	M
12 Safeguard the integrity of the coast and	-	<p>Due to being in proximity to the River Gipping, which is hydrologically linked to the River Orwell and the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.</p>	0	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
estuaries		<i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>			
13 To conserve and enhance biodiversity and geodiversity	-	<p>The site is adjacent to the River Gipping County Wildlife Site, which could potentially be adversely impacted by the proposed Development through contamination or pollution. There is not considered to be any biodiversity value on-site.</p> <p><i>Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i></p> <p><i>Green infrastructure comprised of a diverse range of native species should be incorporated into the Development to help enhance the site's biodiversity value.</i></p> <p><b>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</b></p>	-	S-LT	L
14 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+	<p>The Grade II Listed Buildings are within 300m of the Site:</p> <ul style="list-style-type: none"> <li>• The Suffolk Record Office and Theatre;</li> <li>• The Hollies;</li> <li>• Milestone 68 Outside Number 142; and</li> <li>• 121 London Road.</li> </ul> <p>It is considered to be likely that the proposed Development would make a positive enhancement to the Site's current contribution to the local character and setting of these heritage assets, although given the lay of the land it is unlikely to be entirely viewable or to make a major difference.</p>	+	S-LT	M
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>It is considered to be likely that the proposed development will provide the opportunity to enhance the site's contribution to the local townscape character.</p> <p><i>A high-quality design incorporating green infrastructure, and potentially a spacious layout with vernacular architecture would help to ensure the Site is in-keeping with the existing setting but also makes an improved contribution to character.</i></p>	+	S-LT	L
16 Achieve sustainable levels of prosperity and growth throughout the plan area	+/-	The proposed development would situate new residents in a location with excellent access to a diverse range of employment opportunities. It is uncertain if it would result in the loss of existing economic land use (The Range) of the existing economic use is currently unviable or would be relocated.	+/-	S-LT	H
17 Maintain and enhance the vitality and viability of town and retail centres	+/-	The proposed development would situate new residents in proximity to the centre and could potentially rejuvenate a site near the centre. It is uncertain if it would result in the loss of existing economic land use (The Range) of the existing economic use is currently unviable or would be relocated.	+/-	S-LT	H
18 Encourage efficient patterns of movement, promote	++	The site is within 500m of multiple bus stops and is 1.2km north west of Ipswich Railway Station. Access via foot, cycle and the strategies road network is very good. The Site is in proximity to jobs, services, amenities and open spaces.	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>IP279 – Former British Telecom Office, Bibb Way</b>	<b>Existing use:</b>	Offices and parking
<b>Site Area (ha):</b>	1.67	<b>Proposed No. Dwellings:</b>	104
<b>Description:</b>	Mix of flats and studios, based on prior approval application 18/00470/P3JPA		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	+	The site is within 500m of a place of worship (St Matthews Church, Burlington Baptist Church and Elim Pentecostal Church). The Site is also within 1km of a local or key service centre (Norwich Road District Centre) and a cultural or leisure facility (e.g. Ipswich Town FC and Cineworld).  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2	+	The site provides 144 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3	++	The site is within 1 km of a GP surgery (e.g. Burlington Road Surgery) and within 500m of a play area or sports facility (adjacent to Alderman Canal local nature reserve and green space with playground facilities).  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	M
4	-	The site is adjacent to the A1071 and a bus depot and is therefore likely to expose residents to a major source of noise, air or light pollution.  <i>The Site should have a noise and air quality assessment. Green infrastructure screening to reduce light pollution from the adjacent A-road should be incorporated into the development. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	L
5	+	The Site is located within 1km of St Matthew's Church of England Primary School and within 2km of Stone Lodge Academy, Stoke High and St Joseph's	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
education and skills in the population overall		College. The site is within 2km of The University of Suffolk campus.			
