

# **Final Draft Ipswich Local Plan Review**

## **Schedule of Proposed Main Modifications**

**October 2020**

## Schedule of Proposed Main Modifications

### Introduction

1. Ipswich Borough Council submitted the Ipswich Local Plan Review to the Secretary of State on the 10<sup>th</sup> June 2020 for Examination. Planning Inspectors Karen Baker DipTP MA DipMP MRTPI and Mike Hayden BSc(Hons) DipTP MRTPI have been appointed to hold an independent examination to determine whether the Ipswich Borough Council Local Plan Review is sound.
2. Following the submission on 10<sup>th</sup> June 2020, the Inspectors requested that the Council prepares and submits a spreadsheet equivalent of the Regulation 22 Consultation Statement that was prepared in word format for submission. It was also requested that the Council formulates responses to the representation summaries in the Regulation 22 Consultation Statement Spreadsheet and identify if any main modifications to overcome these representations are recommended by the Council. This was sent to the Inspectors on 31<sup>st</sup> July 2020.
3. In addition to the above, the Council have been working with key stakeholders to prepare Statements of Common Ground (SoCG) on various matters to support the Local Plan Review submission. These SoCGs are at various stages of development with some having been signed prior to submission of the Local Plan Review, some in-between submission and receipt of the Inspectors initial questions letter and others anticipated to be finalised post response to the Inspectors letter but before the examination hearings. The SoCGs include proposed main modifications where necessary.
4. On 17<sup>th</sup> August 2020 the Inspectors wrote to the Council in the form of 'Initial Questions to the Council'. The Inspectors requested that the Council produces a consolidated main modifications schedule because there are main modifications identified in both the SoCGs and the Consultation Statement Spreadsheet. The Inspectors have also confirmed that this should identify any other changes identified by the Council that materially affect the policies in the Local Plan Review. This is in specific reference to a computer error which accidentally omitted two sentences of Policy CS10 of the Core Strategy and Development Management Policies document which the Council had raised to the Inspectors attention post submission.
5. The schedule of proposed main modifications will be a living document whereby it is added to throughout the examination process as appropriate.
6. For clarity, main modifications are proposed changes that would materially affect the policies in the Local Plan Review. This does not include 'additional modifications', sometimes referred to as 'minor modifications', which are concerned with grammatical, formatting and other non-material changes.
7. The schedule below follows the usual convention of ~~striketrough~~ for deletions from the text of the Local Plan Review and underlining for additions to the text. This is in accordance with paragraph 7.7 of The Planning Inspectorate (June 2019) Procedure Guide for Local Plan Examinations.

**Table 1 Proposed Main Modifications to the Core Strategy and Development Management Policies Development Plan Document of the Local Plan Review**

Ref	Page of Final Draft Local Plan Review	Policy/ Paragraph of Final Draft Local Plan Review	Main Modification	Reason
MM1	4	Paragraph 1.2	<p>Modification to paragraph 1.2:</p> <p>This document is the Core Strategy and Policies Development Plan Document for Ipswich. It forms part of the Ipswich Local Plan. It covers three areas of policy.</p> <ul style="list-style-type: none"> <li>• Firstly it sets out a strategic vision and objectives to guide the development of the town (Chapter 6);</li> <li>• Secondly it promotes the spatial strategy for the development of the town to 2036 through strategic policies (<u>ISPA1 – ISPA4 and CS1 – CS20</u>) within the context of the Ipswich Strategic Planning Area (Chapter 8); and</li> <li>• Thirdly, it provides a suite of policies to control, manage and guide development across the Borough (Chapter 9).</li> </ul>	In response to paragraph 6 of the Inspectors Initial Letter dated 17 August 2020.
MM2	10	Paragraph 2.5	<p>Modification to paragraph 2.5:</p> <p>The components of the Ipswich Local Plan are illustrated in Diagram 2. The adopted Local Plan Proposals Map will remain extant until replaced through other development plan documents (DPDs) to be prepared as part of the Ipswich Local Plan. <u>At the time of preparing the Ipswich Local Plan Review, there are no made neighbourhood plans in the Borough.</u></p>	In response to paragraph 6 of the Inspectors Initial Letter dated 17 August 2020.
MM3	30	Paragraph 6.8: Objective 2	<p>Modification to paragraph 6.8: Objective 2:</p> <p>2. GROWTH - At least (a) <del>8,010</del> <u>8,280</u> new dwellings shall be provided to meet the needs of Ipswich within the Housing Market Area between 2018 and 2036 in a manner that addresses identified local housing needs and provides a decent home for everyone, with 31% at the</p>	In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.

			Ipswich Garden Suburb and 15% in the remainder of the Borough being affordable homes; and (b) approximately 9,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Strategic Planning Area between 2018 and 2036.	
MM4	30	Paragraph 6.8: Objective 5	Modification to paragraph 6.8: Objective 5:  5. AIR QUALITY <u>AND CLIMATE CHANGE</u> - Every development should contribute to the aim of reducing Ipswich's carbon emissions below 2004 levels.	To overcome representation ID 26367 (Save Our Country Spaces) and 26497 (Northern Fringe Protection Group).
MM5	32	Paragraph 6.16	Modification to paragraph 6.16:  <u>An update of the Council's Level 2 Strategic Flood Risk Assessment (SFRA) was revised commenced in 2019. The SFRA is a living document which will be subject to periodic review and update to reflect new modelling data. An updated SFRA was published in October 2020 to reflect new River Gipping Model data. The SFRA provides guidance on residual tidal flood risk and actual fluvial flood risk in Ipswich both for the situation before and after completion of the flood barrier. The SFRA also suggests a makes recommendations for the framework for safe development. The safety framework is detailed in the Council's Development and Flood Risk SPD (September 2013, updated 2016) which is in the process of being to be updated again in response to the changes in flood risk information resulting from the Environment Agency's Gipping Model and includes requirements for:</u>	To reflect the SoCG agreed with the Environment Agency.
MM6	34	Paragraph 7.2	Modification to paragraph 7.2:  The key diagram illustrates on a simple base map: (i) The IP-One Area Action Plan area and, within it, the Portman Quarter, Waterfront and Education Quarter (policy CS3); (ii) Key development locations identified including IP-One, and the District and Local Centres (from policy CS2); (iii) The approach to Ipswich Garden Suburb as the location of development to	To overcome representation Kesgrave Covenant (Rep ID: 26439).



			2036 (from policy CS10); (iv) The cross-border allocation for future development, appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure, proposed at the northern end of Humber Doucy Lane through policy ISPA4; and (v) The ecological network, green corridor and green trail approach to strategic green infrastructure (policy CS16).	
MM7	37	Paragraph 8.9	<p>Modification to paragraph 8.9:</p> <p>On 24th July 2018, the Government published the revised National Planning Policy Framework. It introduces a standard method for calculating housing need based on the latest published household projections and applying an uplift based upon published ratios of median house prices to median workplace earnings (the 'affordability ratio'). This has since been updated in the February 2019 NPPF and the subsequent Planning Practice Guidance (PPG), 'Housing and Economic Needs Assessment (22 July 2019) which provides detailed workings of the Government preferred method. However, using the current standard method and based on the household projections published by the Government in September 2019 and the affordability ratio published by the Office for National Statistics in April 2019 March 2020, the current figures equate to a need for <del>35,334</del> <u>34,200</u> dwellings across the Housing Market Area to reflect the housing figures as calculated using the 2014-based household projections and the <del>2018</del><u>2019</u> affordability ratio published in March <del>2019</del><u>2020</u>. Table 8.1 below shows the figures and, for comparison purposes, the housing need as identified through the Government's Right Homes, Right Places consultation in 2017.</p>	To reflect the publication of the affordability ratios in March 2020. Also to align with the ISPA Statement of Common Ground.
MM8	38	Table 8.1	See Appendix 1 of this document.	To reflect the publication of the affordability ratios in March 2020. Also to align with the ISPA Statement of Common Ground.
MM9	39	Policy ISPA1	<p>Modification to Policy ISPA1: Growth in the Ipswich Strategic Planning Area:</p> <p>Policy ISPA1 Growth in the Ipswich Strategic Planning Area</p>	To reflect the publication of the

			<p>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:</p> <ul style="list-style-type: none"> <li>a) The creation of at least 9,500 jobs through the provision of at least 23.2ha of employment land within Ipswich to contribute towards the Ipswich Functional Economic Area;</li> <li>b) The collective delivery of at least <del>35,334</del> <u>34,200</u> dwellings across the Ipswich Housing Market Area 2018-36; and</li> <li>c) Supporting the continued role of Ipswich as County Town.</li> </ul> <p>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.</p>	<p>affordability ratios in March 2020. Also to align with the ISPA Statement of Common Ground.</p>
MM10	40	Policy ISPA2	<p>Modification to Policy ISPA2: Strategic Infrastructure Priorities:</p> <p>Policy ISPA2 Strategic Infrastructure Priorities</p> <p>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:</p> <ul style="list-style-type: none"> <li>a) A12 improvements;</li> <li>b) A14 improvements;</li> <li>c) Sustainable transport measures in Ipswich;</li> <li>d) Improved cycle and walking routes;</li> <li>e) Appropriate education provision to meet needs resulting from growth;</li> <li>f) Appropriate health and leisure provision to meet needs resulting from growth;</li> <li><u>g) Appropriate provisions to meet the needs of the police; community cohesion and community safety;</u></li> <li><u>h) Green infrastructure and Suitable Alternative Natural Greenspace (SANG);</u></li> </ul>	<p>To reflect the SoCG agreed with East Suffolk Council.</p>

			<p><del>g) i)</del> Improvements to water supply, foul sewerage and sewage treatment capacity; and  <del>h) j)</del> Provision of appropriate digital telecommunications to provide mobile, broadband and radio signal for residents and businesses.</p> <p>The Council also supports work to investigate <del>the feasibility of an Ipswich Northern Route and</del> the provision of increased capacity on railway lines for freight and passenger traffic, but these are not measures needed to enable the delivery of growth through this Local Plan.'</p>	
MM11	40	Paragraph 8.21	<p>Modification to paragraph 8.21:</p> <p>Local authorities in the ISPA have been working collectively on the Recreational <u>Disturbance</u> Avoidance and Mitigation Strategy (RAMS), to mitigate the pressure caused by new developments on these designated sites. The partnership work, supported by Natural England, has established a strategy <del>to mitigate the impacts and is due to be supported by a Supplementary Planning Document that will provide further details in respect of cost implications and subsequent implementation to identify European Sites and develop mitigation measures to counteract potential recreational impact on them. impacts and is due to be</del> This is supported by a Supplementary Planning Document, adopted by the Borough Council that <del>will</del> provides further details in respect of cost implications and subsequent implementation <u>clarifying what is required from developers to mitigate any potential recreational impacts arising from their proposed new development.</u></p>	To reflect the SoCG agreed with East Suffolk Council.
MM12	41	Policy ISPA3	<p>Modification to Policy ISPA3: Cross-boundary mitigation of effects on Protected Habitats and Species:</p> <p>Policy ISPA3: Cross-boundary mitigation of effects on Protected Habitats and Species</p> <p>The Council will continue to work with other authorities to address the requirements of the Recreational <u>Disturbance</u> 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.</p>	To reflect the SoCG agreed with East Suffolk Council.
MM13	41	Policy ISPA4	Modification to Policy ISPA4: Cross Boundary Working to Deliver Sites:	To reflect the SoCG agreed

		<p>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 cross-border allocation for future development of 23.62ha of land within Ipswich Borough in 4 parcels forming ISPA4.1 for future housing growth and associated infrastructure improvements at the northern end of Humber Doucy Lane adjacent to Tuddenham Road. The allocation is shown on the accompanying site sheet for this policy. Development here will substantially need to be appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure.</p> <p>It will require land and infrastructure works and green infrastructure (including Suitable <del>Accessible Alternative</del> Natural Greenspace) <u>to be provided comprehensively as part of the joint master planning. on both sides of the Borough boundary outside Ipswich Borough in order to come forward.</u> Development would be planned and delivered comprehensively and would be master planned jointly with land within East Suffolk Coastal District Council where this is as identified through the Suffolk Coastal Local Plan. Development will include at least 30% affordable housing provision. The percentage and mix will be determined through the master planning process, having regard to policies CS8 and CS12 and the Suffolk Coastal Area Local Plan affordable housing requirement applied to the portion of the site falling within East Suffolk.</p> <p><u>The development must respect the maintenance of separation between Ipswich and the surrounding settlements which is important to the character of the area.</u></p> <p>New homes would be limited to south of the railway line and adjacent to the urban area. The design, layout and landscaping of the development should be carefully designed to preserve the setting of the nearby listed buildings. Infrastructure requirements would include the following but may include other infrastructure which will be determined as part of the joint master planning process:</p> <p>a. Primary school places <u>and an early years setting</u> to meet the need created by the development;</p>	with East Suffolk Council.
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			<p>b. Replacement sports facilities if needed to comply with policy DM5;</p> <p>c. A layout and design that incorporates a 'green trail' walking and cycling route around the edge of Ipswich which also contributes positively to the enhancement of strategic green infrastructure to deliver benefits to both people and biodiversity and to help new developments deliver biodiversity net gain; and</p> <p>d. Transport measures including highway and junction improvements on Humber Doucy Lane and Tuddenham Road, walking and cycling infrastructure to link to key destinations including the town centre, and public transport enhancements.'</p>	
MM14	42	Paragraph 8.24	<p>Modification to paragraph 8.24:</p> <p>One area where a cross-border allocation for future development has been identified is the northern end of Humber Doucy Lane adjacent to Tuddenham Road, where land was promoted through the previous Local Plan Review and again through the call for sites process in 2017. The indicative development capacity of the land within the boundary of Ipswich Borough Council is 496 dwellings. The site sheet ISPA4.1 in Appendix 3 of the Site Allocations DPD provides further information on this indicative capacity. In addition, the Suffolk Coastal Local Plan has allocated a site on the East Suffolk side of the Ipswich boundary. It is essential that the two authorities work together to provide a comprehensive approach to the land as planned development. Policy ISPA 4 identifies the likely impacts of the development which would have to be mitigated in relation to demand arising from potential residents such as transport infrastructure and sustainable transport initiatives to create potential for a substantial modal shift change and green infrastructure. As part of the master plan work, mitigation measures required that arise from demand created by the development will be reconsidered, including possibly the need for <u>convenience retail and</u> healthcare facilities.</p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM15	42	Paragraph 8.27	<p>Modification to paragraph 8.27:</p> <p>A concentration of housing in this location is likely to require a bespoke Suitable <del>Accessible</del> <u>Alternative</u> Natural Greenspace (SANG) in addition to contributions towards the Recreation Avoidance Mitigation Strategy, to function as an alternative to the coast. As proposals for the site progress, consideration should be given to how the nearby SANG being delivered as part of</p>	To reflect the SoCG agreed with East Suffolk Council.

			the Ipswich Garden Suburb and wider footpath network, may be linked to any new SANG provision.	
MM16	42	Paragraph 8.28	<p>Modification to paragraph 8.28:</p> <p>The site allocation at the northern end of Humber Doucy Lane is located at the edge of Ipswich approximately 3.5km from the town centre. Sustainable transport connections will be key to providing linkage to employment and other opportunities. In addition, it is acknowledged that the transport mitigation measures required for the development of the site are <del>challenging</del> and it is essential that significant modal shift is delivered through strong travel plans and other sustainable measures.</p>	To overcome representation Kesgrave Covenant (Rep ID: 26441)
MM17	45	Paragraph 8.44	<p>Modification to paragraph 8.44:</p> <p>Many buildings in Ipswich are at risk of flooding, some from tidal surges, <u>some from fluvial flooding and some and many</u> from heavy rain. This risk will continue to grow as a result of rising sea levels and increasingly heavy rainstorms that can overwhelm drainage systems and cause localised flooding unless mitigation measures are implemented. At the strategic scale, tidal flood risk has been addressed through the effective completion of the Ipswich Flood Defence scheme. However, developments located within the flood plain will still need to address residual risk in accordance with the National Planning Policy Framework (e.g. the risk of defences failing) <u>and will also need to address fluvial risk which may increase over a development's lifetime</u>. Managing surface water run-off is also important. SuDS, rainwater harvesting, storage and where appropriate the use of green roofs or water from local land drainage will be required wherever practical. Such approaches shall be particularly mindful of relevant ecological networks. New buildings need to be more adaptable and resilient to climate change effects in future. This is taken forward through policy DM4.</p>	To reflect the SoCG agreed with the Environment Agency
MM18	45	Paragraph 8.45	<p>Modification to paragraph 8.45:</p> <p>The Council's Strategic Flood Risk Assessment 2011 has been <u>substantially updated. It is a living document and will be subject to periodic review and update to reflect new modelling data as this becomes available</u>. The approach to flood risk and water infrastructure is addressed through policies CS17 and CS18, and DM4. Further guidance is contained in the Development and Flood Risk Supplementary Planning Document 2016, <u>which is also subject to review</u>.</p>	To reflect the SoCG agreed with the Environment Agency.

MM19	49	Policy CS2	<p>Modification to Policy CS2: The Location and Nature of Development (Final Paragraph):</p> <p>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, provided that in all areas it <del>does not compromise</del> <u>respects and responds positively to the</u> heritage assets and the historic character of Ipswich. <u>Further detail on the Council's approach to density is out in Policy DM23 The Density of Residential Development.</u></p>	To reflect the SoCG agreed with Historic England.
MM20	49	Paragraph 8.58	<p>Modification to paragraph 8.58:</p> <p><del>Later in the plan period after 2031, the Council's housing land supply opportunities within the Borough boundary become more limited and, therefore, there will be a need to consider future development opportunities beyond the boundaries with the neighbouring local authorities, in association with the provision of significant infrastructure. Policy CS7 sets out the Borough's housing requirement as identified through objectively assessed housing need. The Council has set out a strategy to meet the requirement through a combination of strategic and more local allocations. In addition, it has thoroughly reviewed the development potential within the Borough boundary through an updated Strategic Housing and Employment Land Availability Assessment (SHELAA) published in January 2020. Part of the Council's ability to meet this requirement depends on development coming forward at but within the boundary of Ipswich, as addressed through policy ISPA4.</del></p>	To reflect the SoCG agreed with Babergh & Mid Suffolk District Councils.
MM21	52	Policy CS3	<p>Modification to Policy CS3: IP-One Area Action Plan (First Paragraph)<sup>1</sup>:</p> <p>The Council <del>will prepare</del> <u>have prepared and implement</u> <del>are implementing</del> 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 <del>will include</del> <u>policies</u> which:</p> <p>a. Define the extent of the Waterfront and the Portman Quarter (formerly Ipswich Village) and set out policy for development within them;</p>	To reflect the SoCG agreed with Historic England.

<sup>1</sup> Other references to the tense of the IP-One Area Action Plan throughout the Local Plan Review will be addressed through the Additional (minor) Modifications table separately.

			<ul style="list-style-type: none"> <li>b. Allocate sites for development in IP-One;</li> <li>c. Set down development principles which will be applied to new development within the Opportunity Areas identified on the IP-One Area inset policies map, unless evidence submitted with applications indicates that a different approach better delivers the plan objectives;</li> <li>d. Define and safeguard the Education Quarter to support the development of the University of Suffolk and Suffolk New College;</li> <li>e. Identify heritage assets which development proposals will need to have regard to and integrate new development with the existing townscape;</li> <li>f. Define the Central Car Parking Core within which parking controls will apply;</li> <li>g. Identify where new community facilities and open space should be provided within IP-One;</li> <li>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</li> <li>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.</li> </ul> <p>Sites and designated areas within the IP-One area <del>will be</del> <u>are</u> identified on a revision of the policies map <del>to be</del> prepared alongside the Development Plan Document.</p>	
MM22	63	Paragraph 8.104	<p>Modification to paragraph 8.104:</p> <p>In July 2018, the Government published the revised National Planning Policy Framework (NPPF), which requires local planning authorities to use a standard method to quantify local housing need. The NPPF was further revised in February 2019 along with updated planning practice</p>	In response to paragraph 9 of the Inspectors Initial Letter



			guidance. This advised that local planning authorities use the 2014-based household projections in their housing need assessments. The effect of this has been to reduce the housing need figure to <del>445-460</del> dwellings per annum 2018 to 2036, or <del>8,010-8,280</del> dwellings for the eighteen year period, as a starting point. Table 3 below sets out the housing land supply and minimum requirement figures as at April <del>2019-2020</del> , looking forward to 2036.	dated 17 August 2020.
MM23	64	Table 3: Housing Land Supply and Minimum Requirement	See appendix 2 of this document.	In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.
MM24	65 – 66	Policy CS7	<p>Modification to Policy CS7: The Amount of New Housing Required:</p> <p>POLICY CS7: THE AMOUNT OF NEW HOUSING REQUIRED</p> <p>a. The Council has a housing requirement of at least <del>8,010-8,280</del> dwellings for the period 2018 – 2036. This equates to an annual average of at least <del>445-460</del> dwellings. <del>The Council will, with its neighbours, keep this figure under review and consider any implications for meeting Ipswich need within the Ipswich Housing Market Area.</del></p> <p>b. The Council will secure the delivery of at least <del>445-460</del> dwellings per year as an average across the plan period to meet need arising from Ipswich. At 1st April <del>2019-2020</del>, <del>223-644</del> dwellings have been completed since the start of the plan period, and <del>1,687-4,006</del> dwellings (discounted figure) are under construction, have planning permission or have a resolution to grant planning permission subject to a s106 agreement within the Borough.</p> <p>The Council will additionally allocate land to provide for at least <del>6,100-4,274</del> dwellings (net) in the Borough. The Ipswich Garden Suburb development will contribute significantly to meeting the housing needs of the Borough throughout the plan period. Sites are identified through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document in accordance with the spatial strategy in this Core Strategy, in addition to the land allocated at the Ipswich Garden Suburb and the northern end of Humber Doucy Lane. <del>700-650</del> dwellings are</p>	<p>In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020. To reflect the SoCG agreed with Babergh &amp; Mid Suffolk District Councils.</p>

			<p>expected to be delivered on small windfall sites between <del>2022</del> <u>2023</u> and 2036 at a rate of 50 per year. The housing land supply for the plan period will consist of:</p> <p>Housing Land Supply</p> <p>Ipswich Garden Suburb (3,500 minus 232 completions expected late 2036 and 1,888 granted planning permission in January 2020) <del>3,268</del> <u>1,380</u></p> <p>Northern end of Humber Doucy Lane allocated through policy ISPA4 496</p> <p>Site Allocations through policy SP2 of the Site Allocations Plan <del>2,750</del> <u>2,657</u></p> <p>Sub-total <del>6,514</del> <u>4,533</u></p> <p>Windfall sites <del>2022</del> <u>2023</u> – 2036 @ 50 p.a. <del>700</del> <u>650</u></p> <p>Total <del>7,214</del> <u>5,183</u></p> <p>c. In accordance with the Planning Practice Guidance, the housing requirement will be stepped to reflect the period when delivery at the strategic site of Ipswich Garden Suburb is expected to take place. From 2024 to 2036, completions at Ipswich Garden Suburb will meet a significant proportion of the annual housing requirement. Delivery will also take place at the northern end of Humber Doucy Lane, appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure. The housing requirement will be stepped as follows:  April 2018 – March 2024 300 p.a. x 6 years = 1800  April 2024 – March 2036 <del>518</del> <u>540</u> p.a. x 12 years = <del>6216</del> <u>6480</u></p> <p>In order to boost delivery in Ipswich, the land supply will include a contingency of at least 10% over the housing requirement of <del>8010</del> <u>8280</u> dwellings. This excludes the Opportunity Sites identified through policy SP4.</p>	
MM25	66	Paragraph 8.109	<p>Modification to paragraph 8.109:</p> <p><del>Due to the constrained nature of the Borough boundary, the Council has a limited capacity</del></p>	To reflect the SoCG agreed with Babergh &

			for future development. The Council is actively working to <u>deliver with neighbouring authorities to its own contribution</u> of the identified housing need <u>within the Borough</u> across the Ipswich Housing Market Area <u>through</u> and <u>prepare aligned Local Plans to deliver it</u> . The Council considers that the Ipswich housing need identified above can be met. Housing delivery will be closely monitored across the ISPA. Ipswich Borough Council has published a Housing Delivery Action Plan to support delivery within the Borough.	Mid Suffolk District Councils.
MM26	66	Paragraph 8.111	<p>Modification to paragraph 8.111:</p> <p>The phasing of housing sites will be informed by the findings of the SHELAA, infrastructure delivery and the preparation of master plans. The SHELAA informs the Council's housing trajectory. It is based on recent contact with developers and landowners. It is from this potential supply that site allocations are drawn. Within the tightly drawn boundary of Ipswich, options for the housing land supply are inevitably limited. <u>The Council's housing trajectory at 1<sup>st</sup> April 2020 is presented in Diagram 4 below, in accordance with paragraph 73 of the NPPF. The sites which form the trajectory at 1<sup>st</sup> April 2020 are listed in Appendix 9. The housing trajectory is updated annually through the Authority Monitoring Report.</u> Table 4 below provides a breakdown of the housing land supply. Delivery will be monitored closely through the Council's Authority Monitoring Report.</p>	In response to paragraph 11 of the Inspectors Initial Letter dated 17 August 2020.
MM27	67	Space beneath paragraph 8.111	<p>Modification:</p> <p>Insert new Diagram 4 (Ipswich Housing Trajectory at 1<sup>st</sup> April 2020). See appendix 3 of this document</p>	In response to paragraph 11 of the Inspectors Initial Letter dated 17 August 2020.
MM28	68	Table 4: Estimated Housing Delivery	See appendix 4 of this document.	In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.