6 To conserve and enhance water quality and resource	-	The site is adjacent to water bodies. The site is within Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-LT	L
7 To maintain and where possible improve air quality	-	Site has potential to moderately increase emissions to air due to the scale of proposed development and associated increase in traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>	-	S-LT	L
8 To conserve and enhance soil and mineral resources	++	Site is on brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 Reduce emissions of GHG from energy consumption	-	The construction and occupation phases of the proposed Development would be expected to result in a net increase in air pollution in relation to existing levels. The site is adjacent to sustainable transport opportunities and jobs (Russel Road employment area).  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11 Reduce vulnerability to climatic events and flooding	+	Site is in Flood Zone 1 and not at risk of surface water flooding.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	S-LT	M
12 Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	-	<p>Site is adjacent to the Alderman Canal County Wildlife Site, Alderman Canal East LNR and Alderman Canal West LNR. The extent of green infrastructure proposed is unknown at this stage - brownfield site. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors.</i></p>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	O	<p>Site is unlikely to have a significant impact on the historic environment.</p>	O	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The proposed development would be likely to have a positive effect on the local townscape character. The broad proposed design or appearance is unknown at this stage, although the Site would result in the redevelopment of an urban brownfield site with opportunities to improve local character.</p> <p><i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character.</i></p> <p><i>To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.</i></p>	+	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The proposed development would situate new residents in proximity to a range of employment opportunities.</p>	+	S-LT	H
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>The proposed development would situate new residents in proximity to the centre. It may also be an opportunity to rejuvenate the Site.</p>	++	S-LT	H
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>Site is within 500 m of a bus service / stop or railway station and an existing area of open space (Alderman Canal LNR). The site is also within 1km of Norwich road District Centre and other retail and service areas. The site's proximity to key services and employment areas is likely to encourage walking or cycling. The site would have adequate highways access or is easily provided.</p>	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>IP283 25 Grimwade Street</b>	<b>Existing use:</b>	Car parking spaces and large building
<b>Site Area (ha):</b>	0.27	<b>Proposed No. Dwellings:</b>	12
<b>Description:</b>	Erection of 12 dwellings (6x two-bedroom; 5x three-bedroom and 1x four-bedroom); 2 flats (1x one bedroom and 1x studio); and 4 offices (370sqm GIA); ancillary parking (19 spaces), following demolition of existing buildings and highway works.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The proposed development would situate new residents in proximity to services, amenities, jobs and an existing community. They are therefore unlikely to feel excluded.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	Site will provide 12 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	++	Site is 200m south east of Orchard Medical Practice and 400m north west of Alexandra Park. The site would situate new residents within an existing community.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	M
4 <i>To improve the quality of where people live and work</i>	-	Site would situate new residents adjacent to the A1156, which would be expected to be a major source of noise, air and light pollution.  <i>The site should have a noise and air quality assessment. Green infrastructure screening to reduce light pollution from the adjacent A-road should be incorporated into the development. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	L
5 <i>To improve levels of education and skills in the population overall</i>	++	Site is within 300m of St Helen's Nursery and Primary School and within 2km of Stoke High Secondary School. The site is 200m north west of Suffolk New College.	++	S-LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6 To conserve and enhance water quality and resource	-	Site is in groundwater SPZ3. The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i>	-	S-LT	L
7 To maintain and where possible improve air quality		The proposed development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i>		S-LT	L
8 To conserve and enhance soil and mineral resources	++	The site is located on a brownfield land and would therefore constitute an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. Promote sustainable management soils during construction and re-use excavated soils where feasible.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11 Reduce vulnerability to climatic events and flooding	+	Site is in Flood Zone 1 and not at risk of surface water flooding.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	S-LT	M
12 Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	L
13 To conserve and enhance biodiversity and geodiversity	O	The site is not in proximity to a designated nature conservation site, is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs.</i>	+	S-LT	L



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
14 <i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	+	A range of Grade II Listed Buildings are within 100m north of the Site along St Helens Street. The Site is currently car parking spaces and a large student union club building. It is considered to be likely that the proposed residential Development would not discernibly alter the setting of these heritage assets.  <i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	+	S-LT	M
15 <i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	+	It is considered to be likely that the proposed development would be an opportunity to enhance the Site's contribution to the local character.  <i>A high-quality design with green infrastructure and vernacular architecture should be incorporated into the Development to help ensure that Site makes a positive impact on the local character.</i>	+	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The propose development would situate new residents in proximity to a range of employment opportunities.	+	S-LT	H
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The proposed development would situate new residents in proximity to the centre and could potentially be an opportunity to rejuvenate the site.	+	S-LT	H