MM29	74 – 76	Policy CS10	<p>Modification to Policy CS10: Ipswich Garden Suburb:</p> <p>POLICY CS10: IPSWICH GARDEN SUBURB</p> <p>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.</p> <p>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). Over the plan period, the site will deliver land uses as set out below:</p> <table><tr><td>Land use</td><td>Approximate area in hectares</td></tr><tr><td>Public open space, sport and recreation facilities including dual use playing fields</td><td>40</td></tr><tr><td>A Country Park (additional to the public open space above)</td><td>24.5 <u>(minimum)</u></td></tr><tr><td>Residential development of approximately 3,500 dwellings</td><td>100</td></tr><tr><td>A District Centre located within Fonnereau Neighbourhood, providing:</td><td>3.5</td></tr><tr><td>    i. A maximum of 2,000 sq m net of convenience shopping, to include a medium/large supermarket between 1,000 and 1,700 sq m net;</td><td></td></tr></table>	Land use	Approximate area in hectares	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 <u>(minimum)</u>	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 net of convenience shopping, to include a medium/large supermarket between 1,000 and 1,700 sq m net;		<p>To correct error identified as confirmed by paragraph 1 of the Inspectors Initial Letter dated 17 August 2020.</p>
Land use	Approximate area in hectares															
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 <u>(minimum)</u>															
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 net of convenience shopping, to include a medium/large supermarket between 1,000 and 1,700 sq m net;																

			<ul style="list-style-type: none"> <li>ii. Up to 1,220 sq m net of comparison shopping;</li> <li>iii. Up to 1,320 sq m net of services uses including non-retail Use Class A1, plus A2 to A5 uses;</li> <li>iv. Healthcare provision;</li> <li>v. A library;</li> <li>vi. A police office;</li> <li>vii. A multi-use community centre; and</li> <li>viii. Residential accommodation in the form of appropriately designed and located upper floor apartments.</li> </ul> <p>Two Local Centres located in Henley Gate and Red House neighbourhoods, together providing:</p> <ul style="list-style-type: none"> <li>i. Up to 500 sq m net of convenience retail floorspace</li> <li>ii. Up to 600 sq m net of comparison retail floorspace; and</li> <li>iii. Up to 500 sq m net of service uses including non-retail Use Class A1, plus Classes A2 to A5; and</li> </ul>	<p>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.</p>
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			<p>iv. Community Centre use (which could include Country Park Visitor Centre use) located in Henley Gate</p> <p>A secondary school within the Red House neighbourhood with access from Westerfield Road 9</p> <p>Three primary schools (one in each neighbourhood) 6</p> <p><u>Primary road infrastructure, including a road bridge over the railway to link the Henley Gate and Fonnereau neighbourhoods</u> 5</p> <p>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.</p> <p>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.</p> <p>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.</p>	
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			<p>An Ipswich Garden Suburb supplementary planning document (SPD) has been adopted, which will:</p> <ul style="list-style-type: none"> <li>a. guide the development of the whole Ipswich Garden Suburb area;</li> <li>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;</li> <li>c. identify the detailed location of a district and two local centres and other supporting infrastructure; and</li> <li>d. provide guidance on the sequencing of housing and infrastructure delivery required for the development.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>	
MM30	76	Paragraph 8.129	Modification to paragraph 8.129:	In response to paragraph 9 of the Inspectors

			<p>The indicative capacity at the Northern Fringe (Ipswich Garden Suburb) identified in the Strategic Housing Land Availability Assessment: has been reduced to 3,500 dwellings following early capacity work on the Ipswich Garden Suburb supplementary planning document. The Council has identified a need for <del>8,010</del> <u>8,280</u> dwellings between 2018 and 2036, and the Garden Suburb forms a key component of meeting this need. The Council will work with Babergh, Mid Suffolk and Suffolk Coastal District Councils to ensure optimum sustainable distribution of housing within the Ipswich Strategic Planning Area, bearing in mind the amenity and ecological value of the countryside outside the Borough boundary as well as within it, and the increased congestion effects of any development outside the Borough boundary.</p>	Initial Letter dated 17 August 2020.
MM31	80	Paragraph 8.141	<p>Modification to paragraph 8.141:</p> <p><del>Work is being undertaken with neighbouring authorities, the County Council and the Gypsy community to identify possible sites to meet the need to provide additional pitches in the Ipswich Strategic Planning Area. The policy will provide the context for the ongoing provision of pitches over the plan period.</del></p>	To reflect the SoCG agreed with Babergh & Mid Suffolk District Councils.
MM32	80 – 81	Policy CS11	<p>Modification to Policy CS11: Gypsy and Traveller Accommodation:</p> <p>POLICY CS11: GYPSY AND TRAVELLER ACCOMMODATION</p> <p>Provision will be found within the Ipswich Borough <del>where possible</del> 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. <del>Where sites cannot be found within the Borough, the Council will work with neighbouring authorities to secure provision.</del></p> <p><u>It is anticipated that provision for smaller sites for family groups better meet the identified needs of gypsies and the travelling community. This will ensure greater social cohesion with the settled community and this is the preferred option. It is anticipated that this will be delivered through normal development management functions.</u></p> <p><u>The Council's identified need is for 27 permanent pitches between 2016-2036. The 5-year supply is for 13 permanent pitches which annually requires, 3 pitches a year.</u></p> <p><u>If progress does not move forward, the Council will conduct a focussed review within 5 years and the results of this would feed into the next local plan as positive allocations.</u></p>	To reflect the SoCG agreed with Babergh & Mid Suffolk District Councils and SoCG agreed with East Suffolk Council.



			<p>Sites currently used by Gypsies and Travellers are identified on the policies map and are protected for that use.</p> <p>Applications for the provision of permanent pitches will be considered against the following criteria:</p> <ul style="list-style-type: none"> <li>a. The existing level of local provision and need for sites;</li> <li>b. The availability (or lack) of alternative accommodation for the applicants; and</li> <li>c. Other personal circumstances of the applicant, including <u>that</u> the proposed occupants must meet the definition of Gypsy or Traveller.</li> </ul> <p>Sites for additional Gypsy and Traveller pitches will be assessed against the following criteria.</p> <ul style="list-style-type: none"> <li>d. The site should be located: <ul style="list-style-type: none"> <li>i. where it would be well served by the road network; and</li> <li>ii. where it would be well related to basic services including the public transport network.</li> </ul> </li> <li>e. The site should be: <ul style="list-style-type: none"> <li>i. accessible safely on foot, by cycle and by vehicle;</li> <li>ii. free from flood risk and significant contamination;</li> <li>iii. safe and free from pollution;</li> <li>iv. capable of being cost effectively drained and serviced, including with waste disposal and recycling facilities;</li> <li>v. proportionate in size to any nearby settlements, to support community cohesion; and</li> <li>vi. where possible, located on previously developed land.</li> </ul> </li> <li>f. The site should not have a significant adverse impact on: <ul style="list-style-type: none"> <li>i. the residential amenity of immediate or close neighbours;</li> <li>ii. the appearance and character of the open countryside;</li> <li>iii. sites designated to protect their nature conservation, ecological networks, geological or landscape qualities;</li> <li>iv. heritage assets including their setting; and</li> <li>v. the physical and social infrastructure of local settlements.</li> </ul> </li> </ul> <p>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.</p> <p>The Council will work with Suffolk County Council and <del>neighbouring other</del> <u>neighbouring other local authorities in Suffolk</u> to deliver identified needs for short stay stopping sites within Suffolk.</p>	
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			<p><del>develop a South Suffolk transit (short stay) site between Ipswich and Felixstowe.</del></p> <p>The needs of travelling showpeople will be kept under review. Applications for new sites will be assessed against criteria a. to c. above.</p> <p>Sites currently used by Gypsies and Travellers are identified on the policies map and are protected for that use.</p>	
MM33	97	Paragraph 8.212	<p>Modification to paragraph 8.212:</p> <p>There are a number of ways to ensure infrastructure delivery through the planning system. The existing system in Ipswich is that of: developer obligations secured in Section 106 Agreements, which cover on- and off-site requirements including affordable housing, open space provision, transport measures, and education provision. However, this system has not adequately picked up more strategic infrastructure impacts or needs. <u>Department for Education have indicated that they are able to forward fund schools in advance of the S106s being signed to assist growth and delivery.</u></p>	To overcome representation ID 26541 (Department for Education).
MM34	97 – 98	Policy CS17	<p>Modification to Policy CS17: Delivering Infrastructure:</p> <p>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.</p> <p>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.</p> <p>Section 106 Agreements will apply to all major developments and some minor developments but may be varied according to:</p> <p>a. the scale and nature of the development and its demonstrated viability; and</p>	To reflect the SoCG agreed with the CCG & ESNEFT.

		<p>b. whether or not a planning obligation meets all of the statutory reasons ('tests') for granting planning permission.</p> <p>The broad categories of infrastructure to be secured or financed from new developments are as follows and detailed further in Appendix 3:</p> <ol style="list-style-type: none"> <li>1. highways and transport;</li> <li>2. childcare, early years and education;</li> <li>3. health <u>including acute care</u> and emergency services;</li> <li>4. environment and conservation;</li> <li>5. community and cultural facilities including heritage and archaeology;</li> <li>6. sport and recreation;</li> <li>7. economic development; and</li> <li>8. utilities.</li> </ol> <p>Key strategic infrastructure requirements needed to deliver the objectives of the Core Strategy include the following (not in priority order):</p> <ul style="list-style-type: none"> <li>· Ipswich flood defences;</li> <li>· sustainable transport measures and accessibility improvements between the Central Shopping Area, Waterfront and railway station;</li> <li>· measures to increase and maximise east-west capacity in the public transport system to ease congestion;</li> <li>· strategic education provision of new schools;</li> <li>· strategic green infrastructure including a country park;</li> <li>· sports and leisure facilities serving the whole Borough;</li> <li>· community facilities including GP surgeries <del>and</del> health centres <u>and key acute inpatient and outpatient facilities</u>;</li> <li>· water management infrastructure;</li> <li>· new primary electricity substation in Turret Lane;</li> <li>· town centre environmental enhancements; and</li> <li>· ultrafast broadband and the opportunity for full fibre broadband to the premises (FTTP).</li> </ul> <p>There are specific requirements linked to the Ipswich Garden Suburb that are identified</p>	
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			<p>in the Ipswich Garden Suburb supplementary planning document that has been adopted in advance of any development taking place there.</p> <p>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.</p>	
MM35	101	Policy CS19	<p>Modification to Policy CS19: Provision of Health Services:</p> <p>The Council safeguards <u>and supports the development</u> the site of the Heath Road Hospital Campus, <del>which is as</del> defined on the policies map, for healthcare and ancillary uses. Ancillary uses may include:</p> <ul style="list-style-type: none"> <li>• <u>Further inpatient and outpatient accommodation and facilities;</u></li> <li>• Staff accommodation;</li> <li>• Residential care home;</li> <li>• Intermediate facilities;</li> <li>• Education and teaching centre; <del>or</del> <u>and</u></li> <li>• Therapies centre;</li> </ul> <p>Proposals for new and improved healthcare and ancillary facilities at <del>the</del> Heath Road <u>Hospital Campus site</u> will be supported, provided <del>that</del> they would not compromise the future delivery of health services at the site. This would be demonstrated through proposals being accompanied by a detailed master plan and a medium to long term strategy for healthcare provision at the site that includes a satisfactory travel plan and measures to address associated local car parking issues.</p>	To reflect the SoCG agreed with the CCG & ESNEFT.
MM36	101	Paragraph 8.229	<p>Modification to paragraph 8.229:</p> <p>The Heath Road Hospital is a strategic health facility serving Ipswich and the surrounding area. It is important that any rationalisation of uses there takes place in the context of a planned strategy for healthcare provision which itself takes account of the future growth of Ipswich and the Ipswich Strategic Planning Area. <u>The policy allows for a range of healthcare and ancillary uses, including staff support services to assist with recruitment and retention. Additional ancillary uses may also include shared facilities to deliver mutual benefit to other public sector</u></p>	To reflect the SoCG agreed with the CCG & ESNEFT.

			organisations aligned with the one public estate agenda. Decisions on changes to acute care provision need to be considered in the context of their health impact, in particular the community's ability to access services appropriately and in a timely fashion.	
MM37	101	Paragraph 8.230	<p>Modification to paragraph 8.230:</p> <p>It is also essential that the travel implications <u>of hospital related developments</u> are fully considered and measures put in place to encourage the use of sustainable modes where possible by staff, out-patients, and visitors. In particular, measures should tackle existing parking issues in surrounding residential areas associated with Hospital activity and the Hospital should put in place monitoring to ensure that any measures are proving <u>to be</u> effective.</p>	To reflect the SoCG agreed with the CCG & ESNEFT.
MM38	104	Paragraph 8.240	<p>Modification to paragraph 8.240:</p> <p>Detailed measures, costings and a mechanism for collecting the contributions from the planned growth will be determined through the ISPA Board <u>and be agreed by each respective local planning authority.</u></p>	To reflect the SoCG agreed with Babergh & Mid Suffolk District Councils.
MM39	105	Paragraph 8.249	<p>Modification to paragraph 8.249:</p> <p>This alternative capacity <u>requires addressing the issue of the successful regeneration of the Island Site at Ipswich Waterfront which will require an additional crossing of the River Orwell. Whilst the delivery of a single span main bridge, which would have provided additional highway capacity, cannot now proceed, the County Council will contribute a maximum of £10.8m to help to deliver crossings to serve the Waterfront and deliver on Ipswich Local Plan regeneration objectives.</u> <del>Could also be provided via a northern bypass or a link road to the north of the town. The Council supports the work of key partners to investigate the possibility of a northern bypass, to address the issue of:</del></p> <ul style="list-style-type: none"> <li><del>i. central east-west movement;</del></li> <li><del>ii. movements within and around the north of Ipswich; and</del></li> <li><del>iii. the capacity of the A14, particularly around the Orwell Bridge.</del></li> </ul>	To reflect the SoCG agreed with Babergh & Mid Suffolk District Councils.
MM40	105 – 106	Paragraph 8.250	<p>Modification to paragraph 8.250:</p> <p><del>The Council will work with neighbouring authorities and Suffolk County Council to ensure</del></p>	To reflect the SoCG agreed with Babergh &

			that the merits and delivery options for some form of northern bypass are fully investigated. It is recognised that any such route would be within the East Suffolk Council and Mid Suffolk District Council areas (i.e. not between the Ipswich Garden Suburb policy CS10 and Westerfield village) and therefore it is not practical to include such a route within this Strategy. However, the Council will encourage those authorities, together with Suffolk County Council and other interested parties, to actively investigate such a route, and would be prepared to contribute to any such investigation. Public consultation into possible routes for such a road has taken place.	Mid Suffolk District Councils.
MM41	113	Policy DM4	<p>Modification to Policy DM4 (Development and Flood Risk):</p> <p>Development will only be approved where it can be demonstrated that the proposal satisfies all the following criteria:</p> <ul style="list-style-type: none"> <li>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 <del>wherever practicable</del> appropriate application of Sustainable Drainage Systems (SuDS);</li> <li>b. that no surface water connections are made to the foul system and connections to the combined or surface water system is only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);</li> <li>c. that adequate sewage treatment capacity and foul drainage already exists or can be provided in time to serve the development;</li> <li>d. it will be adequately protected from flooding in accordance with adopted standards of the Suffolk Flood Risk Management Strategy;</li> <li>e. it is and will remain safe for people for the lifetime of the development; and</li> <li>f. it includes water efficiency measures such as water re-use, stormwater or rainwater harvesting, or use of local land drainage water <del>where practicable</del>; and</li> </ul>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

			g. It does not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.	
MM42	114	Paragraph 9.4.5	<p>Modification to paragraph 9.4.5:</p> <p>SuDS are an important method of reducing flood risk associated with development and are an essential element of any development in the Borough <del>wherever practicable</del>. Layout and form of buildings and roads must be designed around SuDS bearing in mind SuDS should be sited in lower areas, but preferably close to source, making use of topography. SuDS on contaminated land should be lined and designed to attenuate water on or near the surface.</p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM43	115	Paragraph 9.4.6	<p>Modification to paragraph 9.4.6:</p> <p>The preferred method of surface water disposal is through the use of SuDS. In new development and redevelopment, surface water connections to the foul system and to the combined or surface water system should only be made in exceptional circumstances where it can be adequately demonstrated that there are no feasible alternatives. It is also important that there is existing sewage treatment capacity and foul drainage exists or that it is capable of being included in time to serve standards <del>where practicable</del>. This will be agreed in consultation with the relevant water and sewerage undertakers</p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM44	115	Paragraph 9.4.10	<p>Modification to paragraph 9.4.10:</p> <p>The Council's Level 2 SFRA <u>October 2020</u> provides information relevant to both the existing tidal and fluvial defences at <del>2019/2011</del> and also to the <del>completed</del> defences, with the <del>proposed</del> <u>new Ipswich tidal flood barrier and defence improvements</u> in place. In each case the SFRA provides data on residual <u>tidal flood risks</u> and <u>actual fluvial flood risks</u> taking account of flood depth, <u>velocity</u> and the <del>velocity</del> <u>hazard rating</u> of floodwater. The preparation of many site-specific FRAs can make use of mapped risks from the new SFRA. <u>The SFRA is a living document subject to periodic update.</u> However, in some instances, site-specific FRAs will still need to include detailed flood modelling to ascertain the flood risk. <u>In the interim, until the new Development and Flood Risk SPD is adopted, applicants are referred to the new evidence, which is available through the refresh of the SFRA, when assessing flood risk over their</u></p>	To reflect the SoCG agreed with the Environment Agency.

			<u>development's lifetime and designing any flood risk mitigation required to ensure that their development will be safe.</u>	
MM45	123 – 124	Policy DM8	<p>Modification to Policy DM8: The Natural Environment:</p> <p>All development must incorporate measures to provide net gains for biodiversity.</p> <p>Proposals which would result in significant harm or net loss to biodiversity, having appropriate regard to the 'mitigation hierarchy', will not normally be permitted.</p> <p><u>Sites of International and National Importance</u></p> <p>Proposals which would have an adverse impact on European protected sites will not be permitted, either alone or in combination with other proposals, unless imperative reasons of overriding public interest exist in accordance with the provisions of the European Habitats Directive.</p> <p>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:</p> <ul style="list-style-type: none"> <li>a. could not be located on an alternative site that would cause less harm;</li> <li>b. would deliver benefits that clearly outweigh the impacts on the site's special interest and on the national network of such sites; and</li> <li>c. would compensate for the loss of natural capital.</li> </ul> <p><u>Any development with the potential to impact on a Special Protection Area, or Special Area for Conservation or Ramsar site within the Borough will need to be supported by information to inform a Habitat Regulations Assessment, in accordance with the Conservation of Habitats and Species Regulations 2017, as amended (or subsequent revisions).</u></p> <p><u>Financial contributions will be secured in relation to the avoidance and mitigation of impacts of increased recreation, to contribute towards the provision of strategic mitigation as established through the Recreational Disturbance Avoidance and Mitigation Strategy.</u></p>	To reflect the SoCG agreed with East Suffolk Council.



		<p><u>Where mitigation is proposed to be provided through alternative mechanisms, applicants will need to provide evidence to demonstrate that all impacts are mitigated for, including in-combination effects. Depending on the size and location of the development, additional measures such as Suitable Alternative Natural Greenspaces (SANGS) may be required as part of development proposals.'</u></p> <p>Local Nature Reserves and County Wildlife Sites</p> <p>Planning permission will not be granted for development that would result in damage or 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.</p> <p>Enhancements for protected sites will be required from new development.</p> <p><u>Priority Habitats and Species</u></p> <p>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.</p> <p>Development must include enhancements for protected and priority species as part of their design and implementation.</p> <p><u>Enhancing Ecological Networks</u></p> <p>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</p>	
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			<p>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.</p> <p>Within the buffer zones around core areas and corridors, development will be required to enhance the ecological network, through measures such as wildlife beneficial landscaping.</p>	
MM46	124	Paragraph 9.8.2	<p>Modification to paragraph 9.8.2:</p> <p>European sites include Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). These sites are protected under the Birds and Habitats Directive (92/43/EEC). The Stour and Orwell Estuaries SPA and Ramsar site lies partly within Ipswich Borough. Policy ISPA3 (Cross-boundary mitigation of effects on Protected Habitats and Species) sets out the Council's approach to working with other authorities and stakeholders to address the requirement of the Recreational Avoidance and Mitigation Strategy and implementation of mitigation measures across the Ipswich Strategic Planning Area. Listed or proposed Ramsar sites, potential SPAs and possible SACs and sites required in relation to compensatory measures for adverse effects on European sites are afforded the same level of protection as SACs and SPAs through the NPPF. The Conservation of Habitats and Species Regulations 2017 (as amended) set out requirements in relation to assessing projects that could potentially affect a European site. Where a significant effect on a European site cannot be ruled out proposals will need to be accompanied by an Appropriate Assessment. The assessment should be carried out in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). Where the assessment concludes negative effects on a site's integrity permission should only be granted where there are no alternative solutions and where the project must proceed due to imperative reasons of over-riding public interest. The source-pathway-receptor model will be used to assess the effects of proposed development on European sites. Assessments under the Habitats Directive have been undertaken in relation to the production of the Core Strategy and Policies DPD Review and the Site Allocations and Policies (Incorporating IP-One Area Action Plan) DPD. Mitigation measures have been identified <u>through the RAMS Strategy and</u>. In some instances, <u>developer contributions may be sought in relation to these and/or additional mitigation measures identified through assessments at planning application stage</u> <u>schemes may need to incorporate measures in addition to a RAMS contribution which may include the</u></p>	To reflect the SoCG agreed with East Suffolk Council.

			provision of SANG. In such circumstances, measures should be identified through assessments at the planning application stage in accordance with the Borough Council's RAMS Supplementary Planning Document. The RAMS SPD reflects the Council's joint approach to securing mitigation allowable through the 2017 Regulations. Mitigation is a legal requirement.	
MM47	131	Paragraph 9.11.3	<p>Modification to paragraph 9.11.3:</p> <p>Ipswich also contains a small area of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) on the southern boundary of the Borough. The NPPF sets out the approach to considering major development applications within the AONB in paragraph 172. The definition of major development in respect of development within the AONB is defined by footnote 55 of the NPPF and is matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined <u>or on the setting of the AONB.</u></p>	To overcome representation ID 26244 (Suffolk Preservation Society).
MM48	144	Paragraph 9.14.5	<p>Modification to Paragraph 9.14.5:</p> <p>Suffolk County Council Archaeology Service holds the Urban Archaeological Database for Ipswich and is consulted on planning applications that could affect archaeology. <del>Historic England administers the Scheduled Monument Consent process and should be consulted on any proposed works.</del> Early consultation with relevant agencies is encouraged well in advance of seeking relevant permissions and consents, in order that appropriate consideration is given to heritage assets. This makes the application process simpler and reduces the risk for proposed schemes. Understanding the significance of affected assets is important to the process. The ability to document an asset is not a factor in determining a planning application. However, where permission is granted subject to conditions relating to archaeological remains, an appropriate programme of work to record and promote understanding of remains which would be affected by development could include some or all of the following: further evaluation, upfront excavation, and/or monitoring and control of contractor's groundworks, with appropriate curation and publication of results. The Development and Archaeology</p>	To reflect the SoCG agreed with Historic England.

			Supplementary Planning Document (SPD) is intended to help applicants make successful applications and provides further detail on procedures and best practice.	
MM49	144	Paragraph 9.14.6	<p>Insert new paragraph below Paragraph 9.14.6:</p> <p><u>A number of the sites within Opportunity Areas B and C contain scheduled monuments. Any development proposals directly affecting scheduled monuments will need to minimise and justify any harm to the monument and demonstrate a very high level of public benefit in order for them to meet the requirements of NPPF paragraphs 194, 195 and/or 196. Where a proposed development will impact on a scheduled monument, detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England is essential to agree the scope of required further assessment, the principle of development and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). In addition to planning permission, proposals affecting scheduled monuments will also require Scheduled Monument Consent (SMC) under the Ancient Monuments and Archaeological Areas Act 1979 (as amended). SMC is a legal requirement for any development which might directly affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. In order for development proposals affecting scheduled monuments to obtain Scheduled Monument Consent they will need to demonstrate that they would deliver a very high level of public benefit.</u></p>	To reflect the SoCG agreed with Historic England.
MM50	145	Policy DM15	<p>Modification to Policy DM15: Tall Buildings:</p> <p>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:</p> <ul style="list-style-type: none"> <li>a. Respects local character and context, including heritage assets;</li> <li>b. achieving a building that is of the highest architectural quality;</li> </ul>	

			<ul style="list-style-type: none"> <li>c. is sustainable in design and construction and ensures the public safety, including fire safety, of all building users;</li> <li>d. the design is credible in technical and financial terms;</li> <li>e. makes a positive contribution to public space and facilities;</li> <li>f. does not negatively impact on the local microclimate;</li> <li>g. 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;</li> <li>h. provides a well planned external and internal environment;</li> <li>i. preserves strategic and local views, with particular reference to <u>the settings of conservation areas</u>, <u>listed buildings</u>, <u>scheduled monuments</u>, and other heritage assets, and the wooded skyline visible from and towards central Ipswich; and</li> <li>j. is carefully designed to avoid refraction of light off external glass surfaces.</li> </ul> <p>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.</p>	
MM51	156	Policy DM21	<p>Modification to Policy DM21: Transport and Access in New Developments:</p> <p>To promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:</p> <ul style="list-style-type: none"> <li>a. not result in a severe impact on the highway network or unacceptable impacts on highway safety, either individually or cumulatively;</li> <li>b. not result in a significant detrimental impact on air quality or an Air Quality Management Area and address the appropriate mitigation measures as required through policy DM3;</li> </ul>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.

			<ul style="list-style-type: none"> <li>c. incorporate electric vehicle charging points, including rapid charging points in non-residential developments;</li> <li>d. provide a car club scheme or pool cars, where this would be consistent with the scale and location of the development;</li> <li>e. prioritise available options to enable and support travel on foot, by bicycle or public transport, consistent with local strategies for managing the impacts of growth on the transport network, and ensuring that any new routes are coherent and in accordance with the design principles of policy DM12 and local walking and cycling strategies and infrastructure plans;</li> <li>f. have safe and convenient access to public transport within 400m, and facilitate its use through the provision or contributions towards services or infrastructure;</li> <li>g. protect the public rights of way network and take appropriate opportunities to enhance facilities and routes;</li> <li>h. ensure safe and suitable access for all users, including people with disabilities and reduced mobility;</li> <li>i. allow for the efficient delivery of goods and access by service, refuse collection and emergency vehicles and bus permeability; and</li> <li>j. mitigate any significant impacts on the transport network.</li> </ul> <p>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</p>	
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			provide <u>an appropriate</u> travel plan to explain how sustainable patterns of travel to and from the site will be achieved. Development proposals will be accompanied by a satisfactory Transport Statement or Transport Assessment, which demonstrates that the cumulative impacts of the development after mitigation are not severe.	
MM52	158	Paragraph 9.21.8	<p>Modification to paragraph 9.21.8:</p> <p>In proposals for the development of 30 to 49 dwellings, 1,500 – 2,499 sq. m B1, 2,500 – 3,999 sq. m B2/B8, or 800 – 1,499 sq. m retail a transport statement will generally be required with a planning application. For development of or exceeding 50 dwellings, 2,500 sq m B1, 4,000 sq m B2/B8, or 1,500 sq m retail, a transport assessment will generally be required. Some smaller sites, in very sensitive locations, may require a transport assessment due to significant traffic impacts. Conversely, some larger sites may not give rise to significant impacts if they are in parts of the network that are not likely to be under pressure. A long term management strategy (Travel Plan) to increase sustainable patterns of travel to a site will also be secured in some instances. The degree of negative impact of a development will be determined by the Council in conjunction with the Highways Authority on a case by case basis, as this will also depend on the spatial context of the individual planning application under consideration. <u>The County Council's Suffolk Travel Plan Guidance, which contains indicative thresholds, will be used to determine the need for an appropriate Travel Plan or Travel Plan Measures. Some smaller sites which do not meet the requirements for a full Travel Plan, but are in sensitive locations may require a full Travel Plan to help mitigate traffic impacts.</u></p>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.
MM53	159	Policy DM22	<p>Modification to Policy DM22: Car and Cycle Parking in New Development:</p> <p>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 integral secure cycle parking in any new car parks in the town.</p>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.

			<p>Car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.</p> <p>There will be maximum standards of car parking provision with no minimum requirement 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.</p> <p>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, <u>and on-street parking,</u> will not be permitted <u>within the central car parking core.</u></p> <p><u>Within the whole IP-One Area, proposals for additional long-stay car parking provision over and above that proposed through policy SP17 will not be permitted, unless the proposal can demonstrate that it would not harm the effectiveness of modal shift measures outlined in the SCC Transport Mitigation Strategy for the Ipswich Strategic Planning Area; or, have a severe impact on the highway network, which cannot be adequately mitigated.</u></p> <p>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. These facilities should also be provided in minor non-residential developments unless it can be demonstrated that it is not feasible or viable. Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.</p>	
MM54	160	Paragraph 9.22.8	Modification to paragraph 9.22.8:	To reflect the Transport and



			<p>In order to reduce congestion, manage air quality and encourage a modal shift away from the car, particularly amongst the commuting public, it is important to limit long-stay car parking within the central car parking core <u>and control its provision across all of the IP-One area</u>, and for organisations to encourage employees to travel to work by more sustainable means through travel planning. Therefore, only necessary operational parking will be allowed for new non-residential development within the central car parking core. This excludes staff parking but would include access which is considered essential, <u>for example: spaces for deliveries and visitors, spaces for staff who use private transport for visiting clients, spaces for school contract buses on education sites and spaces for setting down patients at health centres.</u></p> <p><u>9.22.9 Outside the Central Car Parking Core but within the rest of the IP-One area, proposals for additional long-stay and on-street car parking provision over and above that proposed through policy SP17 of the Site Allocation and Policies (incorporating IP-One Area Action Plan) Development Plan Document will not be permitted, unless the proposal can demonstrate that it would not harm the effectiveness of modal shift measures outlined in the SCC Transport Mitigation Strategy for the Ipswich Strategic Planning Area; or, have a severe impact on the highway network which cannot be adequately mitigated. Evidence would be expected to include modelled data on vehicle movements as a result of the proposal, and, evidence of measures taken to encourage sustainable travel such as smarter choice interventions and travel planning. Suffolk County Council Travel Plan Guidance<sup>2</sup> provides further information on how this may be achieved.</u></p>	Parking SoCG agreed with Suffolk County Council.
MM55	190 – 201	Table 8A	<p>Modifications to Table 8A (Major Infrastructure Proposals):</p> <p>See appendix 6 of this document.</p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

<sup>2</sup> <https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/Local-Links/2019-02-01-FINAL-Suffolk-Travel-Plan-Guidance-Web-Version.pdf>

MM56	201	Table 8A (Healthcare provision only)	<p>Modification to Table 8A (Healthcare provision only):</p> <p>Healthcare <u>and acute care</u> provision enhancements – to be identified in conjunction with schemes coming forward</p> <p><i>See appendix 6 of this document.</i></p>	To reflect the SoCG agreed with the CCG & ESNEFT.
MM57	207	Chapter 11: Objective 2	<p>Modification to Chapter 11: Objective 2:</p> <p>OBJECTIVE 2: GROWTH</p> <p>At least (a) <del>8,010</del> <u>8,280</u> new dwellings shall be provided to meet the needs of Ipswich within the Housing Market Area between 2018 and 2036 in a manner that addresses identified local housing needs and provides a decent home for everyone, with 31% at the Ipswich Garden Suburb and 15% in the remainder of the Borough being affordable homes; and (b) approximately 9,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Strategic Planning Area between 2018 and 2036.</p>	In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.
MM58	208	Chapter 11: Objective 5	<p>Modification to Chapter 11: Objective 5:</p> <p>OBJECTIVE 5: AIR QUALITY <u>AND CLIMATE CHANGE</u></p>	To overcome representation ID 26367 (Save Our Country Spaces) and 26497 (Northern Fringe Protection Group).
MM59	232	Appendix 6: Paragraph 2.2	<p>Modification to Appendix 6: Paragraph 2.2:</p> <p>This exercise should take all considerable steps to actively market the site and should consider a number of methods such as site notices, promotion through land or estate agent, advertisement on an estates gazette or through websites and information of all methods used</p>	To overcome representation ID 26236 (Theatres Trust) and

			should be provided to the Council. <u>The level of marketing of the site must be proportionate to the type and availability of the facility/ use that is being marketed. For example a commercial property should be published by an agent with expertise in marketing commercial uses and marketed at a geographical area (local, regional and/or national) based on the prevalence of this type of use/ facility (e.g. the more unique the existing use/ facility, the wider it should be marketed).</u>	provide greater clarity in terms of the sought marketing requirements.
MM60	237	Appendix 9: Housing Trajectory	Insert new Appendix 9: Housing Trajectory:  See appendix 5 of this document.	In response to paragraph 11 of the Inspectors Initial Letter dated 17 August 2020.
MM61	N/A	Plan 2: Flood Risk	Modification to Plan 2: Flood Risk:  This plan of nationally designated flood zones relates to fluvial <u>and tidal</u> flooding. Further information on pluvial (surface water) flooding can be found in the Strategic Flood Risk Assessment (SFRA).	To reflect the SoCG agreed with the Environment Agency.
MM62	N/A	IP-One Area Policies Map	Modification to IP-One Area Policies Map:  Amendment to the tall building arc to pull back the arch boundary in the immediate vicinity of the Willis Building and the churchyards of St Peters Church, St Mary at the Quay and St Nicholas Churches.  See Appendix 8 of this document.	To reflect the SoCG agreed with Historic England.

**Table 2 Proposed Main Modifications to the Site Allocations and Policies Development Plan Document of the Local Plan Review**

Ref	Page of Final Draft Local Plan Review	Policy/ Paragraph of Final Draft Local Plan Review	Main Modification	Reason
MM63	3	Paragraph 1.3	<p>Modification to paragraph 1.3:</p> <p>The Site Allocations Plan covers three main areas of <u>non-strategic</u> policy. Firstly it identifies a wide range of sites across the whole Borough, which should be allocated for development or afforded a degree of protection from development (Chapter 4). Secondly it sets out policies for town centre uses such as retail and leisure (Chapter 5). Finally it provides development guidelines for six opportunity areas within IP-One where significant development and public realm improvements are anticipated (Chapter 6). Policies and proposals specifically for the IP-One area are included throughout the relevant sections of the plan, with only the additional development guidelines set out in a separate chapter for the Opportunity Areas. The policies contained in the plan are referenced 'SP' meaning sites policy.</p>	In response to paragraph 6 of the Inspectors Initial Letter dated 17 August 2020.
MM64	11	Paragraph 3.2	<p>Modification to paragraph 3.2:</p> <p>The Core Strategy Review goes on to identify objectives in paragraph 6.8. Those with a geographical element which will need to be addressed through this Site Allocations Plan are:</p> <p>Objective 2 At least (a) <del>8,010</del> <u>8,280</u> new dwellings shall be provided to meet the needs of Ipswich within the Housing Market Area between 2018 and 2036 in a manner that addresses identified local housing needs and provides a decent home for everyone, with 31% at the Ipswich Garden Suburb and 15% in the remainder of the Borough being affordable homes; and (b) approximately 9,500 additional jobs shall be provided in Ipswich to support growth in the Ipswich Strategic Planning Area between 2018 and 2036.</p>	In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.
MM65	17	Paragraph 4.5	Modification to paragraph 4.5:	In response to paragraph 9 of

			Through Final Draft Core Strategy policy CS7 'The Amount of Housing Required', the Council commits to allocating land to provide at least an additional <del>6,100</del> <u>4,274</u> dwellings net to 2036. The following policy provides the detailed site allocations to deliver a proportion of that housing requirement.						the Inspectors Initial Letter dated 17 August 2020.
MM66	17 – 28	Policy SP2 / Table 1	Modification to Policy SP2 text box:  <u>Extend text box of Policy SP2 to include Table 1.</u>						In response to paragraph 17(b) of the Inspectors Initial Letter dated 17 August 2020.
MM67	17 – 63	Policies SP2 – SP17	Modification to Policies SP2 – SP17 as appropriate  <u>Insert policy requirements as additional column in relevant tables (formerly in site sheets)</u>  See Appendix 7 of this document (Policy SP2 – IP003) example.						To clearly distinguish policy requirements where appropriate. In response to Paragraph 17(a) of the Inspectors Initial Letter dated 17 August 2020.
MM68	20 – 21	Policy SP2: Table 1	Modification to Policy SP2: Table 1: IP037:						To reflect the Infrastructure SoCG agreed with Suffolk County Council.
			IP037	Island Site  Allocated for housing, <u>early years education</u> and open space alongside existing Marina and small	6.02 (c. 70%)	421	100dph (DM23a midrange)	L	

				commercial uses to support enterprise zone. These proportions will be firmed up through the preparation of a master plan. See also Opportunity Area development principles and guidelines in Part C. Additional vehicular and foot/cycle access (including emergency access) will need to be provided to enable the site's development.						
MM69	22	Policy SP2: Table 1	Modification to Policy SP2: Table 1: IP048a:							To reflect the Infrastructure SoCG agreed with Suffolk County Council.
			IP048a	Mint Quarter / Cox Lane East regeneration area  Primary school, <u>including early years setting</u> , 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	1.33 (c. 40%)	53	100dph (DM23a mid-range)	M		

				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.						
MM70	28	Paragraph 4.7	<p>Modification to paragraph 4.7:</p> <p>The indicative capacity of the sites in table 1a listed in the policy above is 2,750 dwellings. These will contribute to meeting the minimum housing requirement of <del>8,040</del> <u>8,280</u> dwellings by 2036, as identified through Policy CS7 of the Final Draft Core Strategy. In addition, the Final Draft Core Strategy allocates land for the development of approximately 3,500 dwellings at Ipswich Garden Suburb (the Ipswich Northern Fringe) through policy CS10, with delivery expected to start in 2019 and end in 2036. The Core Strategy review also identifies a cross-border allocation for future development (within Ipswich Borough and Suffolk Coastal Local Plan area) for housing delivery, appropriately phased with the delivery of the Ipswich Garden Suburb and its associated infrastructure at the northern end of Humber Doucy Lane adjacent to Tuddenham Road, through policy ISPA4.</p>							In response to paragraph 9 of the Inspectors Initial Letter dated 17 August 2020.
MM71	28	Paragraph 4.8	<p>Modification to paragraph 4.8:</p> <p>The housing land requirement and supply figures are set out in Table 2 of the Final Draft Core Strategy. The likely delivery timescale shown in the policy shows the Council's expectation based on current knowledge; sites could come forward sooner than indicated. <u>For each site, an estimate of the delivery timetable has been made based on the short, medium or long term, 1-5 years, 6-10 years or 11-15 years respectively.</u></p>							In response to paragraph 17(e) of the Inspectors Initial Letter dated 17 August 2020.
MM72	29	Paragraph 4.12	Modification to paragraph 4.12:							To reflect the SoCG agreed

			In allocating sites for development the Council has followed the sequential approach, to ensure that sites are not allocated in areas with a greater probability of flooding if sites in lower risk areas are available. It has also applied the exception test to ensure that the benefits to the community of development outweigh flood risk, and ensure that development will be safe. Planning applications for sites which lie within Flood Zones 2 and 3 will need to be supported by a site specific Flood Risk Assessment. <u>In the interim, until the new Development and Flood Risk SPD is adopted, applicants are referred to the new evidence, which is available through the refresh of the SFRA, when assessing flood risk and designing any flood risk mitigation required to ensure that their development will be safe.</u> The Council's supplementary planning document on Development and Flood Risk provides more guidance and will be updated to reflect the SFRA published in October 2020.	with the Environment Agency.
MM73	30-33	Policy SP3 / Table 2	Modification to Policy SP3 text box:  <u>Extend text box of Policy SP3 to include Table 2.</u>	In response to paragraph 17(b) of the Inspectors Initial Letter dated 17 August 2020.
MM74	37-39	Policy SP5 / Table 3	Modification to Policy SP5 text box:  <u>Extend text box of Policy SP5 to include Table 3.</u>	In response to paragraph 17(b) of the Inspectors Initial Letter dated 17 August 2020.
MM75	37 - 39	Table 3	Modification to table 3 (re-ordering and insertion of IP003) (Policy SP5):  <b>Table 3 Land allocated for employment uses</b>	In response to Paragraph 17(d) of the Inspectors Initial Letter dated 17 August 2020.



				<b>Site</b>	<b>Address</b>	<b>Site Area ha</b>	<b>Notes</b>		
				<u>IP004</u>	<u>Bus depot Sir Alf Ramsey Way</u>	<u>1.07</u> <u>(50%) =</u> <u>0.53</u>	<u>50% employment as part of mixed use scheme with housing</u>		
				IP029	Land at Bramford Road	2.26ha (45%) = 1ha	Suitable for employment uses B1(c), B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33.		
				<u>IP037</u>	<u>Island Site</u>	<u>6.02 (5%)</u> <u>= 0.3</u>	<u>5% existing boat-related uses as part of mixed use scheme with housing, open space and small scale retail/ café/ restaurant</u>		
				<u>IP043</u>	<u>Commercial Buildings &amp; Jewish Burial Ground Star Lane</u>	<u>0.70</u> <u>(20%) =</u> <u>0.14</u>	<u>Suitable for B1 / leisure as within the town centre boundary, as part of a mixed use development with housing</u>		
				<u>IP051</u>	<u>Old Cattle Market Portman Road</u>	<u>2.21</u> <u>(80%) =</u> <u>1.77</u>	<u>Prime town centre site for new B1a office development</u>  <u>80% B1a and 20% main town centre uses such as hotel / leisure</u>		

							<u>(excluding retail). Numerically like for like replacement of existing long-stay car parking provision in this area will be required prior to the parking being lost. Offices with large floor plates in an office campus design approach are likely to be developed.</u>		
				IP067b	Former British Energy Site	4.18	Suitable for B1 (excluding office use B1a) or B8 and appropriate employment-generating sui generis uses as defined through policy DM33 – residential use is proposed on the northern section and therefore uses should be compatible with residential		
				IP094	Land to rear of Grafton House	0.31	Suitable for B1a office		
				<u>IP119</u>	<u>Land east of West End Road</u>	<u>0.61ha (15%) = 0.1ha</u>	<u>Suitable for employment uses B1(c), B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33.</u>		
				<u>IP132</u>	<u>Former St Peters Warehouse Site, 4 Bridge Street</u>	<u>0.18ha / 0.05ha</u>	<u>B1a office, leisure, small scale retail as part of a mixed use scheme of 73 dwellings</u>		

				IP140	Land north of Whitton Lane	6.93	<p>Suitable for B1, B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33.</p> <p>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.</p> <p>Subject to suitable access being provided.</p>		
				IP141a	Land at Futura Park, Nacton Road	4.78	Suitable for employment uses B1b, B1c, B2, B8 and appropriate sui generis uses as defined through policy DM33.		
				IP150c	Land south of Ravenswood	1.18	Suitable for B1 (excluding office use B1a) and appropriate employment-generating sui generis uses as defined through policy DM33		

				IP152	Airport Farm Kennels	7.37	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 uses as defined through policy DM33. Development will be subject to the preparation of a development brief to address matters including the nationally designated Area of Outstanding Natural Beauty. The Council will explore the feasibility of park and ride being incorporated into this site.		
				IP004	Bus depot Sir Alf Ramsey Way	1.07 (50%) = 0.53	50% employment as part of mixed use scheme with housing		
				IP043	Commercial Buildings & Jewish Burial Ground Star Lane	0.70 (20%) = 0.14	Suitable for B1 / leisure as within the town centre boundary, as part of a mixed use development with housing		
				IP051	Old Cattle Market Portman Road	2.21 (80%) = 1.77	Prime town centre site for new B1a office development		