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The Site is within 500m of several bus stops and is 1.4km from Ipswich Railway Station as well as 1.4km from Derby Road Railway Station. Pedestrian and cycle access is very good, as is access via the strategic road network. The Site is in proximity to services, amenities and open spaces.	++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>IP031 Burrell Road</b>	<b>Existing use:</b>	Car park
<b>Site Area (ha):</b>	0.7	<b>Proposed No. Dwellings:</b>	28
<b>Description:</b>	Including land to the east with access from Burrell Road		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship. The Site is also within 1km of a local or key service centre and multiple cultural and leisure facilities.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The site provides 28 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The site is within 1 km of a multiple GP surgeries. The site is 500m of a sports facility and within 1km of a green public space. The site's proximity to services, amenities and employment areas would be likely to encourage walking and cycling.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	M
4	<i>To improve the quality of where people live and work</i>	-	The site would situate new residents' adjacent to the B1075 which would be a source of noise, air and light pollution.  <i>The Site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the B-road. To reduce air pollution set houses as far back from the main road as possible and use landscaping.</i>	-	S-LT	L
5	<i>To improve levels of education and skills in the population overall</i>	+	The site is located within 1km of St Matthew's Church of England Primary School. The site is also within 2km of Stoke High Secondary School. The site is within 1km of The University of Suffolk campus.	+	S-LT	L
6	<i>To conserve and enhance water quality and resource</i>	--	The site is adjacent to the River Orwell. The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination of the River and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	-	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
7	To maintain and where possible improve air quality		The proposed development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>		S-LT	L
8	To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9	To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	--	The Site is in Flood Zone 3 and the south-west corner is at a high risk of surface water flooding.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the site should be designed to include green infrastructure and SUDS. Appropriate flood defence mechanisms agreed in advance with the EA should also be incorporated.</i>		S-LT	M
12	Safeguard the integrity of the coast and estuaries	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	O	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	-	<p>The Site is adjacent to the River Orwell County Wildlife Site. The site is at a low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>The Construction phase should avoid contamination or pollution of the adjacent river. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site could be considered.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>	+	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	+	<p>The site coincides with Ipswich Conservation Area. 45m south of the Site is the Grade I Listed Building Church of St Mary at Stoke. The proposed Development is considered to be an opportunity to enhance the Site's contribution to the local character and the setting of these heritage assets by replacing the existing brownfield's use with a high-quality development.</p>	+	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The proposed Development could be an opportunity to enhance the Site's impact on the local character through high quality design and green infrastructure.</p> <p><i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i></p>	+	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The proposed development would provide new residents with excellent access to various employment areas.</p>	+	S-LT	H
17	Maintain and enhance the vitality and viability of town and retail centres	+	<p>The proposed development would provide new residents with excellent access to the central area.</p>	+	S-LT	H
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>The proposed development would situate new residents in proximity to multiple bus stops, as well as to within 500m of Ipswich Railway Station. The site's proximity to services, amenities and employment areas would be likely to encourage walking and cycling. Access via the strategic road network is also very good. The proposed Development would result in the loss of a car park and it is unclear the extent to which this would alter the capacity of local car parking spaces in relation to the growing need.</p>	++	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>IP037 Island Site</b>	<b>Existing use:</b>	Mix of uses – boat building, fitting and servicing, pub/restaurant, industrial uses
<b>Site Area (ha):</b>	6.02	<b>Proposed No. Dwellings:</b>	421
<b>Description:</b>	Residential-led mixed use scheme. Additional uses could include office, leisure or small-scale retail.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1 <i>To reduce poverty and social exclusion</i>	+	The site is within 500m of a place of worship. The Site is also within 1km of a local or key service centre and multiple cultural and leisure facilities. Residents would be likely to feel situated in the middle of an existing community. However, there are fairly limited entrance and exit points off the island and residents may therefore find that reaching community centres can take a relatively long time.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2 <i>To meet the housing requirements of the whole community</i>	+	The site provides 421 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3 <i>To improve the health of the population overall and reduce health inequalities</i>	+	Several GP surgeries are within 1km of the island. Access to sports facilities, open spaces and play grounds is somewhat limited from this location, although it is expected that the site would be masterplanned with open space provided for. It is also expected that improved access to the island for pedestrians would be provided, which could encourage walking and cycling.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	+	S-LT	M
4 <i>To improve the quality of where people live and work</i>	+	The proposed development would help to situate a large quantity of new residents away from major sources of noise, air and light pollution. The location of the site, being on an island surrounded by some waterfronts and the marina, may permit a high quality of life for new residents.	+	S-LT	L
5 <i>To improve levels of education and skills in</i>	++	School Albion and Pipers Vale Primary Schools are both within 500m of the Site. Stoke High School is 1km south west.	++	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
the population overall					