						80% B1a and 20% main town-centre uses such as hotel / leisure (excluding retail). Numerically like for like replacement of existing long stay car parking provision in this area will be required prior to the parking being lost. Offices with large floor plates in an office campus design approach are likely to be developed.		
				IP119	Land east of West End Road	0.61ha (15%) = 0.1ha	Suitable for employment uses B1(c), B2 and B8 and appropriate employment-generating sui generis uses as defined through policy DM33.	
				IP132	Former St Peters Warehouse Site, 4 Bridge Street	0.18ha / 0.05ha	B1a office, leisure, small scale retail as part of a mixed use scheme of 73 dwellings	
					<b>TOTAL</b>	<b><del>28.34ha</del> 28.64ha</b>		
MM76	41 – 42	Policy SP6 / Table 4	Modification to Policy SP6 text box: <u>Extend text box of Policy SP6 to include Table 4.</u>					In response to paragraph 17(b) of the Inspectors Initial Letter dated 17 August 2020.
MM77	43	Policy SP7 / Table 5	Modification to Policy SP7 text box: <u>Extend text box of Policy SP7 to include Table 5.</u>					In response to paragraph 17(b) of the

				Inspectors Initial Letter dated 17 August 2020.																				
MM78	43	Table 5	<p>Modification to Table 5:</p> <p><b>Table 5: List of sites proposed for leisure uses or community facilities</b></p> <table> <tr> <th>Site</th><th>Address</th><th>% Community facilities / leisure</th><th>Community or leisure use</th><th>Other Uses</th></tr> <tr> <td>IP005</td><td>Former Tooks Bakery, Old Norwich Rd As part of a residential-led mixed use redevelopment</td><td>20%</td><td>Health centre</td><td>Housing</td></tr> <tr> <td>IP010a</td><td>Co-op Depot, Felixstowe Rd As part of a residential development</td><td>25%</td><td>Primary school extension</td><td>Housing</td></tr> <tr> <td>IP037</td><td>Island Site</td><td>To be determined through Masterplanning</td><td>Early Years and leisure</td><td>Housing, Employment, Restaurant/ small retail and amenity green space</td></tr> </table>	Site	Address	% Community facilities / leisure	Community or leisure use	Other Uses	IP005	Former Tooks Bakery, Old Norwich Rd As part of a residential-led mixed use redevelopment	20%	Health centre	Housing	IP010a	Co-op Depot, Felixstowe Rd As part of a residential development	25%	Primary school extension	Housing	IP037	Island Site	To be determined through Masterplanning	Early Years and leisure	Housing, Employment, Restaurant/ small retail and amenity green space	In response to Paragraph 17(d) of the Inspectors Initial Letter dated 17 August 2020.
Site	Address	% Community facilities / leisure	Community or leisure use	Other Uses																				
IP005	Former Tooks Bakery, Old Norwich Rd As part of a residential-led mixed use redevelopment	20%	Health centre	Housing																				
IP010a	Co-op Depot, Felixstowe Rd As part of a residential development	25%	Primary school extension	Housing																				
IP037	Island Site	To be determined through Masterplanning	Early Years and leisure	Housing, Employment, Restaurant/ small retail and amenity green space																				

				IP048a	Mint Quarter / Cox Lane East regeneration area	60%	Primary School	Housing and Car Parking						
				IP119	Land east of West End Road	40%	Leisure	Housing and Employment						
				IP129	BT Depot, Woodbridge Road	100%	SEND Free School							
				IP150b	Land at Ravenswood (7.8ha)	100%	Sports park	Housing adjacent						
MM79	46	Policy SP9 / Table 6	Modification to Policy SP9 text box:  <u>Extend text box of Policy SP9 to include Table 6.</u>							In response to paragraph 17(b) of the Inspectors Initial Letter dated 17 August 2020.				
MM80	46	Table 6	Modification to table 6 (re-ordering) (Policy SP9):  <b>Table 6: List of development sites which will include provision for transport infrastructure</b> <table><tr><th>Site</th><th>Address</th><th>Site Area (ha)</th><th>Allocation</th></tr></table>							Site	Address	Site Area (ha)	Allocation	In response to Paragraph 17(d) of the Inspectors Initial Letter dated 17 August 2020.
Site	Address	Site Area (ha)	Allocation											

			IP010a or b	Felixstowe Road	5.01	Land reserved for a pedestrian and cycle bridge over the railway to link the District Centre with housing areas to the north.	
			<u>IP029</u>	<u>Land opposite 674-734 Bramford Road</u>	<u>2.26</u>	<u>Link road through the site joining Europa Way and Bramford Road (subject to impact testing).</u>	
			<u>IP037</u>	<u>Island Site</u>	<u>6.02</u>	<u>Additional vehicular access needed to enable the site's development.</u>  <u>Additional cycle and pedestrian connections also required in accordance with policy SP15. Development layout should not prejudice future provision of a Wet Dock Crossing.</u>	
			IP059a	Land at Elton Park Works	2.63	Land reserved for a pedestrian and cycle bridge over the river to link to the river path on the northern bank.	
			<del>IP037</del>	<del>Island Site</del>	<del>6.02</del>	<del>Additional vehicular access needed to enable the site's development.</del>  <del>Additional cycle and pedestrian connections also required in accordance with policy SP15. Development layout should not prejudice future provision of a Wet Dock Crossing.</del>	
			<del>IP029</del>	<del>Land opposite 674-734 Bramford Road</del>	<del>2.26</del>	<del>Link road through the site joining Europa Way and Bramford Road (subject to impact testing).</del>	



MM81	63	Policy SP17	<p>Modification to Policy SP17: Town Centre Car Parking:</p> <p>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.</p> <p>To this end, a Central Car Parking Core is identified on the IP-One inset policies map. Within this area, Core Strategy Review policy DM22 shall apply. <u>Within the whole IP-One Area, there will be no net addition to long-stay car parking provision, including on-street parking, over the plan period.</u></p> <p>Sites are allocated for multi storey car parks providing additional short stay shopper and visitor parking or long stay commuter parking as specified below:</p> <ul style="list-style-type: none"> <li>a. IP015 West End Road – long stay parking;</li> <li>b. IP048 Mint Quarter – short stay parking;</li> <li>c. IP049 No 8 Shed Orwell Quay – long stay parking; <u>and</u></li> <li>d. <u>IP051 Old Cattle Market, Portman Road – long stay parking.</u></li> </ul> <p>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.</p> <p>All new permanent car parks will be required to achieve good design and quality, and include electric vehicle charging points and variable messaging technology.</p> <p>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</p>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.

			<p>not be permitted when the permanent provision allocated above has been delivered. <u>In order to ensure no net gain in long stay parking spaces, the Council will link the release of new parking spaces through the above sites to the expiry of temporary permissions.</u></p> <p><del>Until then,</del> Temporary car parks will be expected to achieve the same level of quality as permanent ones.</p>	
MM82	64	Paragraph 5.50	<p>Modification to Paragraph 5.50:</p> <p>The <del>emerging</del> findings from the parking <del>strategy study</del> (which does not differentiate future demand in terms of long or short stay) suggest a net <del>deficit increase</del> of <u>just three</u> spaces by 2036 <del>in central Ipswich of fewer than ten spaces</del>. Geographically, the areas of deficit are in the vicinity of the railway station and office quarter around Russell Road, the Waterfront and in the north of the town centre. The Council is preparing an Ipswich Area Parking Plan to indicate how new, permanent parking provision will be made to replace the existing temporary spaces, in accordance with the evidence. In doing so, the Council will have regard to the County Council's Transport Mitigation <u>Strategy for the Ipswich Strategic Planning Area</u> and emerging action plan to ensure that parking is considered as part of a comprehensive approach to <u>sustainable</u> travel into central Ipswich.</p>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.
MM83	64	Paragraph 5.51	<p>Modification to Paragraph 5.51:</p> <p>The principle reflected through this policy is to allocate sites to meet the need for additional capacity in locations at the key entry points of the town centre. This approach seeks to limit drivers <del>'churn'</del> looking for appropriate spaces and needing to drive across the town centre. <del>These could be single sites offering both long and short stay or they could be separate sites, outside the parking core if they are long stay car parks, and inside the core if they are short stay car parks.</del></p>	To reflect the Transport and Parking SoCG agreed with Suffolk County Council.
MM84	65	Paragraph 5.52	<p>Modification to Paragraph 5.52:</p>	To reflect the Transport and Parking SoCG agreed with

			<p>The policy aims to strike an appropriate balance between providing sufficient, correctly priced car parking to encourage shoppers and visitors into Ipswich town centre, without adding to the burden of congestion or undermining sustainable travel options. Whilst short stay temporary car parking has been allowed on a number of sites awaiting redevelopment within the town centre, it is considered that any more would undermine work to encourage mode switching. <u>Therefore, the policy does not permit additional provision of such car parking. And the number of existing temporary permissions will reduce as the multi-storey development identified in the plan takes place, and through the decision to not support further temporary permissions. This will result in ensuring greater control of parking spaces overall to meet the Council's strategy ensuring that long-stay parking avoids the need to enter the core of the town centre.</u></p> <p><u>5.53 The policy approach to long stay car parking is to ensure that there is no net gain in the number of spaces over the plan period. In order to support the Suffolk County Council Transport Mitigation Strategy, there will also need to be a mechanism in place to link the new parking provision becoming available to the cessation of temporary provision. The Council will achieve this through conditioning planning permissions for new car parking provision to release new spaces only as temporary permissions expire.</u></p> <p><u>5.54 This needs to be linked to the equivalent number of new parking spaces provided so that there is no net gain of additional parking spaces in each zone identified in the strategy.</u></p> <p><del>5.53</del> <u>5.55</u> The National Planning Policy Framework states that local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists (see policy SP15).</p> <p><del>5.19</del> <u>5.56</u> The number of spaces to be provided at the sites allocated will be determined in relation to the delivery of additional floorspace in the town centre for the main town centre uses and spaces being lost to redevelopment. Short stay parking is that which provides for shoppers or leisure visitors visiting the town centre for part of a day or evening, whilst long stay parking is whole-day parking for workers.</p>	Suffolk County Council.
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			The difference is usually established by the location and pricing structure of the car park. When designing proposals, consideration should be given to Secured by Design guidance relating to car parks.	
MM85	67	Chapter 6: IP-One Opportunity Areas	Modifications to Chapter 6: IP-One Opportunity Areas:  See Appendix 9 of this document.	To reflect the SoCG agreed with Historic England.
MM86	72 – 73	Opportunity Area A	Modifications to Opportunity Area A:  See Appendix 10 of this document.	To reflect the SoCG agreed with Historic England.
MM87	76 – 77	Opportunity Area B	Modifications to Opportunity Area B:  See Appendix 11 of this document.	To reflect the SoCG agreed with Historic England.
MM88	80 – 81	Opportunity Area C	Modifications to Opportunity Area C:  See Appendix 12 of this document.	To reflect the SoCG agreed with Historic England.
MM89	84 – 85	Opportunity Area D	Modifications to Opportunity Area D:  See Appendix 13 of this document.	To reflect the SoCG agreed with Historic England.
MM90	88 – 89	Opportunity Area E	Modifications to Opportunity Area E:  See Appendix 14 of this document.	To reflect the SoCG agreed with Historic England.
MM91	92 – 93	Opportunity Area F	Modifications to Opportunity Area F:  See Appendix 15 of this document.	To reflect the SoCG agreed with Historic England.
MM92	96 – 97	Opportunity Area G	Modifications to Opportunity Area G:	To reflect the SoCG agreed

			See Appendix 16 of this document.			with Historic England.
MM93	100 – 101	Opportunity Area H	Modifications to Opportunity Area H:  See Appendix 17 of this document.			To reflect the SoCG agreed with Historic England.
MM94	108	Appendix 3B	Modification to Appendix 3B: IP116:			To reflect the Infrastructure SoCG agreed with Suffolk County Council.
			IP116	St Clement's Hospital Grounds	<p>Sports facilities should be retained or replaced.</p> <p>TPOs on site or nearby and 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.</p> <p>Archaeology - This development affects an area of high archaeological potential, as defined by information held by the County Historic Environment Record (HER). The proposed works will cause significant ground disturbance that have the potential to damage any archaeological deposits that exist. There is no objection in principle to development but any permission will require a condition relating to archaeological investigation. Historic buildings should be assessed.</p> <p>Water infrastructure and /or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required.</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the</u></p>	

					SMWLP applies. The use of minerals on site may be required by Suffolk County Council.		
MM95	113	Site Sheet IP003	<p>Modification to Site Sheet IP003:</p> <p>Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets may be required. <u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>				To reflect the SoCG agreed with Anglian Water.
MM96	114	Site Sheet IP003	<p>Modification to Site Sheet IP003:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan (SMWLP). It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>				To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM97	116	Site Sheet IP004	<p>Modification to Site Sheet IP004:</p> <p>Flood risk and possible contamination are further constraints. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.</p>				To reflect the SoCG agreed with Anglian Water.

			<p><u>There is an existing surface water sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	
MM98	116	Site Sheet IP004	<p>Modification to Site Sheet IP004:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM99	117	Site Sheet IP009	<p>Modification to Site Sheet IP009:</p> <p>Possible contamination and a TPO on site or adjacent. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.

MM100	123	Site Sheet IP010b	<p>Modification to Site Sheet IP010b:</p> <p>Parking should be incorporated into the design proposals to encourage the public realm to contribute positively to the character and experience of the development at the allocation site.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM101	125	Site Sheet IP011a	<p>Modification to Site Sheet IP011a:</p> <p>This site affects an area of archaeological importance within the area of the AngloSaxon and medieval town. The site lies over the line of the Anglo-Saxon and medieval town defences, and the 14th century Friary wall. Much of the site is a scheduled monument (List entry no: 1005985). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u></p>	To reflect the SoCG agreed with Historic England.
MM102	128	Site Sheet IP011b	<p>Modification to Site Sheet IP011b:</p> <p>This site, within the Anglo-Saxon core and the Area of Archaeological Importance (IPS 413), includes two separate scheduled monuments relating to the Middle and Late Saxon town (IPS 211 and 213 List Entry numbers 1005986 and 1005985). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media</p>	To reflect the SoCG agreed with Historic England.



			and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u>	
MM103	130	Site Sheet IP011c	<p>Modification to Site Sheet IP011c:</p> <p>Air quality, flood risk, possible contamination, possible access constraints, TPO on site or nearby (an application for Tree Works may be needed). The site lies adjacent to the Central and Wet Dock Conservation Areas, close to the grade II* St Mary at Quay church, <del>contains two scheduled monuments</del> and lies within an area of archaeological importance.</p> <p>Development principles for the Merchant Quarter, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B'). Where possible, the site layout should allow for improvements to the Star Lane frontage such as footway and cycleway provision or widening, and tree planting.</p> <p>This site lies within the Anglo-Saxon core and the Area of Archaeological Importance (IPS 413). The adjacent IP011 sites include two separate scheduled monuments relating to the Middle and Late Saxon town (IPS 211 and 213 List Entry numbers 1005986 and 1005985). The allocation was de-scheduled as a monument in 2016 as a large portion of it has been excavated (IPS 212). The excavated area can be considered archaeologically sterile, although it gives an indication of what might survive on the rest of the site.</p> <p>There is also limited potential for nationally important archaeological remains outside of the scheduled <u>and previously scheduled</u> areas. <del>This is because much of the site has already been excavated in the past. Detailed early p</del>Pre-application discussions with Suffolk County Council Archaeological Service and Historic England <u>is advised.</u> <del>would be required to agree the scope of required assessment, the principle of development and to inform design.</del></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

MM104	134	Site Sheet IP014	<p>Modification to Site Sheet IP014:</p> <p>Surface water-flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM105	138	Site Sheet IP015	<p>Modification to Site Sheet IP015:</p> <p>The design of the residential accommodation should have active and engaging frontages to West End Road and views across the river, whilst also create a positive architectural statement which will act as a landmark development signalling the entrance to Ipswich. A contemporary design approach would be encouraged, continuing the varied architectural expressions and use of modern materials around the Portman Quarter and Sir Bobby Robson Bridge to positively contrast the industrial architecture of The Maltings.</p> <p><u>There is an existing surface water sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM106	143	Site Sheet IP031a	<p>Modification to Site Sheet IP031a:</p>	To reflect the SoCG agreed with Anglian Water.

			<p>Development proposals need to address the change in topography to the north of the site as land drops away towards the river to avoid the need to build up site levels which would increase the prominence of buildings on the site, and in turn, affect views into and out of the Conservation Area.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	
MM107	143	Site Sheet IP031a	<p>Modification to Site Sheet IP031a:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM108	146	Site Sheet IP031b	<p>Modification to Site Sheet IP031b:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM109	148	Site Sheet IP032	<p>Modification to Site Sheet IP032:</p> <p>In respect of water supply and waste water treatment, infrastructure and / or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required. <u>There is an existing sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be</u></p>	To reflect the SoCG agreed with Anglian Water.

			<u>restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u>	
MM110	151	Site Sheet IP033	<p>Modification to Site Sheet IP033:</p> <p>Proposals should look to provide active and engaging frontages onto Bramford Road and Jovian Way, with a layout and design bespoke to the shape of the site.</p> <p><u>There is an existing surface water sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM111	153	Site Sheet IP035	<p>Modification to Site Sheet IP035:</p> <p>This very sensitive site forms part of the transition area from the town centre to the waterfront where development needs to reflect this transition in terms of design and scale etc. Wolsey's Gate is a scheduled monument (List Entry No. 1006071). Proposals impacting upon its setting would require detailed pre-application discussions. The site presents opportunities for enhancing the setting of this scheduled monument. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled monument consent, development proposals affecting the scheduled monument will need to deliver significant public benefit.</u></p>	To reflect the SoCG agreed with Historic England.
MM112	155	Site Sheet IP037	<p>Modification to Site Sheet IP037:</p> <p>Allocation Policies SP2, <u>SP5</u>, SP6, <u>SP7</u>, SP15 &amp; SP16</p>	In response to Paragraph 17(d) of the

				Inspectors Initial Letter dated 17 August 2020.
MM113	157	Site Sheet IP037	<p>Modification to Site Sheet IP037:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM114	159	Site Sheet IP039a	<p>Modification to Site Sheet IP039a:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM115		Site Sheet IP045	Modification to Site Sheet IP045:	
MM116	168	Site Sheet IP047	<p>Modification to Site Sheet IP047:</p> <p>The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development. <u>There are existing surface water sewers and a discharge point in Anglian Water's ownership within the boundary of the site and the site layout should be</u></p>	To reflect the SoCG agreed with Anglian Water.

			<u>designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water’s existing assets may be required.</u>												
MM117	169	Site Sheet IP048a	<div>Modification to Site Sheet IP048a:</div> <table><tr><th colspan="2">Use(s)</th><th>Indicative capacity</th></tr><tr><td rowspan="3">Primary</td><td>Primary School</td><td rowspan="3">-</td></tr><tr><td><u>Early years setting</u></td></tr><tr><td>Amenity green space &amp; short stay multi-storey car parking 40%</td></tr><tr><td>Secondary</td><td>Residential 40%</td><td>53 (100dph on 40% of the site)</td></tr></table>	Use(s)		Indicative capacity	Primary	Primary School	-	<u>Early years setting</u>	Amenity green space & short stay multi-storey car parking 40%	Secondary	Residential 40%	53 (100dph on 40% of the site)	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
Use(s)		Indicative capacity													
Primary	Primary School	-													
	<u>Early years setting</u>														
	Amenity green space & short stay multi-storey car parking 40%														
Secondary	Residential 40%	53 (100dph on 40% of the site)													
MM118	171	Site Sheet IP048a	<div>Modification to Site Sheet IP048a:</div> <p>The site lies within the area of archaeological importance (IPS 413) and much of it lies within a scheduled monument relating to the Middle and Late Saxon town, preserved under current car parks (List entry No 1005983). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u></p>	To reflect the SoCG agreed with Historic England.											

MM119	171	Site Sheet IP048a	<p>Modification to Site Sheet IP048a:</p> <p>To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</p> <p><u>There are existing foul and surface water sewers in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM120	173	Site Sheet IP048b	<p>Modification to Site Sheet IP048b:</p> <p>The site lies within the area of archaeological importance (IPS 413) and much of it lies within a scheduled monument relating to the Middle and Late Saxon town, preserved under current car parks (List entry No 1005983). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u></p>	To reflect the SoCG agreed with Historic England.
MM121	174	Site Sheet IP048b	<p>Modification to Site Sheet IP048b:</p> <p>To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</p>	To reflect the SoCG agreed with Anglian Water.

			<p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	
MM122	178	Site Sheet IP051	<p>Modification to Site Sheet IP051:</p> <p>In terms of archaeology, this site has potential for palaeo-environmental and waterlogged remains. There may be potential for waterlogged remains relating to the waterfront, and Friar's Bridge (IP260). A desk-based assessment should be undertaken, with an appropriate level of field evaluation that is informed by its results.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM123	181	Site Sheet IP054b	<p>Modification to Site Sheet IP054b:</p> <p>This site lies within the area of archaeological importance (IPS 413) and contains a scheduled monument (split over two separate areas) relating to the Anglo-Saxon and medieval town of Ipswich (List Entry No 1005987). Parts of the area have been investigated (IPS 214), IPS 369, and IPS 574). The latter found a wood-lined well with an assemblage of boar tusks, demonstrating good potential for the survival of wet and well preserved organic deposits. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. <u>In order to obtain scheduled</u></p>	To reflect the SoCG agreed with Historic England.



			<u>monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u>	
MM124	188	Site Sheet IP066	<p>Modification to Site Sheet IP066:</p> <p>Proposals would need to consider the change in topography over the site, particularly along Bishop's Hill to the south east. Stepping the height of the units would help illustrate this topographical change.</p> <p><u>There is an existing foul sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></p>	To reflect the SoCG agreed with Anglian Water.
MM125	191	Site Sheet IP067b	<p>Modification to Site Sheet IP067b:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM126	193	Site Sheet IP080	<p>Modification to Site Sheet IP080:</p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

MM127	196	Site Sheet IP089	<p>Modification to Site Sheet IP089:</p> <p>This site is a large area <del>in</del> <u>on the edge of</u> the Anglo-Saxon and Medieval core and within the Area of Archaeological Importance (IPS 413). Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Archaeological remains may be complex and important, and mitigation could involve significant costs and timescales.</p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM128	207	Site Sheet IP119	<p>Modification to Site Sheet IP119:</p> <p>Allocation Policies SP2, <u>SP5 &amp; SP7</u></p>	In response to Paragraph 17(d) of the Inspectors Initial Letter dated 17 August 2020.
MM129	209	Site Sheet IP119	<p>Modification to Site Sheet IP119:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM130	211	Site Sheet IP120b	<p>Modification to Site Sheet IP120b:</p>	To reflect the Infrastructure SoCG agreed with Suffolk

			<p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	County Council.
MM131	217	Site Sheet IP133	<p>Modification to Site Sheet IP133:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM132	225	Site Sheet IP140	<p>Modification to Site Sheet IP140:</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. The use of minerals on site may be required by Suffolk County Council.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM133	227	Site Sheet IP141a	<p>Modification to Site Sheet IP141a:</p> <p>TPOs nearby fronting Nacton Road (an application for tree works may be required). Possible contamination. Adjacent to railway wildlife corridor and buffer. Surveys for reptiles, bats and detailed terrestrial invertebrate surveys are required. <u>The site is within close proximity to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). Development will need to demonstrate that it will not harmfully impact the AONB.</u> The recommendations of the Ipswich Wildlife Audit 2019 could be</p>	In response to representation ID 26259 (AONB Unit).

			incorporated into future development, unless other means of biodiversity enhancement are appropriate.	
MM134	227	Site Sheet IP141a	<p>Modification to Site Sheet IP141a:</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. The use of minerals on site may be required by Suffolk County Council.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM135	229	Site Sheet IP149	<p>Modification to Site Sheet IP149:</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. The use of minerals on site may be required by Suffolk County Council.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM136	231	Site Sheet IP150b	<p>Modification to Site Sheet IP150b:</p> <p>Ravenswood has a distinctive spoke and wheel layout which allows for the residential development to blend comfortably into the heathy landscape of Ravenswood Park. The curved design of the estate acts as a soft edge to the development, leading to the rural edge of the borough. Introducing development which would reduce the distinctive legibility of Ravenswood and its relationship with this rural edge therefore requires careful consideration.</p> <p><u>The site is within close proximity to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). An assessment of the impact on this AONB will be required, including the impact of any proposed floodlighting.</u></p>	To overcome representation ID 26285 (AONB Unit).
MM137	231	Site Sheet IP150b	<p>Modification to Site Sheet IP150b:</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. The use of minerals on site may be required by Suffolk County Council.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

MM138	235	Site Sheet IP150d	<p>Modification to Site Sheet IP150d:</p> <p>Ravenswood features distinctive pockets of development, utilising varied architectural approaches and palette of materials which gives the estate an interesting character, such as dwellings along Downham Boulevard and Cranberry Square. This individual approach should be employed on this allocation site to provide a bespoke design which contributes to the character of Ravenswood and avoid replicating some of the plainer neo-Georgian design of Alnesbourne Close to the north.</p> <p><u>The site is within close proximity to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). An assessment of the impact on this AONB will be required.</u></p>	To overcome representation ID 26185 (Hallowtree Scout Centre).
MM139	237	Site Sheet IP150e	<p>Modification to Site Sheet IP150e:</p> <p>Ravenswood benefits from several sculptures and public art commissions, which enhance the environment in which the estate is experienced, and responds to the high quality design and aspirations of the Ravenswood development. Development of this allocation site should look to introduce further public art to well designed and integrated public space to the allocation site.</p> <p><u>The site is within close proximity to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). An assessment of the impact on this AONB will be required.</u></p>	To overcome representation ID 26185 (Hallowtree Scout Centre).
MM140	240	Site Sheet IP152	<p>Modification to Site Sheet IP152:</p> <p><u>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies. The use of minerals on site may be required by Suffolk County Council.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM141	244	Site Sheet IP188	<p>Modification to Site Sheet IP188:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk

			<u>does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u>	County Council.
MM142	249	Site Sheet IP279	<p>Modification to Site Sheet IP279:</p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM143	258	Site Sheet IP354	<p>Modification to Site Sheet IP354:</p> <p><u>The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It is likely that archaeological considerations could be managed through conditions on consent, although early consultation with Suffolk County Council Archaeological Service is advised.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM144	261	Site Sheet IP355	<p>Modification to Site Sheet IP355:</p> <p><u>The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It is likely that archaeological considerations could be managed through conditions on consent, although early consultation with Suffolk County Council Archaeological Service is advised.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM145	262 - 264	Site Sheet ISPA 4.1	<p>Modifications to Site Sheet ISPA4.1:</p> <p>See Appendix 18 of this document.</p>	To reflect the SoCG agreed with Historic England.

MM146	264	Site Sheet ISPA4.1	<p>Modification to Site Sheet ISPA4.1 – Insert at end of site sheet:</p> <p><u>These large greenfield areas have not been previously systematically investigated for archaeological remains. Archaeological evaluation should be undertaken to inform planning applications, comprising a combination of desk-based assessment, geophysical survey and an appropriate level of trial trenched archaeological evaluation (see character zone 2c in Archaeology and Development SPD).</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM147	265 – 266	Site Sheet IP028b	<p>Modification to Site Sheet IP028b:</p> <p><u>The site lies on the edge of the River Gipping, within the likely former extent of the precinct of the medieval Franciscan friary (Greyfriars). There is potential for archaeological remains relating to the friary to survive on the site, as well as earlier occupation on the edge of lower lying marshy land. Within the western part of the site, marsh deposits have been identified, but human remains were recorded during construction of the eastern side of the existing buildings on the site. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work).</u> <del>This site likely lies in the former extent of the town marsh.</del> Palaeo-environmental assessment and mitigation for impacts on deeper deposits may be required. Deep excavations may encounter waterlogged features. <del>Stratigraphy may be expected to be particularly deep in former streams and watercourses, and waterlogged features are recorded in the Urban Archaeological Database.</del></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.
MM148	269	Site Sheet IP045	<p>Modification to Site Sheet IP045:</p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p>	To reflect the Infrastructure SoCG agreed with Suffolk County Council.

### **Appendix 1: Modification to Table 8.1**

Table 8.1 – Objectively Assessed Housing Need across the Ipswich Housing Market Area based on the standard method

	SHMA annual	SHMA total (2014-2036)	Standard method annual (Sept 2017)	Standard method total (2016 – 2036)	Standard method annual (2016-based)	Standard method total (2016-based) (2018-2036)	Standard method annual (2014-based)	Standard method total (2014-based) (2018-2036)	Standard method annual (2014 based, 2018 ratios)	Standard method total (2014 based, 2018 ratios, 2018 – 36)	Standard method annual (2014 based, 2019 ratios)	Standard method total (2014 based, 2019 ratios, 2018 – 36)
<b>Babergh</b>	355	7,820	439	8,780	420	7,560	420	7,560	420	7,560	<u>416</u>	<u>7,488</u>
<b>Ipswich</b>	519	11,420	442	8,840	479	8,622	445	8,010	445	8,010	<u>460</u>	<u>8,280</u>
<b>Mid Suffolk</b>	452	9,951	573	11,460	590	10,620	585	10,530	556	10,008	<u>535</u>	<u>9,360</u>
<b>Suffolk Coastal</b>	460	10,111	495	9,900	582	10,476	515	9,270	542	9,756	<u>489<sup>3</sup></u>	<u>8,802</u>
<b>Total</b>	1,786	39,302	1,949	38,980	2,071	37,278	1,965	35,370	1,963	35,334	<u>1,900</u>	<u>34,200</u>

Note: the Babergh figure of 420 p.a. includes the application of a cap on the uplift, as allowed for by the methodology.

<sup>3</sup> Following the creation of East Suffolk Council to replace the former Suffolk Coastal and Waveney District Councils from 1st April 2019, the affordability ratios for 2019 (published in March 2020) are at the East Suffolk level. The East Suffolk affordability ratio is therefore used in this calculation.



## Appendix 2: Modification to Table 3

**TABLE 3 HOUSING LAND SUPPLY AND MINIMUM REQUIREMENT AT 1<sup>st</sup> APRIL ~~2019~~ 2020**

		Number of dwellings	Discounted Numbers	Cumulative Numbers
1	Completions 1 <sup>st</sup> April 2018 to 31 <sup>st</sup> March <del>2019</del> 2020	<del>223</del> 644	-	<del>223</del> 644
2	Dwellings under construction	<del>544</del> 260	-	<del>767</del> 904
3	Dwellings with planning permission	<del>846</del> 3,224	<del>761</del> 2,902	<del>1,528</del> 3,806
4	Dwellings with a resolution to grant planning permission (subject to the prior completion of a Section 106 agreement)	<del>424</del> 222	<del>382</del> 200	<del>1,910</del> 4,006
5	Number of dwellings required on new site allocations and on windfall sites to 2036	<del>6,100</del> 4,274		<del>8,010</del> 8,280

### TABLE NOTES

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

*Line 2: Dwellings under construction at 31<sup>st</sup> March ~~2019~~ 2020 - assumed that all will be completed over the plan period.*

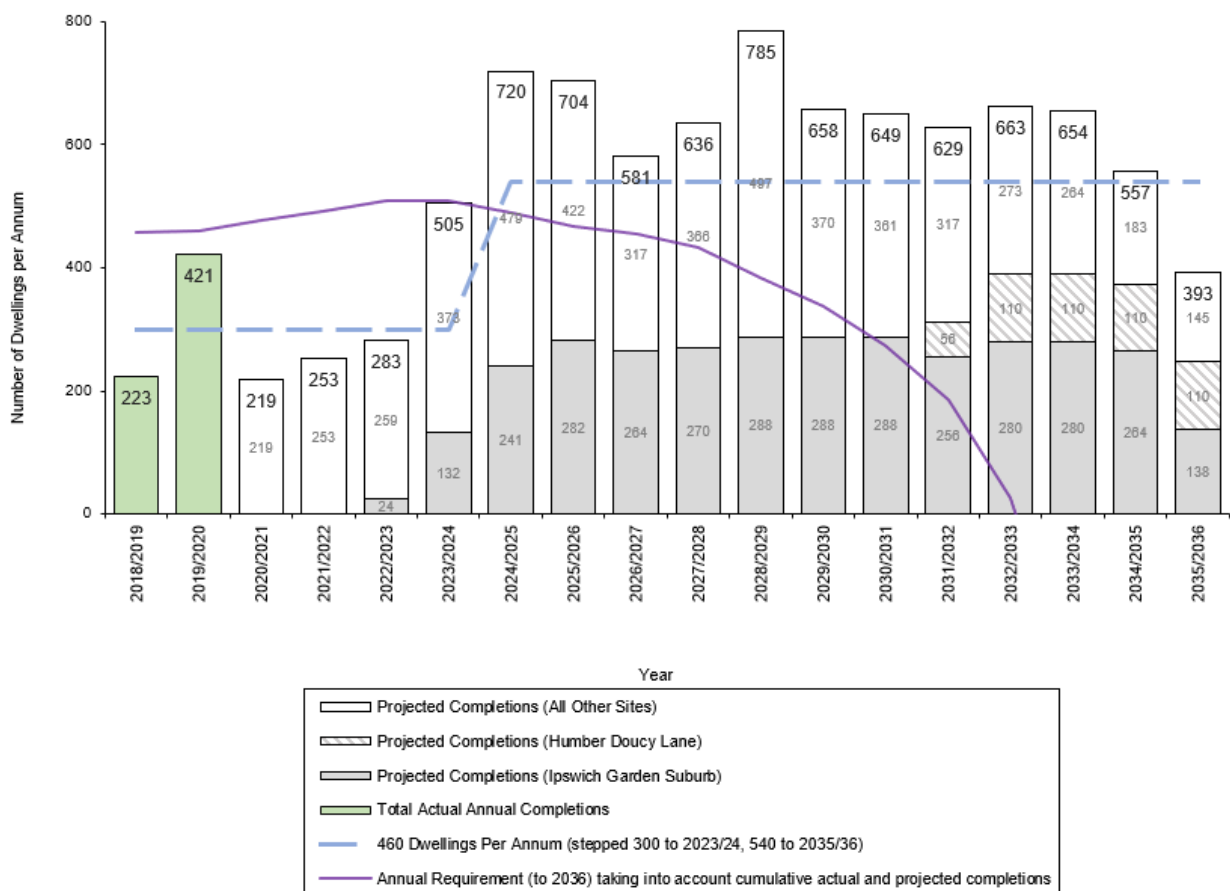
*Line 3: Other dwellings with planning permission at 31<sup>st</sup> March ~~2019~~ 2020 - assumed that 10% of these will not be completed.*

*Line 4: Dwellings with a resolution to grant planning permission from the Council's Planning and Development Committee but which are awaiting completion of a Section 106 Agreement before planning permission is issued, at 31<sup>st</sup> March ~~2019~~ 2020 - assumed that 10% of these will not be completed.*

*Line 5: To reach the minimum requirement of ~~8,010~~ 8,280 dwellings by 2036, together with windfall sites, further land will need to be allocated within the Borough for at least ~~6,100~~ 4,274 new homes.*

## Appendix 3: Diagram 4: Housing Trajectory

**Diagram 4 Ipswich housing trajectory at 1<sup>st</sup> April 2020**



#### Appendix 4: Modification to Table 4

**TABLE 4 ESTIMATED HOUSING DELIVERY FOR 2019-2036 EXCLUDING CURRENT PERMISSIONS  
AS AT 1<sup>ST</sup> APRIL ~~2019~~ 2020**

Area of Ipswich	%age (dwellings) Previously developed land	Total Additional dwellings 2019-2036
IP-One	100%	<del>2,034</del> <u>2,015</u>
Rest of built up area	<del>83%</del> <u>72.4%</u>	<del>716 (PDL: 594)</del> <u>642</u> (PDL: 465)
Ipswich Garden Suburb (see policy CS10)	0%	<del>3,268</del> <u>1,380</u>
Northern end of Humber Doucy Lane (see Policy ISPA4)	0%	496
<b>Total 2019-2036 (excluding windfall)</b>	<b><del>40.3%</del> <u>54.7%</u></b>	<b><del>6,514 (PDL: 2,628)</del> <u>4,533 (PDL: 2,480)</u></b>
Windfall sites <del>2022-2023</del> – 2036	90%	<del>700</del> <u>650</u> (PDL: <del>630</del> <u>585</u> )
<b>Total 2019-2036</b>	<b><del>45.2%</del> <u>59.1%</u></b>	<b><del>7,214 (PDL: 3,258)</del> <u>5,183 (PDL: 3,065)</u></b>

## Appendix 5: New Appendix 9: Housing Trajectory

### Appendix 9 Ipswich Housing Trajectory at 1<sup>st</sup> April 2020

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual dwellings which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP003		Allocation (SP2)	3-11 and 4-32 Portman's Walk IP1 2DW (north of Sir Alf Ramsey Way)	B	1.41	0	114	114	0													25	30	34	25	114
IP004	UC004	Allocation (SP2)	Bus depot, 7 Constantine Road IP1 2DP	B	1.07	0	48	48	0											24	24					48
IP005	16/00969	Full - approved (SP3)	Former Took's Bakery 731, Old Norwich Road	B	1.98	0	60	60	0	60																60
IP009	UC009	Allocation (SP2)	Victoria Nurseries, 1 Kettlebaston Way IP4 2XX	B	0.39	0	12	12	0							12										12
IP010a	UC010 part a	Allocation (SP2)	Former Co-op Depot, Derby Road & Hines Road	B	2.22	0	75	75	0									25	25	25						75
IP010b	UC010 part b	Allocation (SP2)	Felixstowe Road (237 to 297)	B	2.79	0	62	62	0										31	31						62
IP011a	UC011 part	Allocation (SP2)	Former Gym and Trim Health Club, Lower Orwell Street IP4 1BU	B	0.16	0	18	18	0							18										18
IP011b	UC011 part	Allocation (SP2)	Eastern Counties Bus Depot, Foundation Street IP4 1BQ and 6 Smart Street IP4 1BP	B	0.62	0	56	56	0												28	28				56
IP011c	UC011 part	Allocation (SP2)	Car Park, Smart Street	B	0.08	0	7	7	0									7								7
IP012	UC012	Allocation (SP2)	52 to 60 Grimwade Street IP4 1LP & Portia House Star Lane (Peter's Ice Cream)	B	0.32	0	35	35	0							35										35
IP014		Allocation (SP2)	92 - 94 and Hope Church, 114 Fore Hamlet IP3 8AF	B	0.21	0	31	31	31						31											31
IP015	UC015	Allocation (SP2)	Car Park, West End Road	B	1.22	0	67	67	0									25	30	12						67
IP031a	UC032	Allocation (SP2)	Car Park, Burrell Road	B	0.44	0	20	20	0									20								20
IP031b	19/00369	Full (S106) (was SP2)	22 Stoke Street IP2 8BX	B	0.18	0	31	31	31			31														31
IP032	UC033	Allocation (SP2)	King George V Field, Old Norwich Rd	G	3.7	0	99	99	0											33	33	33				99

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP033	UC034	Allocation (SP2)	Land at Bramford Road (Stocks site)	G	2.03	0	55	55	0								27	28								55
IP035		Allocation (SP2)	Key Street/Star Lane (St Peter's Port)	B	0.54	0	86	86	0								40	46								86
IP037	UC038	Allocation (SP2)	Island site	B	6.02	0	421	421	0											55	70	75	75	76	70	421
IP039a	UC040	Allocation (SP2)	Land between Gower Street and Great Whip Street	B	0.48	0	45	45	0														22	23		45
IP040		Allocation (SP2)	Civic Centre area, Civic Drive	B	0.73	0	59	59	0											25	34					59
IP041		Allocation (SP2)	Former Police Station, Civic Drive	B	0.52	0	58	58	0							20	38									58
IP042		Outline withdrawn (SP3)	Land between Cliff Quay and Landseer Road	B	1.64	0	222	222	0								74	74	74							222
IP043	UC044	Allocation (SP2)	47 Key Street and Slade Street Car Park, Star Lane	B	0.7	0	50	50	0								25	25								50
IP047	08/00953 19/00148	Allocation (SP2)	Land at Commercial Road	B	2.86	0	173	173	173				35	65	73											173
IP048a	UC051	Allocation (SP2)	Mint Quarter (east)	B	1.33	0	53	53	0									26	27							53
IP048b		Allocation (SP2)	Mint Quarter (west)	B	1.34	0	36	36	0										36							36
IP048c	18/00740	Prior Approval - approved (SP3)	6-10 Cox Lane and 36-46 Carr Street (upper floors)	B	0.23	0	33	33	0	33																33
IP054a	16/01037	Full - approved (SP3)	30 Lower Brook Street	B	0.56	0	62	62	62					62												62
IP054b		Allocation (SP2)	Land between Old Cattle Market and Star Lane	B	0.95	0	40	40	0											40						40
IP059	16/01220	Outline (S106) (SP3)	Elton Park Industrial Estate, Hadleigh Road (128 dwellings (approx 103 in IBC) and 60 bed care home)	B	2.97	0	103	103	68					34	34	35										103
IP061	UC064	Allocation (SP2)	School Site, Lavenham Road	G	0.9	0	23	23	12						12	11										23

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP064a		Allocation (SP2)	Holywells Road east	B	1.2	0	66	66	0								33	33								66
IP066	UC069	Allocation (SP2)	JJ Wilson, White Elm Street and land to rear at Cavendish Street	B	0.85	0	55	55	22						22	33										55
IP067a		Allocation (SP2)	Former British Energy site (north)	B	0.38	0	17	17	0														17			17
IP074	16/01179	Full - approved (SP3)	Land at Upper Orwell Street	B	0.07	0	9	9	9				9													9
IP080	UC085	Allocation (SP2)	240 Wherstead Road	B	0.49	0	27	27	0							27										27
IP084a	18/01117	Full (S106) (SP3)	County Hall, St Helen's Street	B	0.32	0	40	40	40					40												40
IP089	UC096	Allocation (SP2)	Waterworks Street	B	0.31	0	23	23	0													23				23
IP096		Allocation (SP2)	Car Park Handford Rd East (19/00768/FUL pending - 22 assisted dwellings)	B	0.22	0	22	22	22				22													22
IP098	UC111	Allocation (SP2)	Transco, south of Patteson Road	B	0.57	0	62	62	0											30	32					62
IP105	UC129	Allocation (SP2)	Depot, Beaconsfield Road	B	0.34	0	15	15	0										15							15
IP106	18/00032 & 19/00045	Full - approved (SP3)	391 Bramford Road	G	0.33	0	11	11	11		11															11
IP109	12/00192	Full (S106) (SP3)	The Drift, Woodbridge Road (application awaiting S106 for 13 dwellings but reduced capacity is more likely)	B	0.42	0	6	6	6					6												6
IP116a	16/00659 19/00070	Reserved Matters - approved (SP3)	Former St Clements Hospital, Foxhall Road	B	1.7	34	17	51	5	12	5															17
IP116b	16/00677	Reserved Matters - approved (SP3)	St Clements Hospital Grounds, Foxhall Road	G	3.6	90	12	102	0	12																12
				B	3	60	17	77	0	17																17

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP119		Allocation (SP2)	West End Road (East)	B	0.61	0	28	28	0														28			28
IP120b		Allocation (SP2)	West End Road (West)	B	1.03	0	103	103	0												22	39	42			103
IP125		Allocation (SP2)	Corner of Hawke Road and Holbrook Road	B	0.25	0	20	20	20				20													20
IP131	18/00552	Full - approved (SP3)	45 Milton Street	B	0.28	0	9	9	9				9													9
IP132	10/00343	Allocation (SP2) (Full - expired)	Former St Peters Warehouse Site, 4 College Street / Bridge Street (Northern Quays west)	B	0.18	0	73	73	0								36	37								73
IP133	10/00418	Allocation (SP2) (Full - expired)	South of Felaw Street	B	0.37	0	45	45	0									45								45
IP135	11/00247	Allocation (SP2) (Outline - expired)	112 - 116 Bramford Road	B	0.17	0	19	19	19						19											19
IP136	UC251	Allocation (SP2)	Silo, College Street	B	0.16	0	48	48	0											24	24					48
IP142	UC259 17/00570	Full - approved (SP3)	Land at Duke Street	B	0.39	0	44	44	44						44											44
IP143	17/00769	(Outline - approved) (was SP2)	Former Norsk Hydro Ltd, Sandyhill Lane	B	4.5	0	85	85	85				40	45												85
IP150a (part)	07/00765 part	Outline - approved (SP3)	Land south of Ravenswood (sites U, V and W)	B	2.23	0	99	99	99			19	28	28	24											99
IP150d		Allocation (SP2)	Land south of Ravenswood	B	1.8	0	34	34	0								34									34
IP150e		Allocation (SP2)	Land south of Ravenswood	B	3.6	0	126	126	42					15	27	28	28	28								126
IP161	19/00065	Full - approved (SP3)	2 Park Road	B	0.35	0	14	14	14			14														14

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP165	17/00795	Full - approved (SP3)	Eastway Business Park, Europa Way	B	2.08	86	8	94	0	8																8
IP169	15/00393	Full - approved (SP3)	23-25 Burrell Road	B	0.08	10	4	14	0	4																4
IP172	UC088 08/00511	Allocation (SP2) (Full - expired)	15-19 St Margaret's Green	B	0.08	0	9	9	0								9									9
IP188	19/00173	Full - approved (was SP2)	Websters Saleyard site, Dock Street	B	0.11	0	9	9	9						9											9
IP200	17/00382 05/00819 11/00432 13/00346	Full - approved (SP3)	Griffin Wharf, Bath Street	B	4.7	131	113	244	113				33	40	40											113
IP205	02/01241 19/00624	Full - approved and S106 (SP3)	Burton's, College Street	B	0.1	71	14	85	14					14												14
IP206	04/00313	Full - approved (SP3)	Cranfields (16 flats replaced by 16/00092/VC below)	B	0.71	196	124	320	0							42	42	40								124
IP206	16/00092/VC	Full - approved (SP3)	Cranfields (Mill House)	B		33	10	43	0	10																10
IP218	15/00422	Prior Approval - approved	31-37 St Helen's Street	B	0.4	12	3	15	3						3											3
IP221	06/01007	Allocation (SP2) (Full - expired)	Flying Horse PH, 4 Waterford Road	B	0.35	0	12	12	0											12						12
IP234	06/01176 19/00062	Full - approved & pending	Land adjacent 30 Gibbons Street	B	0.03	0	3	3	3				3													3
IP245	18/00899	Full - approved (SP3)	12-12a Arcade Street	B	0.06	0	14	14	14			14														14
IP256	16/00987	Full - approved (SP3)	Artificial Hockey Pitch, Ipswich Sports Club, Henley Road	B	0.87	0	28	28	28				28													28



Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP268	13/00625	Full - approved	Burlington Road	B	0.26	6	2	8	0	2																2
IP274	16/00763	Full (S106)	Old Norwich Road (rear of Maypole PH)	G	0.41	0	11	11	11			11														11
IP279a	18/00470	Prior Approval - approved (SP3)	Former British Telecom, Bibb Way	B	0.63	0	102	102	102		50	52														102
IP279b area 1		Allocation (SP2)	North of former British Telecom offices, Bibb Way fronting Handford Road	B	0.4	0	18	18	18			18														18
IP279b area 2		Allocation (SP2)	South of former British Telecom offices, Bibb Way	B	0.62	0	29	29	29			29														29
IP280	14/01039 17/00489/ VC	Full - approved	Westerfield House, Humber Doucy Lane	B	0.06	0	7	7	0	7																7
IP280	18/00526	Outline - approved (SP3)	Westerfield House, Humber Doucy Lane	G	3.44	0	147	147	147				48	65	34											147
IP283	17/00049	Full - approved (SP3)	25 Grimwade Street. Student Union Club and adjacent car park, Rope Walk	B	0.27	0	14	14	14		14															14
IP285 (part)	19/00737	Full approved	Land rear of 28 - 50 Freehold Road and 17 Kemball Street	G	0.16	0	5	5	5		5															5
IP290	17/00320	Full - approved	The Great White Horse Hotel, 45 Tavern Street	B	0.02	0	6	6	0							6										6
IP307		Allocation (SP2)	Prince of Wales Drive	B	0.27	0	18	18	18			18														18
IP309		Allocation (SP2)	Former Bridgeward Social Club, 68a Austin Street and amenity land rear of 18-42 Austin Street	B	0.29	0	15	15	15					15												15
IP333	19/00325	Full approved	Land rear of 133 to 139 Valley Road	G	0.49	0	7	7	7			7														7
IP354		Allocation (SP2)	72 (Old Boatyard) Cullingham Road	B	0.34	0	24	24	24				24													24
IP355		Allocation (SP2)	77-79 Cullingham Road	B	0.06	0	6	6	6				6													6

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Name and address of site	Greenfield/Brownfield	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP358	18/00374	Prior Approval - approved	Saxon House, 1 Cromwell Square	B	0.07	0	34	34	34		34															34
IP360	18/00496	Prior Approval - approved	2 Turret Lane	B	0.1	0	6	6	0	6																6
IP361	18/00549	Prior Approval - approved	3-4 Lower Brook Mews	B	0.02	0	6	6	6		6															6
IP362	18/00675 19/00910	Prior Approval & Full - approved	39 Princes Street	B	0.03	0	15	15	15		15															15
IP363	18/00685 19/00202	Prior Approval & Full - approved	Foundation House, 34 Foundation Street	B	0.1	0	14	14	0	14																14
IP364	18/01063	Full - approved	28-32 Museum Street	B	0.03	0	9	9	0	9																9
IP365	18/01070	Prior Approval - approved	15-17 Princes Street	B	0.05	0	14	14	14		14															14
IP366	19/00028	Full - approved	6 Lower Brook Street	B	0.03	0	8	8	8		8															8
IP371	18/00160	Full - approved	The Mason's Public House, 79 Victoria Street	B	0.06	0	8	8	8		8															8
IP383	19/00969	Full approved	Aaron House, Finchley Road IP4 2HU	B	0.17	0	5	5	5			5														5
IP386	19/01118	Full (S106)	28-50 Grimwade Street	B	0.15	0	13	13	13		13															13
IP387	19/01119	Full pending	Lockup garages and amenity area adjacent 14 Emmanuel Close	B	0.07	0	6	6	6		6															6
IP388	19/01122	Full pending	Lockup garages rear of 70 to 84 Sheldrake Drive	B	0.24	0	8	8	8		8															8
IP389	19/01129	Full approved	Lockup garages rear of 32 to 40 Mallard Way	B	0.18	0	6	6	6		6															6

Site Reference	Planning application ref/DPD policy ref	Type of permission (Allocation, Outline, Reserved Matters, Full)	Parish/Ward	Name and address of site	Greenfield/Brownfield	Available	Suitable	Achievable in 5 years	Site Area	Total number of dwellings built on site	Total residual number of dwellings under construction, permitted/allocated	Total number of dwellings on site	Number of residual which are expected to be completed in 5 years	2020/21 (Current Year)	2021/22 (Yr 1)	2022/23 (Yr 2)	2023/24 (Yr 3)	2024/25 (Yr 4)	2025/26 (Yr 5)	2026/27 (Yr 6)	2027/28 (Yr 7)	2028/29 (Yr 8)	2029/30 (Yr 9)	2030/31 (Yr 10)	2031/32 (Yr 11)	2032/33 (Yr 12)	2033/34 (Yr 13)	2034/35 (Yr 14)	2035/36 (Yr 15)	Total Identified Supply
IP392	19/00159	Full approved	Gipping	Highview Hotel, 56 Belstead Road IP2 8BE	B	Yes	Yes	Yes	0.19	0	8	8	8		8															8
IP181	14/00638	Strategic Devt Site (Outline approved)	St Margaret's	Ipswich Garden Suburb Phase N1a (CBRE - West of Westerfield Road & south of Railway Line)	G	Yes	Yes	Part	43.3	0	815	815	210				42	84	84	84	84	84	84	84	50	50	50	35		815
IP180 (part)	16/00608	Strategic Devt Site (Outline approved)	Whitton	Ipswich Garden Suburb Phase N2a (Crest - North of Railway and east of Henley Road)	G	Yes	Yes	Part	42.7	0	1,100	1,100	343			24	90	115	114	96	102	120	120	120	50	50	50	49		1,100
IP182 (part)		Strategic Devt Site	St Margaret's	Ipswich Garden Suburb Phase N3a (Mersea - East of Westerfield Road)	G	Yes	Yes	Part	53.1	0	924	924	126					42	84	84	84	84	84	84	84	84	84	42		924
IP185, part IP182 & IP180		Strategic Development Site	St Margaret's & Whitton	Ipswich Garden Suburb Phase N1b (Ipswich School), Phase N3b (Red House Farm) & Phase N2b (Other)	G	Yes	Yes	No	25.6	0	456	456	0												72	96	96	96	96	456
ISPA4.1		Allocation (ISPA4)	Rushmere	Humber Doucy Lane adjacent to Tuddenham Road	G	Yes	Yes	No	23.6	0	496	496	0												56	110	110	110	110	496
Various	Various			Sites with fewer than 5 dwellings	G	Yes	Yes	Yes	1.5	2	48	50	41	7	16	15	10													48
Various	Various			Sites with fewer than 5 dwellings	B	Yes	Yes	Yes	3.1	0	78	78	60	18	26	26	8													78
Windfall				Windfall sites	B					0	650	650	150				50	50	50	50	50	50	50	50	50	50	50	50	50	650
Total										731	8,889	9,620	2,465	219	253	283	505	720	704	581	636	785	658	649	629	663	654	557	393	8,889
Brownfield total													1,552	200	221	226	315	414	376	306	339	469	370	328	284	240	264	183	145	4,680
Greenfield total													913	19	32	57	190	306	328	275	297	316	288	321	345	423	390	374	248	4,209

## Appendix 6 – Table 8A with proposed amendments

TABLE 8A Major Infrastructure Proposals

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Flood Management							
Ipswich Flood Defence Management Strategy  May include measures such as sheet piling renewal or a pumping station – to be confirmed by Environment Agency	Continued regeneration through mixed use developments within the Flood Risk zones in IP-One	Environment Agency	To be confirmed when the measures have been identified	tbc	tbc	Defra  Environment Agency  Developer contributions	2036
Early years							

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
<p>Additional early years capacity to meet demand arising from development in Alexandra Ward</p> <p>New setting at IP048</p> <p><del>Expansion of existing settings and SCC investigate investigating</del> potential for new provision in town centre units <u>and other options.</u> Listed cost is estimated cost of one 30 place and one 60 place setting. 30 places could be provided to Alexandra Ward through the 90 place setting on site IP037.</p> <p><u>New early years setting at ISPA4.1 (Humber Doucy Lane) – Determined at Masterplanning</u></p>	Essential to support growth	Suffolk County Council	<p>£2,350,448</p> <p><del>£509,886</del></p> <p><del>£1,609,812</del></p> <p><del>£1,902,267</del></p>	<p>£2,176,821</p> <p><del>£509,886</del></p> <p><del>£1,609,812</del></p> <p><del>£1,902,267</del></p>	<p>Unknown</p> <p>£173,627.00</p>	<p>Suffolk County Council</p> <p>Developer contributions</p>	Through-out plan period

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
<p>Additional early years capacity to meet demand arising from development in Bridge Ward</p> <p>New setting at Halifax Primary School (preferred option if funding gap can be addressed)</p> <p>or</p> <p>Expansion of provision at Hillside Primary School</p>	Essential to support growth	Suffolk County Council	<p>£588,330</p> <p>or</p> <p>£414,900</p>	<p>£493,381</p> <p>or</p> <p>£414,900</p>	<p>£94,949</p> <p>or</p> <p>£0</p>	<p>Suffolk County Council</p> <p>Developer contributions</p>	Through-out plan period
<p>Additional early years capacity to meet demand arising from development in Castle Hill, Whitehouse and Whitton Wards</p> <p>If possible, expand provision at Highfield Nursery and/or provide additional capacity at Ipswich Garden Suburb settings</p>	Essential to support growth	Suffolk County Council	£597,456 - £705,996	£597,456 - £705,996	£0	<p>Suffolk County Council</p> <p>Developer contributions</p>	Through-out plan period

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Additional early years capacity to meet demand arising from development in Gainsborough Ward Seek to expand provision at either Morland or Ravenswood Primary Schools	Essential to support growth	Suffolk County Council	£149,364	£149,364	£0	Suffolk County Council  Developer contributions	Through-out plan period
Additional early years capacity to meet demand arising from development in Gipping Ward  New setting on development site	Essential to support growth	Suffolk County Council	<u>£1,175,224</u> <del>£1,176,660</del>	<u>£1,612,136</u> <del>£1,000,161</del>	<u>£0</u> <del>£176,499</del>	Suffolk County Council  Developer contributions	Through-out plan period

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Additional early years capacity to meet demand arising from development in Holywells Ward New <u>60 place</u> setting at Rosehill Primary School New <u>90 place</u> setting at IP037 subject to sequential and exception test	Essential to support growth	Suffolk County Council	<u>£2,431,764</u> <u>£2,353,320</u>	<u>£2,431,764</u> <u>£2,059,155</u>	<u>£0</u> <u>£294,165</u>	Suffolk County Council  Developer contributions	Through-out plan period
<del>Additional early years capacity to meet demand arising from development in St John's Ward</del>  Expand provision at Britannia Primary School, or  <del>Establish a new setting at St John's Primary School</del>	Essential to support growth	Suffolk County Council	<del>£331,920</del> Or <del>£588,330</del>	<del>£331,920</del> Or <del>£392,220</del>	Unknown	Suffolk County Council  Developer contributions	Through-out plan period
Primary education							



Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Primary School Provision  New school at IP048a Mint Quarter  Extensions to existing schools: <ul style="list-style-type: none"> <li>• Rosehill Primary School</li> <li>• St Mark's or Sprites Primary School</li> <li>• <u>Cliff Lane Primary School</u></li> </ul>	Essential for the delivery of residential development across Ipswich including at the Waterfront	Suffolk County Council / Dept. for Education	£8,236,620  <u>£3,100,000</u> £1,742,580  £1,742,580 - £3,485,160  <u>£1,200,000</u>	£3,824,145 (based on 195 pupils)  <u>£ 1,211,423</u> <del>£564,264</del>  <u>£4,513,952</u> <del>£4,729,860</del>  <u>£3,065,537</u>	£4,415,175  <u>£1,888,577</u> £1,178,316  £0  <u>£0</u>	Suffolk County Council  Dept. for Education  Developer Contributions	Through-out plan period
Secondary education							

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
<p>Secondary School expansion</p> <p><del>Chantry Academy – 300 places by 2036 (22% of demand is arising within Ipswich Borough)</del></p> <p>Stoke High School – 190 places by 2036 (48% of demand is from planned growth and remainder is background growth)</p>	Essential for the delivery of residential development across Ipswich including at the Waterfront and in Babergh Mid Suffolk District(s)	Suffolk County Council	£6,821,400	£2,046,420	£4,774,980	Suffolk County Council  Dept. for Education  Developer Contributions from Babergh Mid Suffolk and Ipswich	Through-out plan period
Special Education Needs and Disability							
<u>IP129 – Woodbridge Road – SEND School</u>	<u>Essential to support growth</u>	<u>Suffolk County Council</u>	<u>Fully Funded by Dept. For Education</u>	<u>£0</u>	<u>£0</u>	<u>Dept. for Education</u>	Through-out plan period
Post-16 education							

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Expansion of Suffolk One-post-16 education in and around Ipswich <sup>4</sup>	Essential to support growth	Suffolk County Council	£9,095,200 £4,065,525	£7,799,134	£0	Suffolk County Council  Dept. for Education  Developer contributions including from neighbouring authorities	Through-out plan period
Waste provision							
Relocation of Portman's Walk Household Waste Recycling Centre (HWRC)  Expansion of Foxhall HWRC	Essential to support growth	Suffolk County Council	£3m  £6m	£110 per dwelling	£0	Suffolk County Council  Developer contributions	Through-out plan period
Libraries							

<sup>4</sup> It is not currently considered necessary to establish a new Sixth Form to serve Ipswich, but this will be reconsidered through the next plan review. If further capacity were required, the establishment of a new Sixth Form serving one or both of Ormiston Endeavour and the new Ipswich Garden Suburb secondary could be considered along with other options

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Expansion of existing libraries, remodelling of existing libraries or provision of flexible, digital access and/or mobile services.  Strategy and distribution of improvements to be developed during the plan period	Essential to support growth	Suffolk County Council	£700,000 <sup>5</sup>	£216 per dwelling	£0	Suffolk County Council  Developer contributions	Through-out plan period
Transport							
A14 Junction improvements Junction 55 Copdock Junction 56 Wherstead Junction 57 Nacton Junction 58 Seven Hills	Essential to support ISPA-wide growth	Suffolk County Council  Highways England	£65m-£100m  £5m-£10m £5m-£10m £5m	Unknown	Unknown	Developer contributions (S278/S106) from all the ISPA authorities  Highways England (RIS or Minor Works Fund)  Central Government	Through-out plan period
Measures to increase capacity on A1214	Essential to support ISPA-wide growth	Suffolk County Council Highways England	£4m	Unknown	Unknown	Developer contributions from all the ISPA authorities	Through-out plan period

<sup>5</sup> Approximately based on the number of dwellings from policy ISPA4 and SP2 housing allocations.

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Sustainable transport measures in Ipswich, including Smarter Choices, Quality Bus Partnership and other measures	Essential to support ISPA-wide growth	Suffolk County Council	£7.3m-£8.4m to 2026	<del>Tbc based on funding strategy through action plan</del>	<del>Tbc based on funding strategy through action plan</del>	Developer contributions from all the ISPA authorities  Suffolk County Council  ISPA authorities	Through-out plan period
Infrastructure improvements to support sustainable transport measures and junction improvements	Essential to support ISPA-wide growth	Suffolk County Council	£16m-£20m to 2026	Tbc through action plan	Tbc through action plan	Developer contributions from all the ISPA authorities  Suffolk County Council	Through-out plan period
Link road through site IP029 via Europa Way from Bramford Road to Sproughton Road)	Desirable but not essential to support planned growth	Suffolk County Council	<del>Tbc</del> £700,000	<del>tbc</del> £0	<del>Tbc</del> £0	Suffolk County Council  <u>New Anglia LEP</u>  <del>Developer contributions</del>	<u>Anticipated Start of February 2021</u>

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Wet Dock Crossing	Desirable but not essential to support planned growth	Suffolk County Council	Tbc	tbc	<u>SCC has agreed up to £10.8m and funding gap will be difference between this and total cost.</u>	Suffolk County Council  Developer contributions	Through-out plan period
Green infrastructure							
Green infrastructure: - green trail around Ipswich  - country park at Ipswich Garden Suburb (see Table 8B)  Expansion of Orwell Country Park	Essential to support growth	Developers  Suffolk County Council  Ipswich Borough Council	<del>tbc</del>  IGS Country Park - £4,225,000 (excluding maintenance and SuDS)	<del>Tbc</del>  IGS Country Park - £0 (Provided by Housing Infrastructure Fund)	<del>Tbc</del>  IGS Country Park - £0	Developer contributions and direct provision  Housing Infrastructure Fund  Ipswich Borough Council  Recreational Avoidance and Mitigation Strategy contributions (Orwell Country Park)	Through-out plan period
Utilities							

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
New primary substation at Turret Lane	Development in the town centre in support of urban regeneration	UK Power Networks	tbc	Tbc	tbc	UK Power Networks	Need and delivery still under investigation
Water supply - site connections to the existing network (may include network upgrades)  Foul sewerage network - site connections to the existing network (may include network upgrades)	Essential to support growth	Anglian Water Services Ltd	tbc	tbc	tbc	Anglian Water  Developer contributions	Throughout plan period
Sport & leisure facilities							

Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
<p>New sports, leisure and recreation facilities – will be identified through IBC review of sports provision:</p> <p>Rights of Way Improvement Plan</p> <p>Ravenswood Sports Park IP150b</p> <p>Relocation of King George V Playing Fields IP032</p>	<p>Supporting growth, enhancing health and quality of life, and supporting greener lifestyles and green transport</p>	<p>Ipswich Borough Council</p> <p>Developers</p> <p>Highway Authority for Rights of Way Improvement Plan</p>	tbc	tbc	tbc	<p>Developer contributions</p> <p>Ipswich Borough Council</p> <p>Housing Infrastructure Fund</p> <p>Suffolk County Council</p>	<p>Need and delivery still under investigation</p>
Healthcare provision							



Proposal	What aspect of the strategy depends on the proposal	Lead Delivery Body / Bodies	Approx. Cost	Potential developer contribution (S106)	Potential funding gap	Potential funding sources	Time-scale
Health centre at IP005 Former Tooks Bakery  Healthcare provision enhancements – to be identified in conjunction with schemes coming forward	Essential to support growth	Ipswich & East Suffolk Clinical Commissioning Group  East Suffolk and North Essex NHS Foundation Trust	tbc	tbc	tbc	Dept. for Health NHS England  East Suffolk and North Essex NHS Foundation Trust  Ipswich & East Suffolk Clinical Commissioning Group  Developer contributions	Through-out plan period

## **Appendix 7 – Policy SP2 & Table 1 (IP003) Example of change to Site Allocations DPD Format**

### **Policy SP2 Land Allocated for Housing**

- 4.5 Through Final Draft Core Strategy policy CS7 'The Amount of Housing Required', the Council commits to allocating land to provide at least an additional 6,100 dwellings net to 2036. The following policy provides the detailed site allocations to deliver a proportion of that housing requirement.

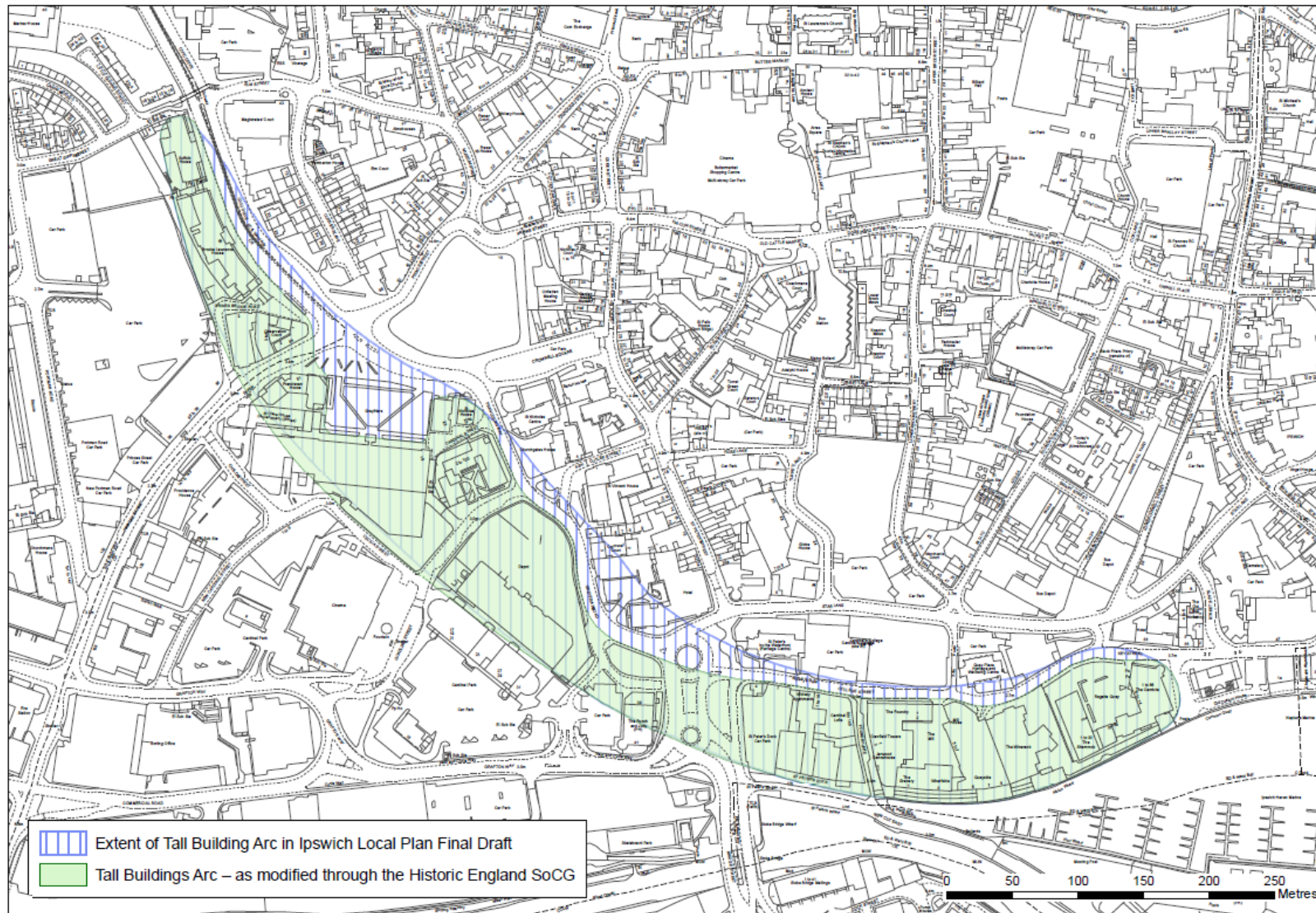
#### **Policy SP2 Land allocated for housing**

The following sites are allocated for residential development, or part residential development within mixed use developments as indicated in Table 1. All residential development will be expected to comply with the relevant policies of the plan. Individual sites will have specific constraints which need to be addressed. These are listed as part of this policy below. Additional information regarding the sites and their constraints are included in site sheets contained in Appendix 3 of the plan. ~~Development will take into account appropriately the constraints identified through the site sheets contained in Appendix 3 of the plan.~~

**Table 1 Land allocated for residential use or residential-led mixed use**

Site ref.	Site name and development description	Site size ha (% residential on mixed use sites)	Indicative capacity (homes)	Capacity evidence	Likely delivery timescale (S, M, L)	Individual site-specific constraints
IP003	<p>Waste tip and employment area north of Sir Alf Ramsey Way</p> <p><del>Parts of the site are covered by facility retention policies of the Suffolk County Council Minerals and Waste Local Plan. Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available</del></p>	1.41 (90%)	114	90dph (DM23a lower end of range)	L	<p>a) <u>An alternative site for the Concrete Batching Plant and Household Waste Recycling Centre will need to</u></p> <p>b) <u>Contaminated land assessment (DM18)</u></p> <p>c) <u>Archaeology (DM14 / Development and Archaeology SPD)</u></p> <p>d) <u>Flood risk assessment (DM4)</u></p> <p>e) <u>River corridor buffer (DM10)</u></p> <p>f) <u>Bat survey (DM8)</u></p> <p>g) <u>Reptile survey (DM8)</u></p> <p>h) <u>Valley Ipswich Urban Characterisation Study SPD</u></p> <p>i) <u>Landscape link to Alderman Park (DM8)</u></p>

**Appendix 8 – Amended IP-One Area Policies Map: Tall Building Arc only:**



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## **Appendix 9 – Site Allocations DPD Amended Chapter 6: IP-One Opportunity**

### **Areas:**

## **CHAPTER 6: IP-One Opportunity Areas**

### **Vision**

- 6.1 The broad focus for the plan in terms of development is to achieve appropriate regeneration of the central core of Ipswich (IP-One Area). These Opportunity Areas, which have potential for regeneration, are also some of the most sensitive historic and archaeological parts of the town. The Opportunity Areas are designed to reflect the historic character of each of the areas.