6 To conserve and enhance water quality and resource		The site is on an island surrounded by the River Orwell and Neptune Marina. The site is within the Groundwater Source Protection Zone 3. The proposed Development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater as well as the river and the marina, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff.</i>	-	S-LT	L
7 To maintain and where possible improve air quality		The proposed Development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>		S-LT	L
8 To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities</i>	-	S-LT	L
10 Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11 Reduce vulnerability to climatic events and flooding	--	The Site is in Flood Zone 3.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the site should be designed to include green infrastructure and SUDS. Appropriate flood defence mechanisms agreed in advance with the EA should also be incorporated.</i>	-	S-LT	M
12 Safeguard the integrity of the coast and estuaries	-	Due to being in proximity to the River Orwell, which is hydrologically linked to the Stour and Orwell SPA, the construction and occupation of the proposed development could potentially have an adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the</i>	0	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
		<i>development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>			
13 To conserve and enhance biodiversity and geodiversity	--	<p>The site is surrounded on all sites by the River Orwell County Wildlife Site. The site is at a low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly. The extent of green infrastructure proposed is unknown at this stage. However, the high density of proposed housing (90dph) will limit outdoor space and green infrastructure.</p> <p><i>It is considered to be unlikely that the operation and occupation phases of the proposed development would pose a greater risk to the wildlife site more than the site's current use does. However, the construction phase poses a risk to the wildlife site through pollution or contamination. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff.</i></p> <p><i>Assessments of impacts on the Orwell SPA will be updated in light of HRA findings when possible.</i></p>	-	S-LT	L
14 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>The site is within Ipswich Conservation Area and an area of Archaeological importance. Whilst there are no Listed Buildings in particularly proximity, the site sits in the centre of Ipswich and is highly visible from a number of locations, playing an important role in the local character.</p> <p><i>A high-quality design should be adopted, along with vernacular infrastructure and blue and green infrastructure throughout the Site to help ensure it makes a positive contribution to the local character as well as on views from sensitive heritage assets. A heritage statement may be required in light of the area of archaeological importance.</i></p>	+	S-LT	M
15 Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	+	<p>The site sits in the centre of Ipswich and is highly visible from a number of locations, playing an important role in the local character. The Site is currently used for a variety of purposes and is not considered to be particularly visually attractive. The proposed Development would be an opportunity to enhance the site's contribution to the local townscape character and to make a more positive contribution to views for sensitive receptors including users of the marina.</p> <p><i>A high-quality design should be adopted, along with vernacular infrastructure and blue and green infrastructure throughout the Site to help ensure it makes a positive contribution to the local character. Taller buildings would preferable be situated in a location and layout that helps to avoid completely distorting the sense of place.</i></p>	+	S-LT	L
16 Achieve sustainable levels of prosperity and growth throughout the plan area	++	The proposed development would situate new residents in proximity to a range of employment opportunities and also provide new jobs in the centre of Ipswich.	++	S-LT	H
17 Maintain and enhance the vitality and viability of town and retail centres	++	The proposed development would situate new residents and new jobs in proximity to the centre of Ipswich and would be likely to help rejuvenate the location.	++	S-LT	H
18 Encourage efficient patterns of movement, promote sustainable travel of	+	The proposed development would situate new residents fairly isolated from bus stops, the nearest being off the island. It is expected that the development would provide enhanced pedestrian access which may help to encourage good rates of walking and cycling. There are fairly limited access options onto the site, including for car, although these would be enhanced following the development. Ipswich Railway Station is 1km west.	+	S-LT	M



SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents. <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>IP066 JJ Wilson and land to rear at Cavendish Street</b>	<b>Existing use:</b>	Warehousing.
<b>Site Area (ha):</b>	0.32	<b>Proposed No. Dwellings:</b>	47
<b>Description:</b>	100% residential.		

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	+	The site is within 500m of a place of worship (Holy Trinity and St Clemants Church), however development of the site would lead to the loss of Hope Church. The site is within 200m of a local or key service centre (Duke Street District Centre) and 1km of a cultural or leisure facilities (e.g. Goals Ipswich). <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2	+	The site provides 47 new homes. <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3	++	The site is within 1 km of a GP surgery (Orchard Road Medical Practice), a sports facility (Goals Ipswich) and within 300m of a green public space (Holywells Park). <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	M
4	-	The site is adjacent to the A1156 and is therefore likely to expose residents to a major source of noise, air or light pollution. <i>The Site should have a noise and air quality assessment. Additionally, the use of environmental screening to reduce noise and light pollution from the adjacent A-road. To reduce air pollution set houses as far back from the main road as possible.</i>	-	S-LT	L
5	+	The site is located within 1km of St Helen's Nursey and Primary School and Clifford Road Primary School. The site is also within 2km of Stoke High and Copleston High Secondary Schools. The site is within 500m of The University of Suffolk campus.	+	S-LT	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
population overall					
6 To conserve and enhance water quality and resource	-	The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff</i>	-	S-LT	L
7 To maintain and where possible improve air quality	-	The proposed development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.  <i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of cycle storage and walking and cycling routes into and out of the Site would help to reduce emissions associated with transport.</i>	-	S-LT	L