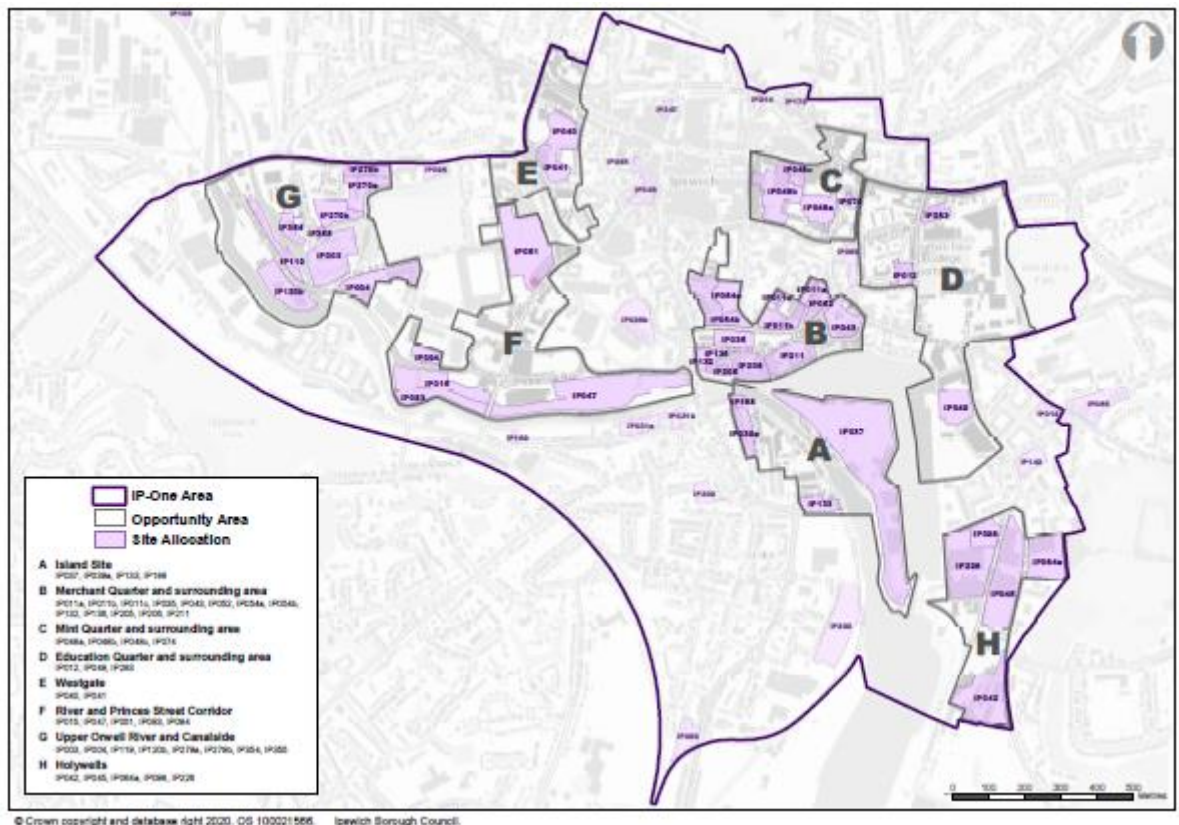
The Opportunity Area descriptions, development principles and plans which follow will act as indicative concept plans to guide the development strategically that is expected to take place.

Eight Opportunity Areas have been identified within the IP-One area defined on the map below in Figure 1 in Chapter 2 (see list below). They are areas where there are clusters of development opportunities, which together present an important opportunity to enhance the townscape and public realm. The Opportunity Area descriptions, development principles and plans which follow will act as concept plans to guide the development strategically that is expected to take place. The Opportunity Area Policies should be read with consideration to the SP and DM Policies which set out the preferred use of the site and the allocation site sheets. The site sheets identify specific constraints, considerations and opportunities for each individual allocation, whilst the Opportunity Areas set out the vision for the wider area. They should be adhered to unless evidence submitted with applications indicates that a different approach better delivers the plan objectives. The allocation policies of the Plan take precedence over the Opportunity Area guidance and site sheets in the event of any discrepancy.

### **The eight IP-One Opportunity Areas are as follows:**

- A Island Site (this area includes part of the former Opportunity Area E Over Stoke Waterside)
- B Merchant Quarter
- C Mint Quarter and surrounding area
- D Education Quarter and surrounding area
- E Westgate
- F River and Princes Street Corridor (this area reflects a re-focus of the former Opportunity Area G River Corridor)
- G Upper Orwell River and Canalside – this is a new area added to reflect potential development sites in this area of IP-One, allocated through policy SP2
- H Holywells Area – this is a new area which presents an opportunity to link the Waterfront to the residential area and Holywells Park to the east.

Map illustrating the Opportunity Areas A-H with allocated sites highlighted within each area. See specific Opportunity Areas and site allocation sheets (Appendix 4) for more detail.



- 6.2 Each Opportunity Area policy includes an assessment of existing character and identifies a vision for the area with regard to development opportunities. This is prepared through a written commentary and with the support of plans. For each Opportunity Area two plans are included: the first is an existing site analysis plan which takes into account the current condition of the Opportunity Area, and the second is a plan to illustrate the development options and design guidelines. The development options shown illustrate how development could be laid out on allocated sites, although is only indicative.

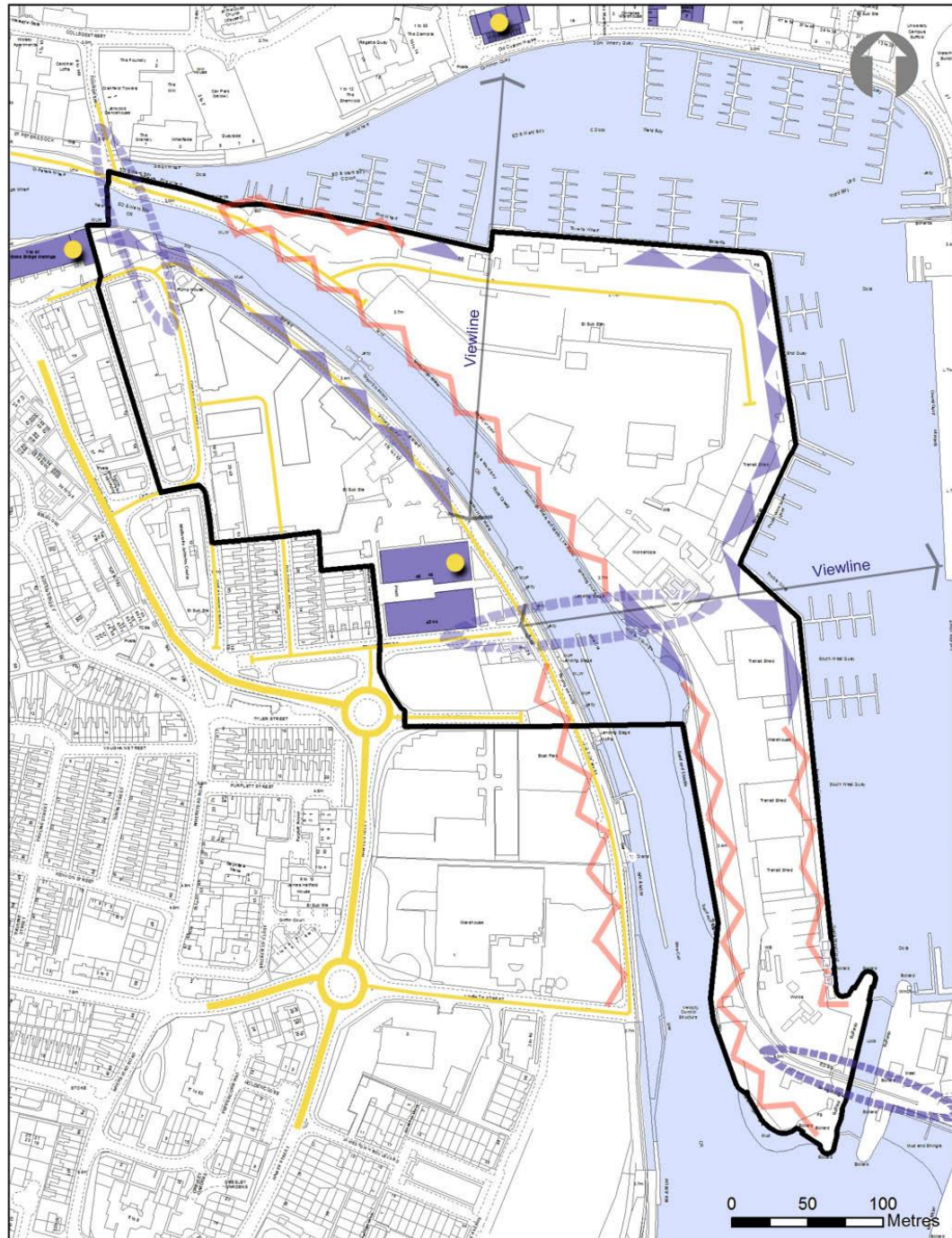


## Appendix 10 – Opportunity Area A Amended

### Superseded A – Island Site. Site Analysis.

A - Island Site

Analysis

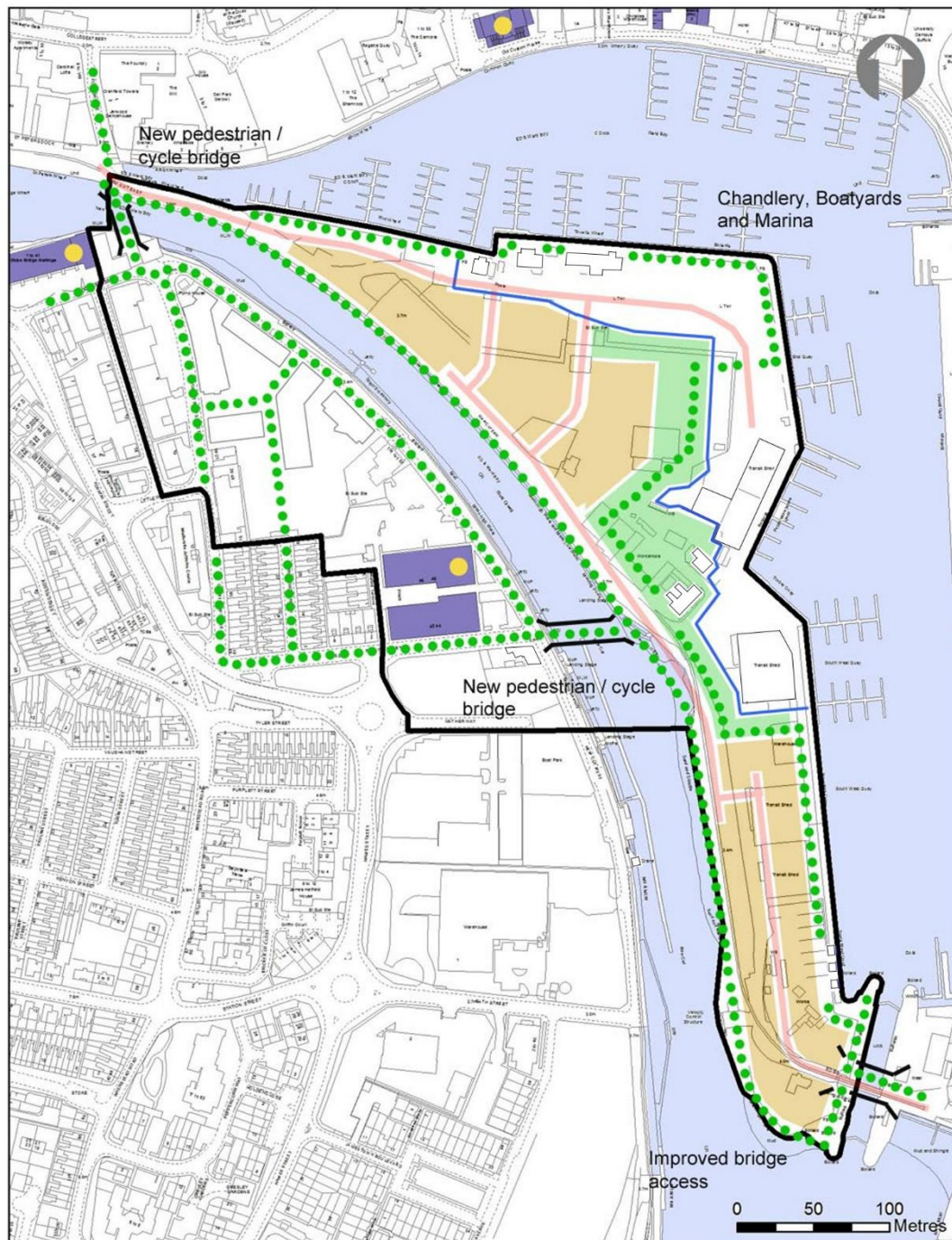


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## Superseded A – Island Site. Development Options.

A - Island Site

Development Option



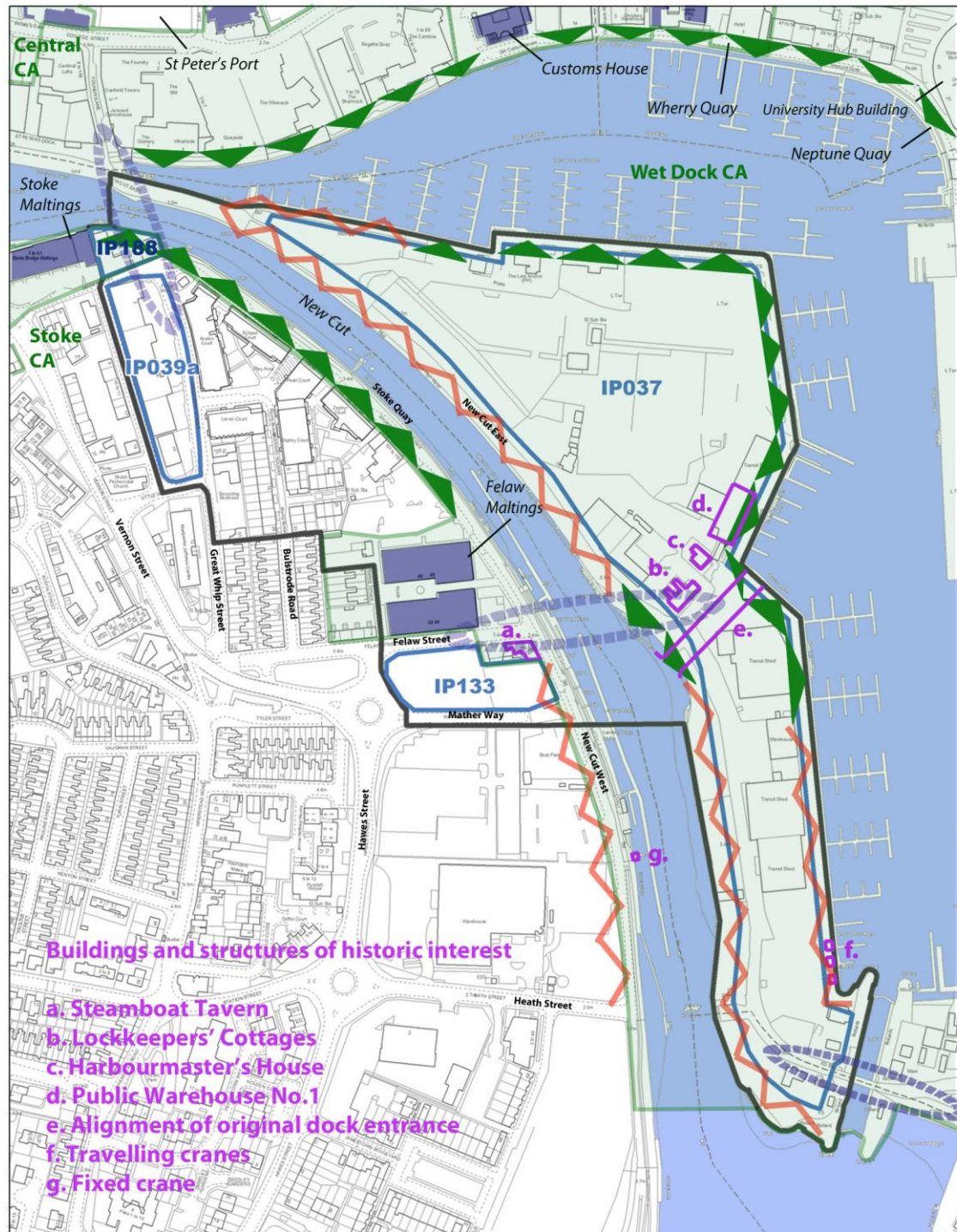
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## Replacement A – Island Site. Site Analysis.

A - Island Site

Analysis



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## Replacement A – Island Site. Development Opportunities.

A - Island Site

Development Opportunities



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## Opportunity Area A – Island site

### Character Assessment

The Island is located in the heart of the Ipswich Waterfront on land that was reclaimed when the Wet Dock was constructed over 150 years ago creating an island linked to the 'mainland' by a narrow connection at St Peter's Dock. In recent decades the usage of the ~~Island~~ Waterfront has changed as industrial port activities have given way to high quality residential and leisure uses based around the development of the marina. The Island retains its industrial use including ship building, which needs to be accommodated alongside any new development and regeneration of the area. ~~represents a key development opportunity in the regenerated Waterfront.~~

The current use of the Island site for boat storage and uses associated with the marina result in an open character with existing development of the site being low scale taking the form of utilitarian warehousing, with the exception of the Harbour Master's House, and Lock Keepers Cottages. These buildings, with the Public Warehouse No. 1 and the fixed cranes form an historically significant group of buildings on the Island. This existing use and low rise development therefore allows for views across the Wet Dock Conservation Area and allows for a visual relationship between the development to the west along the New Cut, as well as intervisibility with the more contemporary development along the Waterfront to the east.

The Opportunity Area also includes the east side of the former hamlet of Stoke, protected by conservation area designation. In recent years, residential development has taken place along the edge of the Waterfront to the west of the New Cut, however, there are several sites with vacant and part industrial uses allocated for residential development in this area on the Stoke Bank (IP133, IP039a and IP188).

The Opportunity Area is within the Area of Archaeological Importance and there may be archaeological finds related to areas industrial and maritime heritage and to the west there may be Saxon and Medieval archaeology associated with the hamlet of Stoke. Early engagement with Suffolk County Council Archaeological Service will be required. The Development and Archaeology SPD highlights the considerations and processes for the management of archaeological remains through the development process which will be relevant to the Opportunity Area.

### Vision

The waterfront should be a focus for high quality residential development which reflect the special interest of the conservation areas and historic environment.

The new development should sit alongside existing successful industrial uses and residential schemes and create a balanced community.

The development of the Island Site offers the opportunity to introduce attractive and well planned green spaces. This should be located to have regard to the most sensitive open vistas from the development.

New development should seek to link to existing connections to ensure proposals integrate with the existing character and layout of the surrounding area.

### **Development Potential**

The development of the ~~Island site~~ Opportunity Area can contribute in a variety of ways to the regeneration of the Waterfront area. ~~It is appropriate for provision of low to medium rise development which would~~ New development should maintain the essential character of the Wet Dock Conservation Area and ~~protect significant views across from the~~ outer edges of the Waterfront.

Given the Island site's central location, any development should look to address the existing development on the neighbouring banks, which will mean that any new development needs to have active frontages to multiple elevations.

Space is available to provide some much needed green areas including reinstatement of the tree lined promenade. The old lock gate area provides a natural focus for leisure uses while there is still space for further development of marina related activity. Enhancing linkages from the Island to the Waterfront and the west bank will be key to achieving a permeable, well connected development which can be enjoyed by both residents and recreational users.

West of the New Cut, opportunities exist for new mixed use development which can enhance the setting of historic buildings such as Felaw Maltings and the use of the quayside promenade and historic connecting routes such as Great Whip Street and Felaw Street.