8 To conserve and enhance soil and mineral resources	++	Site is brownfield and the proposed development would therefore make for an efficient use of land and potentially an opportunity to remediate contaminated land.  <i>The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.</i>	++	S-LT	L
9 To promote the sustainable management of waste	-	The proposed development at each location would be expected to result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.</i>	-	S-LT	L
10 Reduce emissions of GHG from energy consumption	-	The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site is adjacent to sustainable transport opportunities (e.g. bus stops), 600m of jobs (West Bank Terminal area employment areas) and 500m from Stoke Park Drive District Centre.  <i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i>	-	S-LT	L
11 Reduce vulnerability to climatic events and flooding	+	The site is within a low risk flood zone and is not at risk of surface water flooding. The extent of green infrastructure proposed is unknown at this stage.  <i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i>	+	S-LT	M
12 Safeguard the integrity of the coast and estuaries	O	Site is unlikely to have a discernible effect on any designation associated with the coast or estuary	O	N/A	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13 <i>To conserve and enhance biodiversity and geodiversity</i>	-	The site is adjacent to Mitre Way County Wildlife Site. The site is at low risk of affecting protected or priority species and is unlikely to affect habitat connectivity significantly.  <i>In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Particular consideration should be given to protecting green infrastructure, including trees on the Site's southern perimeter, that are likely to functionally linked with the wildlife site.</i>	O	S-LT	L
14 <i>Conserve and where appropriate enhance areas and assets of historical &amp; archaeological importance</i>	O	There are several Grade II Listed Buildings within 300m of the site. However, given the lay of the land and the existing built form between these assets and the site, as well as the fact that the site is currently used for warehousing, the proposed Development would not be expected to discernibly impact the historic environment.  <i>High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.</i>	O	S-LT	M
15 <i>Conserve &amp; enhance the quality &amp; local distinctiveness of landscapes and townscapes</i>	+	The proposed Development would be an opportunity to enhance the Site's current impact on the local townscape character through high quality design and green infrastructure.  <i>A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed development makes a positive contribution towards the local townscape character.</i>	+	S-LT	L
16 <i>Achieve sustainable levels of prosperity and growth throughout the plan area</i>	+	The proposed development would situate new residents in proximity to a range of employment areas.	+	S-LT	H
17 <i>Maintain and enhance the vitality and viability of town and retail centres</i>	+	The proposed development would situate new residents in proximity to the centre of Ipswich and may also help to rejuvenate this site.	+	S-LT	H
18 <i>Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.</i>	++	The site is within 200m of Duke Street District Centre, 300m of a green public space (Holywells Park) and adjacent to a bus service. The site's proximity to key services and employment areas is also likely to encourage walking or cycling. Access via the strategic road network is also very good.	++	S-LT	M
19 <i>To ensure that the digital infrastructure available meets the needs of current and future generations</i>	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the Site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

<b>Site Name and Ref:</b>	<b>Humber Doucy Lane Broad Area</b>	<b>Existing use:</b>	Greenfield
<b>Site Area (ha):</b>	c.15.17	<b>Proposed No. Dwellings:</b>	375 (approx.)
<b>Description:</b>	Broad area for housing and associated facilities that could potentially be delivered after 2031, on the north-eastern perimeter of Ipswich adjacent to existing protected open spaces, playing fields and allotments. It is expected that development would not occur until the necessary access infrastructure has been provided for.		

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	<i>To reduce poverty and social exclusion</i>	+	The broad area has excellent access to community facilities and sports facilities as well as several play areas, including Ipswich Rugby Club and Gretna Gardens Allotments. Whilst it is on the periphery of Ipswich, it is adjacent to existing residential development and would situate new residents within an existing community.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
2	<i>To meet the housing requirements of the whole community</i>	+	The proposed Development would provide approximately 375 new homes.  <i>Ensure development provides sufficient affordable/social housing.</i>	+	S-LT	M
3	<i>To improve the health of the population overall and reduce health inequalities</i>	++	The nearest GP surgeries are approximately 1km south of the broad area, in and around the same area as Ipswich Hospital. Residents at the broad area would have excellent access to play areas, sports facilities as well as the countryside and a diverse range of natural habitats. The proximity of the Site to various facilities may also encourage walking and cycling. Residents may be willing to walk or cycle to central areas should access to safe routes be provided for.  <i>Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.</i>	++	S-LT	M
4	<i>To improve the quality of where people live and work</i>	++	The broad area would situate new residents away from major sources of noise, air and light pollution and would be likely to facilitate high quality and active lifestyles.	++	S-LT	L
5	<i>To improve levels of education and skills in the population overall</i>	+	Residents here would be expected to be within approximately 2km of Rushmere Hall Primary School and within 1km of St Albans Catholic High School.	+	S-LT	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
6	To conserve and enhance water quality and resource	-	<p>There are several small streams in the area and it is likely that development would coincide or be adjacent to a natural watercourse. The site is within the Groundwater Source Protection Zone 3. The proposed development would also be expected to result in a net increase in water consumption.</p> <p><i>Development in the area should seek to avoid coinciding or being adjacent with a natural watercourse. To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.</i></p>	-	S-LT	L
7	To maintain and where possible improve air quality	-	<p>The proposed development would be likely to result in a net increase in air pollution, primarily due to a rise in local traffic.</p> <p><i>To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.</i></p>	-	S-LT	L
8	To conserve and enhance soil and mineral resources	-	<p>The broad area is largely comprised of greenfield and previously undeveloped land. The proposed development would therefore be expected to result in a net loss of agriculturally and ecologically valuable soil, potentially including Grade 2 ALC soils (i.e. BMV).</p> <p><i>The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase with best efforts made to reduce compaction, erosion and contamination of soils.</i></p>	-	S-LT	L
9	To promote the sustainable management of waste	-	<p>The proposed development would be expected to increase the amount of waste sent to landfill from this location. Given the broad area is greenfield, options for reusing buildings would be non-existent.</p> <p><i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible.</i></p>	-	S-LT	L
10	Reduce emissions of GHG from energy consumption	-	<p>The construction and occupation of the proposed development would be expected to result in a net increase in air pollution. The potential for energy efficiency or renewable energy sources is unknown at this stage. The site has good access to bus links, including those on Humber Doucy Lane. The nearest railway station is 2.5km south west at Derby Road. The Site is within 2km of central areas and various employment areas.</p> <p><i>To reduce air pollution the development should be designed to maximise energy efficiency, through sustainable design and renewable energy.</i></p>	-	S-LT	L
11	Reduce vulnerability to climatic events and flooding	+	<p>The broad area is in Flood Zone 1 and is not at risk of surface water flooding.</p> <p><i>To reduce future flood risk the development should be designed to include green infrastructure and SUDS.</i></p>	+	S-LT	M
12	Safeguard the integrity of the coast and estuaries	0	<p>Site is unlikely to have a discernible effect on any designation associated with the coast or estuary</p>	0	N/A	L

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Score	Duration	Uncertainty
13	To conserve and enhance biodiversity and geodiversity	-	<p>The site has potential to reduce habitat connectivity, by increasing distances between habitats and agricultural areas. Additionally, the site could potentially affect priority or protected species as it is agricultural land (e.g. breeding birds).</p> <p>The proposed development would be unlikely to impact a statutorily protected biodiversity site.</p> <p><i>In order to maintain habitat connectivity and enhance biodiversity green infrastructure comprised of a diverse range of natural species should be incorporated into the Development. Existing green infrastructure, including hedgerow, scrubland and trees should be preserved and incorporated into the proposed Development to help conserve the Site's wildlife corridor capacity.</i></p>	-	S-LT	L
14	Conserve and where appropriate enhance areas and assets of historical & archaeological importance	-	<p>There are three Grade II Listed Buildings within 300m of the broad area and it is likely that the proposed development would alter their setting.</p> <p><i>The proposed development should seek to adopt a high-quality design and a considerate layout that seeks to preserve views for local receptors. A large quantity of high-quality green infrastructure should be incorporated throughout along with vernacular architecture that help to ensure the broad area makes a positive contribution to the setting of nearby heritage assets.</i></p>	-	S-LT	M
15	Conserve & enhance the quality & local distinctiveness of landscapes and townscapes	-	<p>The landscape character of the site and its surroundings are characterised in the Settlement Sensitivity Assessment (2018).</p> <p>The proposed development would be likely to result in a major alteration to the local landscape character and would extend the built form into the countryside. It would be difficult to ensure all development in the broad area is in keeping with the local and distinctive character and views for sensitive receptors, including users of the local PRoW or outdoor sports facilities, would be likely to be significantly altered.</p> <p><i>The proposed development should seek to adopt a high-quality design and a considerate layout that seeks to preserve views for local receptors. A large quantity of high-quality green infrastructure should be incorporated throughout along with vernacular architecture that help to ensure the broad area makes a positive contribution to the local landscape and townscape character. To reduce light pollution smart lighting systems should be considered in the site design.</i></p>	-	S-LT	L
16	Achieve sustainable levels of prosperity and growth throughout the plan area	+	<p>The proposed development would situate residents in proximity to multiple employment areas within 1km of the Site. The provision of associated infrastructure may help to make a positive contribution to the local economy.</p>	+	S-LT	H
17	Maintain and enhance the vitality and viability of town and retail centres	++	<p>Site would situate new residents and create new jobs in proximity to retail and town centres in Ipswich and could be an opportunity to rejuvenate the current site use.</p>	++	S-LT	H
18	Encourage efficient patterns of movement, promote sustainable travel of transport and ensure good access to services.	++	<p>Site is within 500m of several bus stops and is 2.5km north east of Derby Road Railway Station. The site is in proximity to services, amenities, open spaces and employment areas. Pedestrian and cycle access, as well as access via the strategic road network, would be likely to be very good following the provision of necessary access infrastructure.</p>	++	S-LT	M

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
19	To ensure that the digital infrastructure available meets the needs of current and future generations	+	Site is unlikely to have a discernible effect on digital infrastructure or broadband speeds. As the site is in an urban area it is likely to be more accessible for fast broadband technology, the delivery of which would cater to the needs of a large portion of residents.  <i>Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.</i>	+	N/A	L

Site Names & Refs:	Existing use:	Site ha:	Proposal:	Description:
<b>IP347 Mecca Bingo, Lloyds Avenue</b>	Brownfield, former bingo hall		650m <sup>2</sup> retail use	In proximity to the existing retail core and would build upon the existing well-functioning retail centre.
<b>Units in Upper Princes Street</b>	Brownfield, various buildings		675m <sup>2</sup> retail use	Retail use.
<b>IP049 No 8 Shed Orwell Quay</b>	Brownfield, surface car park		Multi-storey car park	Long stay car parking
<b>Coop Depot, Boss Hall Road</b>	Brownfield, Coop buildings		500m <sup>2</sup> retail use	Allocated to meet the need for comparison shopping floorspace as part of the new Sproughton Road District Centre. Development will be at an appropriate scale for a district centre in accordance with CS14.

SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
1	To reduce poverty and social exclusion	IP347 +	The proposed development at each site would provide new floorspace for retail businesses. These would be in proximity to residential areas and would be likely to contribute towards reducing unemployment, regenerating brownfield sites in central areas and contributing towards a sense of community.	IP347 +	M-LT	M
		UIUPS +		UIUPS +	M-LT	M
		IP049 +		IP049 +	M-LT	M
		CDBHR +		CDBHR +	M-LT	M
2	To meet the housing requirements of the whole community	IP347 O	Each site is allocated for retail use or for car parking and would be unlikely to have a discernible impact on housing.	IP347 O	N/A	L
		UIUPS O		UIUPS O	N/A	L
		IP049 O		IP049 O	N/A	L
		CDBHR O		CDBHR O	N/A	L
3	To improve the health of the population overall and reduce health inequalities	IP347 O	Each site is allocated for retail use or for car parking and would be unlikely to have a discernible impact on health.	IP347 O	N/A	L
		UIUPS O		UIUPS O	N/A	L
		IP049 O		IP049 O	N/A	L
		CDBHR O		CDBHR O	N/A	L
4	To improve the	IP347 +	Each retail site would situate retail uses within existing retail areas. This would help to ensure it is an appropriate location that discords with, for	IP347 +	S-LT	M



SA Objective Topics (See SA Framework)		Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	<i>quality of where people live and work</i>	UIUPS +	example, a residential area. The proposed allocation of each site may be an opportunity to improve the working environment for residents in these locations. The proposed car park at IP049 would replace an existing car park and also help to avoid siting a new car park in a residential location in a manner that may reduce the quality of the living environment.	UIUPS +	S-LT	M
		IP049 +		IP049 +	S-LT	M
		CDBHR +		CDBHR +	S-LT	M
5	<i>To improve levels of education and skills in the population overall</i>	IP347 +	IP049 is allocated for a car park and would be unlikely to have any impact on education or skills. The proposed retail sites could potentially provide residents of Ipswich with access to employment opportunities that teach them new skills.	IP347 +	S-MT	L
		UIUPS +		UIUPS +	S-MT	L
		IP049 O		IP049 O	N/A	L
		CDBHR +		CDBHR +	S-MT	L
6	<i>To conserve and enhance water quality and resource</i>	IP347 O	Each site is in groundwater SPZ 3. IP049 is within a few meters of the Neptune Marina. The construction phase of the proposed multi-storey car park could potentially pose a risk to the quality of water here. The proposed allocation of each site would not be expected to impact on the consumption of water resources.  <i>To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the development to control surface water runoff where feasible.</i>	IP347 O	N/A	L
		UIUPS O		UIUPS O	N/A	L
		IP049 -		IP049 -	S-LT	L
		CDBHR O		CDBHR O	N/A	L
7	<i>To maintain and where possible improve air quality</i>	IP347 O	The proposed retail allocations could potentially lead to an increase in air pollution associated with those travelling to work or shop via car, although this would be alleviated to some extent by the excellent access to public transport at these locations.  The proposed car park and IP049 could encourage higher rates of driving into the local area which could exacerbate air pollution here.  <i>Users of the car park should be provided with access to electric car charging points to facilitate the use of low-emission vehicles. Safe and convenient pedestrian and cycle access into retail areas should be provided for the use of shoppers and workers to encourage walking and cycling.</i>	IP347 O	M-LT	M
		UIUPS O		UIUPS O	M-LT	M
		IP049 O		IP049 O	M-LT	M
		CDBHR O		CDBHR O	M-LT	M
8	<i>To conserve and enhance soil and mineral resources</i>	IP347 ++	Each site is a brownfield site and is considered to be an efficient use of land. At each site, there could potentially also be an opportunity for the remediation of contaminated land, particularly at the surface car park present in IP049.	IP347 ++	S-LT	L
		UIUPS ++		UIUPS ++	S-LT	L
		IP049 ++		IP049 ++	S-LT	L
		CDBHR ++		CDBHR ++	S-LT	L
9	<i>To promote the sustainable management of waste</i>	IP347 -	The proposed development at each retail site allocated could potentially result in a net increase in the quantity of waste sent to landfill. Options for reusing buildings or existing materials are uncertain. The car park at IP049 may potentially lead to an increase in waste generation during the construction phase.  <i>Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible.</i>	IP347 -	S-LT	L
		UIUPS -		UIUPS -	S-LT	L
		IP049 -		IP049 -	S-LT	L
		CDBHR -		CDBHR -	S-LT	L
10	<i>Reduce emissions of</i>	IP347 -	The construction and operation of the proposed retail development would be expected to result in a net increase in air pollution, largely due to an associated increase in road traffic. Each retail site has good access to	IP347 -	S-LT	M

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
GHG from energy consumption	UIUPS -	sustainable transport modes which may help to limit increase in air pollution associated with transport. The proposed multi-storey car park could potentially encourage higher rates of driving to this location and nearby areas, which would result in an increase in GHG emissions here.  <i>The proposed development at each site incorporate a sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at the car park</i>	UIUPS -	S-LT	M
	IP049 -		IP049 -	S-LT	M
	CDBHR -		CDBHR -	S-LT	M
1 1 Reduce vulnerability to climatic events and flooding	IP347 +	Each retail site is in Flood Zone 1 and not at risk of surface water flooding, other than the Units at Princes Street Site which has a small are at a medium risk of surface water flooding. IP049 sits within Flood Zone 3 and has some land at a medium risk of surface water flooding. The car park would therefore be exposed to some flood risk, although this may be a more suitable use of the site than homes or businesses.  <i>All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS where feasible.</i>	IP347 +	S-LT	L
	UIUPS +		UIUPS +	S-LT	L
	IP049 -		IP049 -	S-LT	L
	CDBHR +		CDBHR +	S-LT	L
1 2 Safeguard the integrity of the coast and estuaries	IP347 O	The proposed retail sites would be expected to have no discernible impacts on the estuary or coast. Due to IP049 being adjacent to the Marina, which is hydrologically linked to the Stour and Orwell SPA, the construction of the proposed car park could potentially have a minor adverse impact on the Coasts and Estuaries objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP347 O	N/A	L
	UIUPS O		UIUPS O	N/A	L
	IP049 -		IP049 -	S-LT	M
	CDBHR O		CDBHR O	N/A	L
1 3 To conserve and enhance biodiversity and geodiversity	IP347 O	The proposed retail allocations would be expected to have no discernible impact on the biodiversity objective.  Due IP049 being adjacent to the Marina, which is linked to an important wildlife corridor in the Borough and which is hydrologically linked to the Stour and Orwell SPA as well as the River Gipping CWS. The construction of the proposed car park could potentially have an adverse impact on the Biodiversity Objective.  <i>Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.</i>	IP347 O	N/A	L
	UIUPS O		UIUPS O	N/A	L
	IP049 -		IP049 -	S-LT	M
	CDBHR O		CDBHR O	N/A	L
1 4 Conserve and where appropriate enhance areas and assets of historical & archaeological importance	IP347 O	The proposed retail site allocations would be unlikely to have a discernible impact on the historic environment and they would be in-keeping with the existing local character. And due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local setting. The proposed multi-storey car park at IP049 is adjacent to the Conservation Area and within 300m of numerous Listed Buildings. Given the presence of existing multi-storey-built form on the northern and southern perimeters of	IP347 O	N/A	L
	UIUPS O		UIUPS O	N/A	L

SA Objective Topics (See SA Framework)	Site Scores	Commentary <i>Recommendations/mitigation</i>	Residual Scores	Duration	Uncertainty
	IP049 -	the site, impacts on the setting of the Conservation Area or Listed Buildings would be likely to be mostly screened and to be minor. However, it is considered to be likely that in some locations the car park would alter views and the setting of heritage assets.	IP049 -	S-LT	M
	CDBHR O	<i>The design of the car park should be of high quality to ensure it avoids adverse impacts on the local setting and townscape as much as possible. Incorporating green infrastructure could help it to have a positive impact on views and to screen the development.</i>	CDBHR O	N/A	L
1 5	IP347 O	The proposed retail site allocations would be in-keeping with the existing local character. Due to the brownfield nature of the sites the proposed development at each site is an opportunity to improve the local character. Given the presence of existing multi-storey-built form on the northern and southern perimeters of IP049, impacts on the local character would be likely to be mostly screened and to be minor. However, it is considered to be likely that in some locations the car park would alter views and character, particularly to for views over the marina.	IP347 O	S-LT	L
	UIUPS O		UIUPS O	N/A	L
	IP049 -		IP049 -	S-LT	L
	CDBHR O		CDBHR O	N/A	L
1 6	IP347 ++	The proposed retail allocations would help to create new jobs in locations accessible for residents and would contribute towards meeting the desired jobs growth for Ipswich. IP049 would improve the accessibility of employment and central areas for residents.	IP347 ++	S-LT	L
	UIUPS ++		UIUPS ++	S-LT	L
	IP049 +		IP049 +	S-LT	L
	CDBHR ++		CDBHR ++	S-LT	L
1 7	IP347 ++	The proposed retail sites could help to provide a boost to the vitality and vibrancy of the central areas within which they are located. The proposed development is an opportunity to enhance the attractiveness of these areas to increase footfall. IP049 could also help to increase footfall in central areas by enhancing accessibility via car.	IP347 ++	S-LT	L
	UIUPS ++		UIUPS ++	S-LT	L
	IP049 ++		IP049 ++	S-LT	L
	CDBHR ++		CDBHR ++	S-LT	L
1 8	IP347 +	Each retail site is within 500m of multiple bus stops and has relatively good access to Ipswich Railway Station. IP049 would facilitate more efficient movement into and out of central Ipswich via car.	IP347 +	S-LT	L
	UIUPS +		UIUPS +	S-LT	L
	IP049 +		IP049 +	S-LT	L
	CDBHR +		CDBHR +	S-LT	L
1 9	IP347 O	None of the proposed site allocations would be expected to have a discernible impact on digital infrastructure.	IP347 O	N/A	L
	UIUPS O		UIUPS O	N/A	L
	IP049 O		IP049 O	N/A	L
	CDBHR O		CDBHR O	N/A	L