<b>Development Opportunities</b>	<b>Development Principles</b>
<p>Mixed use development comprising (percentage is indicative):</p> <ul style="list-style-type: none"> <li>• Residential (70% <u>on IP037 and 100% on IP039a, IP133 and IP188</u>) could include live-work units</li> <li>• Marina moorings and shore based facilities at the south end of the Island</li> <li>• Marine related industry including boat building</li> <li>• Employment including office use</li> </ul>	<ul style="list-style-type: none"> <li>• Retention, refurbishment and conversion of historic structures (Public Warehouse, Lock Keepers Cottages and Harbour Masters House)</li> <li>• Reinterpretation of historic lock as focus to new public space</li> <li>• <del>Protection of key vistas across the island</del></li> <li>• Protection of predominantly open character of water area</li> </ul>

<ul style="list-style-type: none"> <li>• Small scale retail, cafes and restaurants</li> <li>• Heritage/cultural based visitor attraction</li> <li>• Public open space</li> <li>• Conversion of historic buildings</li> <li>• Waterfront promenade</li> </ul>	<ul style="list-style-type: none"> <li>• Generally low to medium rise development (3 ,4 and 5 storeys)</li> <li>• High quality public realm/open spaces <u>that integrates with the Flood Barrier public space and viewing points</u></li> <li>• Waterfront promenades to Wet Dock and Riverside</li> <li>• Development to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street</li> <li>• Layout should not prejudice the potential provision of a full Wet Dock crossing</li> <li>• Provision of cycle/pedestrian bridge across lock gate and westward pedestrian and cycle access across the New Cut</li> <li>• Layout to facilitate location of new foot/cycle bridge from New Cut to St Peter's Wharf</li> <li>• Layout and design to address flood risk</li> <li>• Development to take account of heritage <u>assets</u> <del>issues</del> including archaeology and <u>the Stoke and Wet Dock Conservation Areas</u>.</li> <li>• Ensure suitable public transport provision <u>through improved connections between the Island and mainland</u></li> <li>• <u>Retain existing industrial uses on the Island site</u></li> </ul>
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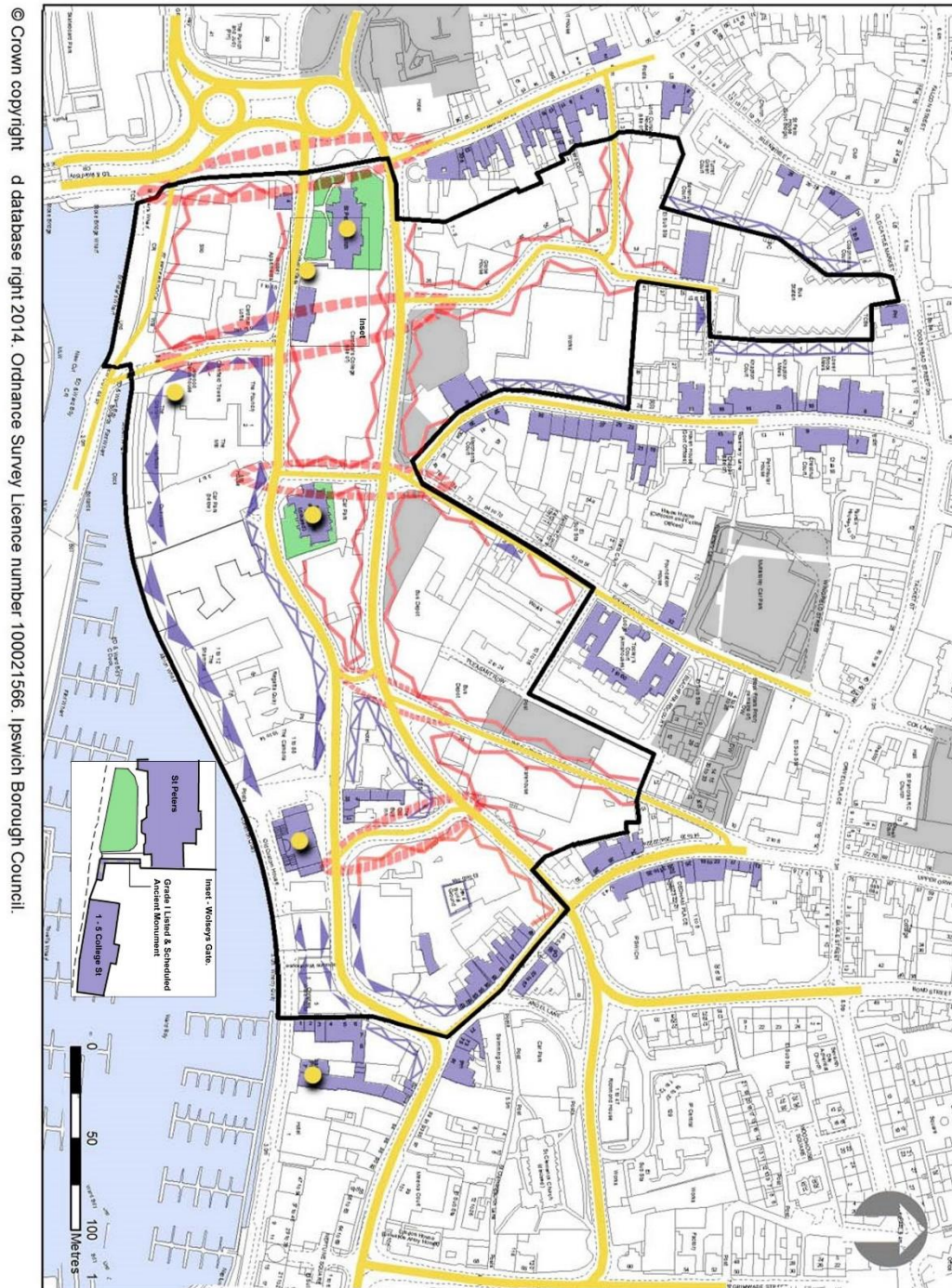


## Appendix 11 – Opportunity Area B Amended

### Superseded B – Merchant Quarter. Site Analysis.

#### B - Merchants Quarter

#### Analysis

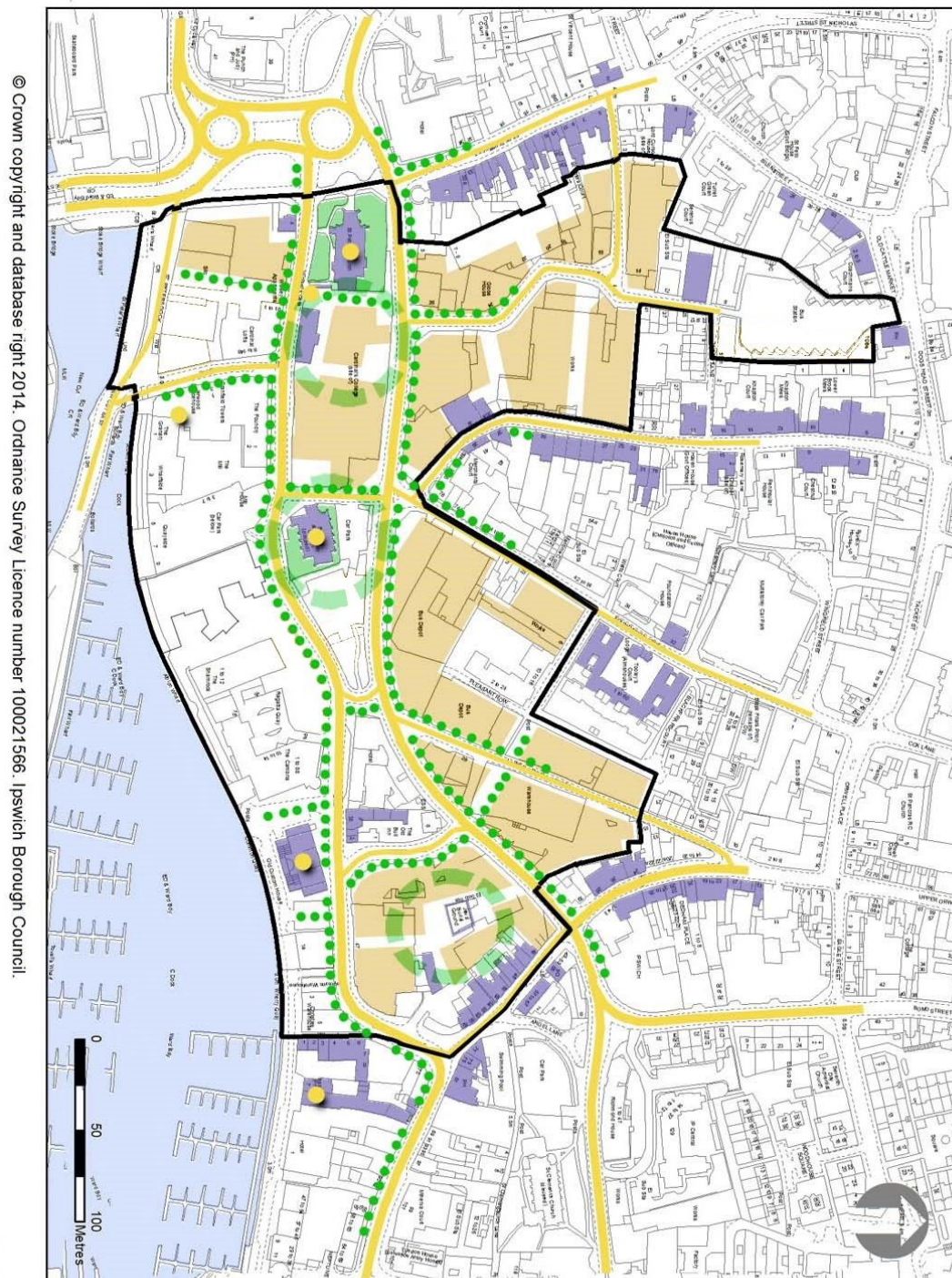




**Superseded B – Merchant Quarter. Development Options.**

### B - Merchants Quarter

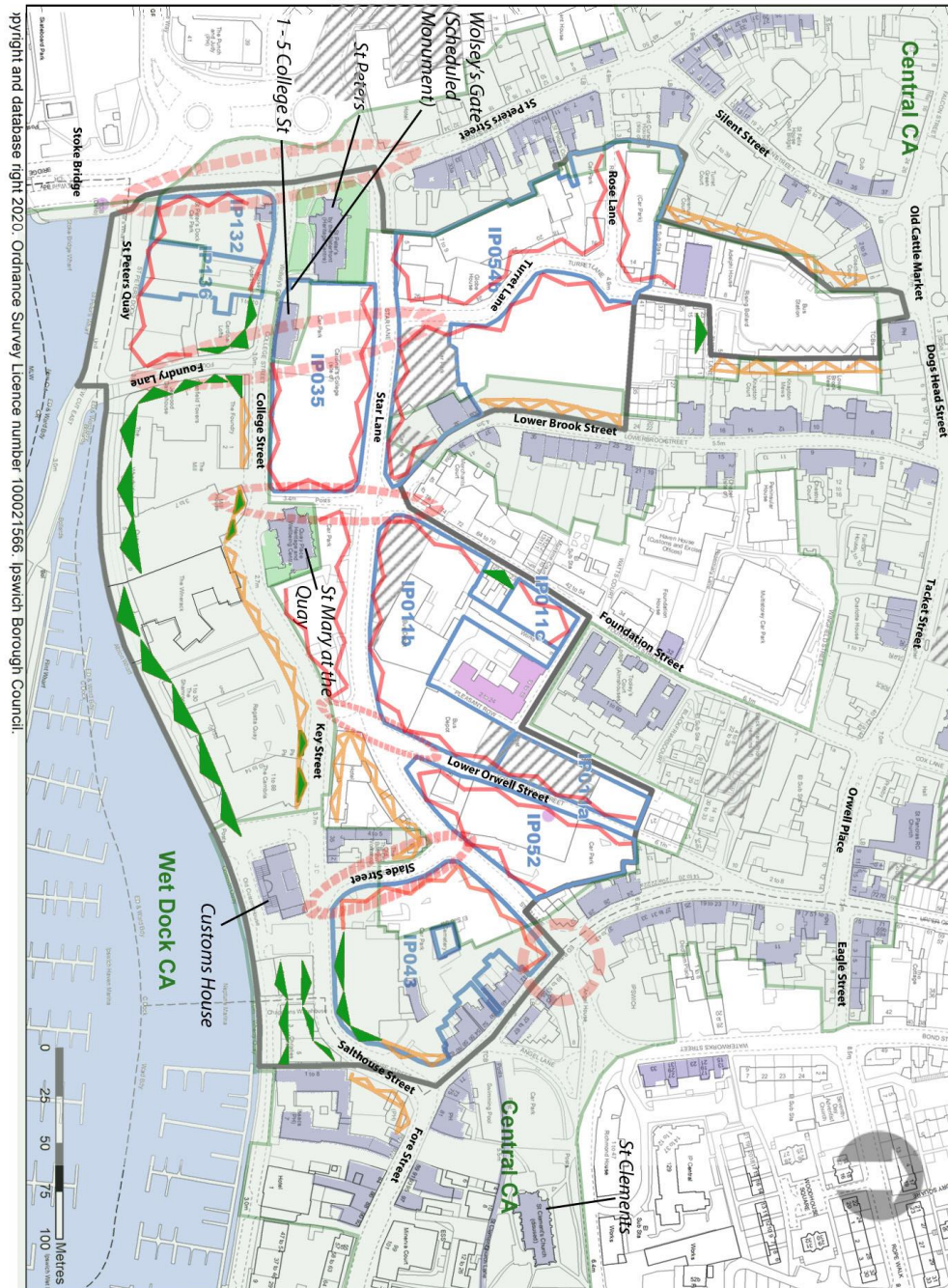
Development Option



## Replacement B – Merchant Quarter. Site Analysis.

### B - Merchant Quarter

### Analysis

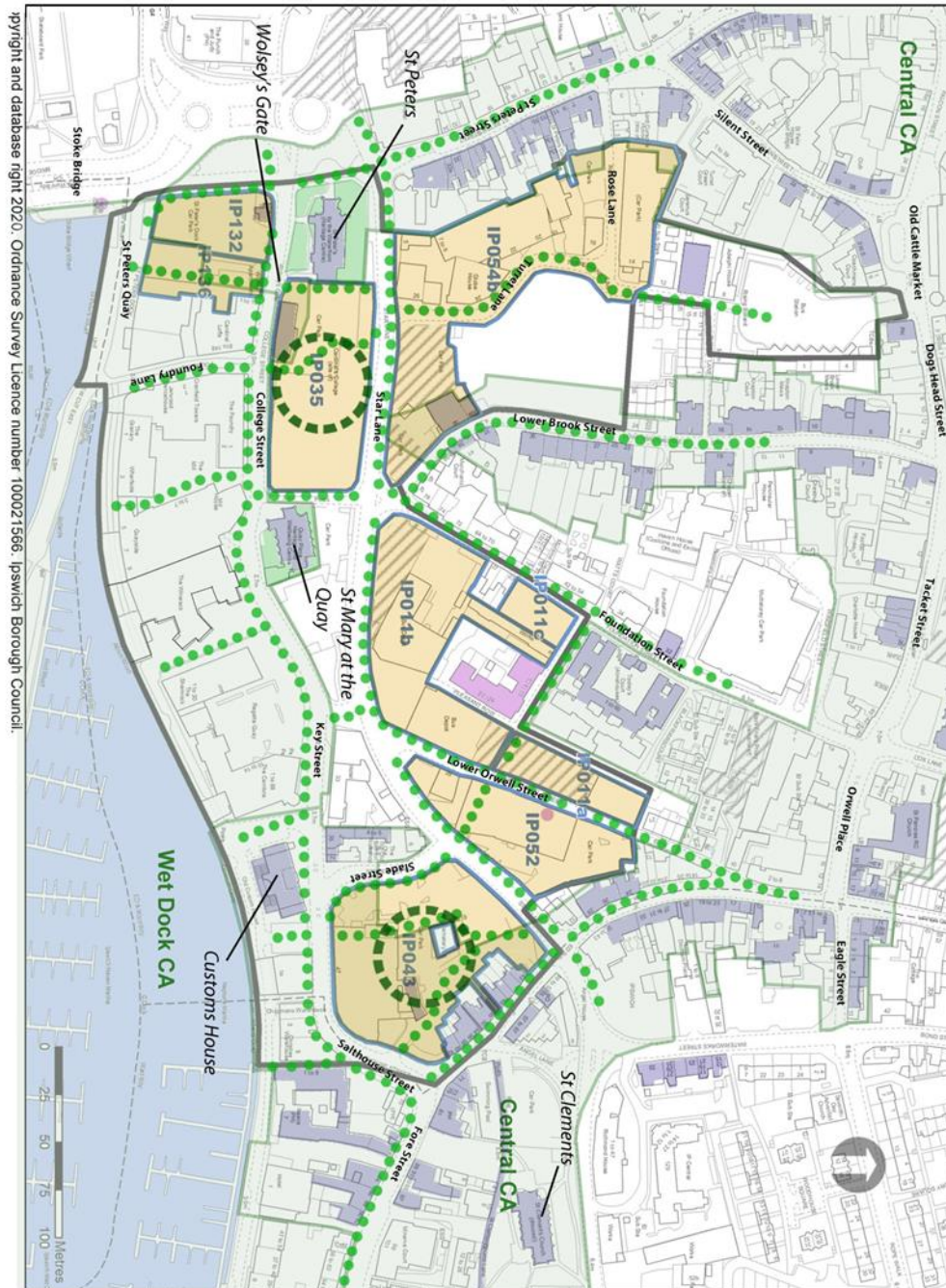




## Replacement B – Merchant Quarter. Development Opportunities.

B - Merchant Quarter

Development Opportunities



## Opportunity Area B – Merchant Quarter

### Character Assessment

Having undergone a period of development which has regenerated the Northern Quays, progress has now stopped, leaving a number of unfinished developments and gap sites. There are still issues of lack of connectivity between the Waterfront and the traditional Town Centre. The area between the old centre and Star Lane contains a network of streets, chiefly running north-south, but the linkage between this area and the Waterfront is affected by the barrier presented by the Star Lane gyratory road system. There is a poor quality environment in some parts of the area with several underused/vacant sites.

This area includes much of the internationally important area of the Anglo-Saxon and Medieval town and waterfront, including scheduled monuments and will involve considerable commitment of resources to archaeology. These sites are some of the most important remaining sites in Ipswich with the potential to address major research questions about the origin and development of the town. The Development and Archaeology SPD highlights the considerations and processes for the management of archaeological remains.

The opportunity area benefits from numerous listed buildings and includes parts of both the Wet Dock and Central Conservation Areas. The site of Wolsey's College is also within this Opportunity Area, including Wolsey's Gate which is both Grade I listed and a Scheduled Monument. The historic significance of the area is explored through the relevant Conservation Area Appraisal.

Site sheets IP011a, IP011b, IP011c, IP035, IP043, IP054b, IP132 and IP136 identify where there are historic environment constraints which will need to be taken into consideration in the redevelopment of the site.

### Vision

~~The principal aim of the area between the Wet Dock and the Central Shopping Area presents an Opportunity Area~~ is to improve the links between the regenerated Waterfront area and the centre of town and use the potential 'gaps' to provide a high quality development connecting the town centre and waterfront. The area includes several vacant and underused sites, the redevelopment of which would knit the area together from its present fragmented state.

New development within the area should have its own unique character reflective of its transitional location.

The Council has adopted a Town Centre and Waterfront Public Realm Strategy SPD which aims to guide the improvement of public spaces and streets.

## **Development potential**

Opportunity Area B is a focus for urban regeneration within the town and represents a significant clustering of sites with development potential.

Archaeological investigations will be required to enable many of the sites to come forward. The types and extent of archaeological remains discovered will be significant in determining where development may be appropriate and will influence the layout, amount and construction methods of proposals.

Development should be designed to minimise ground-disturbance and avoid harm to the archaeological sites and, especially, scheduled monuments within the Opportunity Area. If harm is unavoidable, the public benefits of the proposed development should be substantial, presenting opportunities for exemplar development schemes and facilitate an improved understanding of the archaeological significance of the area. Where disturbance of archaeological remains is unavoidable, public interpretation and presentation of the results could help anchor the development and create a sense of place.

In addition to planning permission, development proposals directly affecting scheduled monuments will require Scheduled Monument Consent under the Ancient Monuments and Archaeological Areas Act 1979 (as amended). In order to meet the requirements for obtaining Scheduled Monument Consent, development proposals will need to minimise and justify any harm, and demonstrate a very high level of public benefit.

Linked with proposals to lessen the impact of the Star Lane corridor, opportunities exist to bring vacant heritage assets back into use and reinforce the existing historic character and street pattern. Development should also look to promote improved pedestrian connection through and across the area, and migration of activity between the Town Centre and the Waterfront with the redevelopment of these underused/vacant sites.

<b>Development Opportunities</b>	<b>Development Principles</b>
Mixed use development comprising:- Residential (could include live work units)  Non-residential use -Offices/businesses -Cafes/restaurants -Small scale retail	<ul style="list-style-type: none"><li>• Layout to relate to historic street pattern.</li><li>• Fine grain development of generally low rise (3 storeys) with increased scale at focal points, up to a maximum of 5 storeys, to reflect historic scale and grain. Taller buildings may be permitted in the tall building arc defined through policy DM15.</li><li>• Enhance pedestrian linkage between town centre and</li></ul>

	<p>waterfront with upgraded public realm.</p> <ul style="list-style-type: none"> <li>• Development to address street frontages – particularly Star Lane – and if possible allow for widening on Star Lane to accommodate tree planting, cycle provision or wider footways.</li> <li>• Development to respect and enhance setting of Listed and historic buildings.</li> <li>• Development to address scheduled monuments and archaeology- <u>including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding.</u></li> <li>• <u>Development directly affecting scheduled monuments will need to deliver demonstrable public benefit.</u></li> <li>• Replacement site for major EDF electricity sub-station.</li> <li>• Layout and design to address flood risk.</li> </ul>
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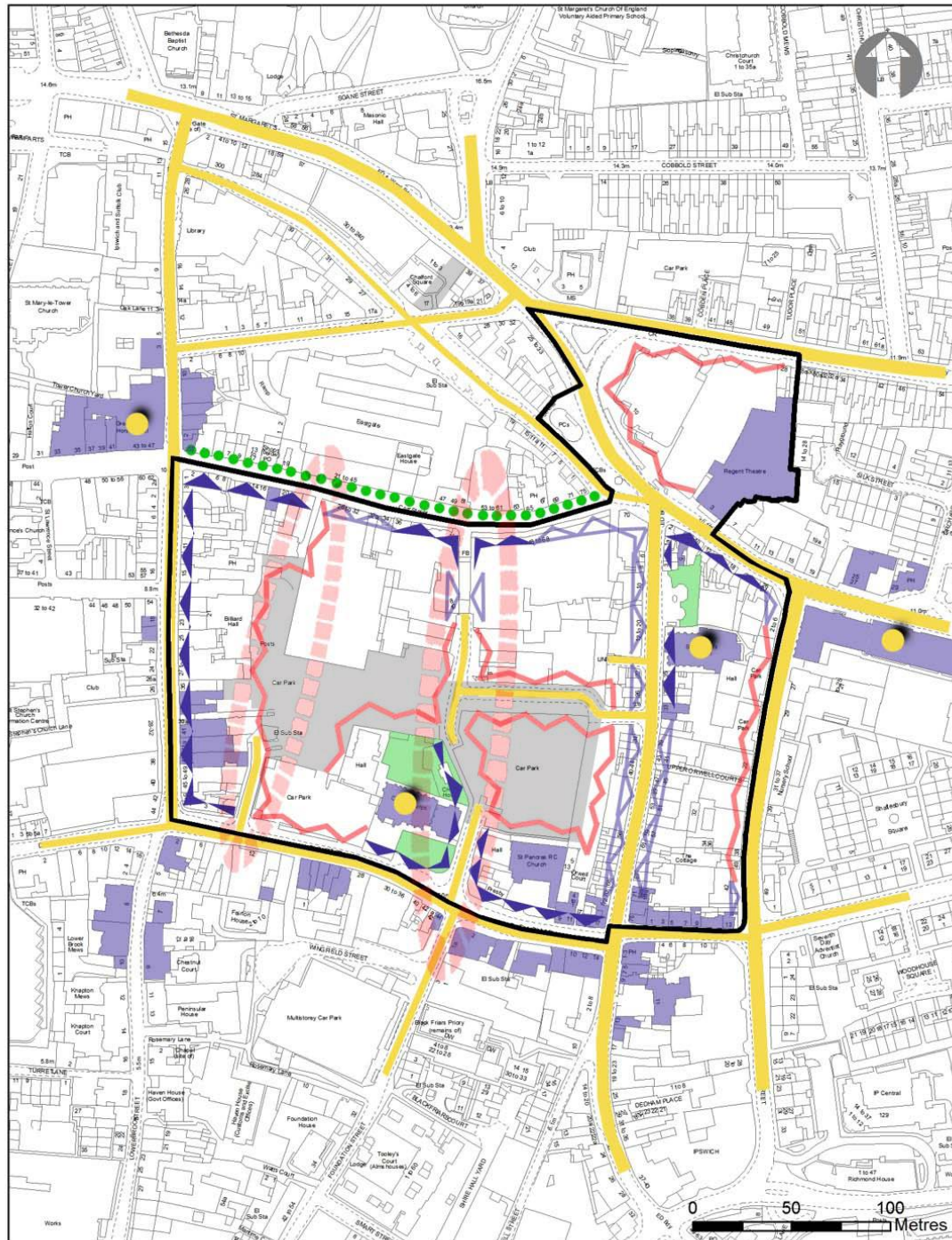


## Appendix 12 – Opportunity Area C Amended

### Superseded C – Mint Quarter and surrounding area. Site Analysis.

#### C - Mint Quarter

#### Analysis



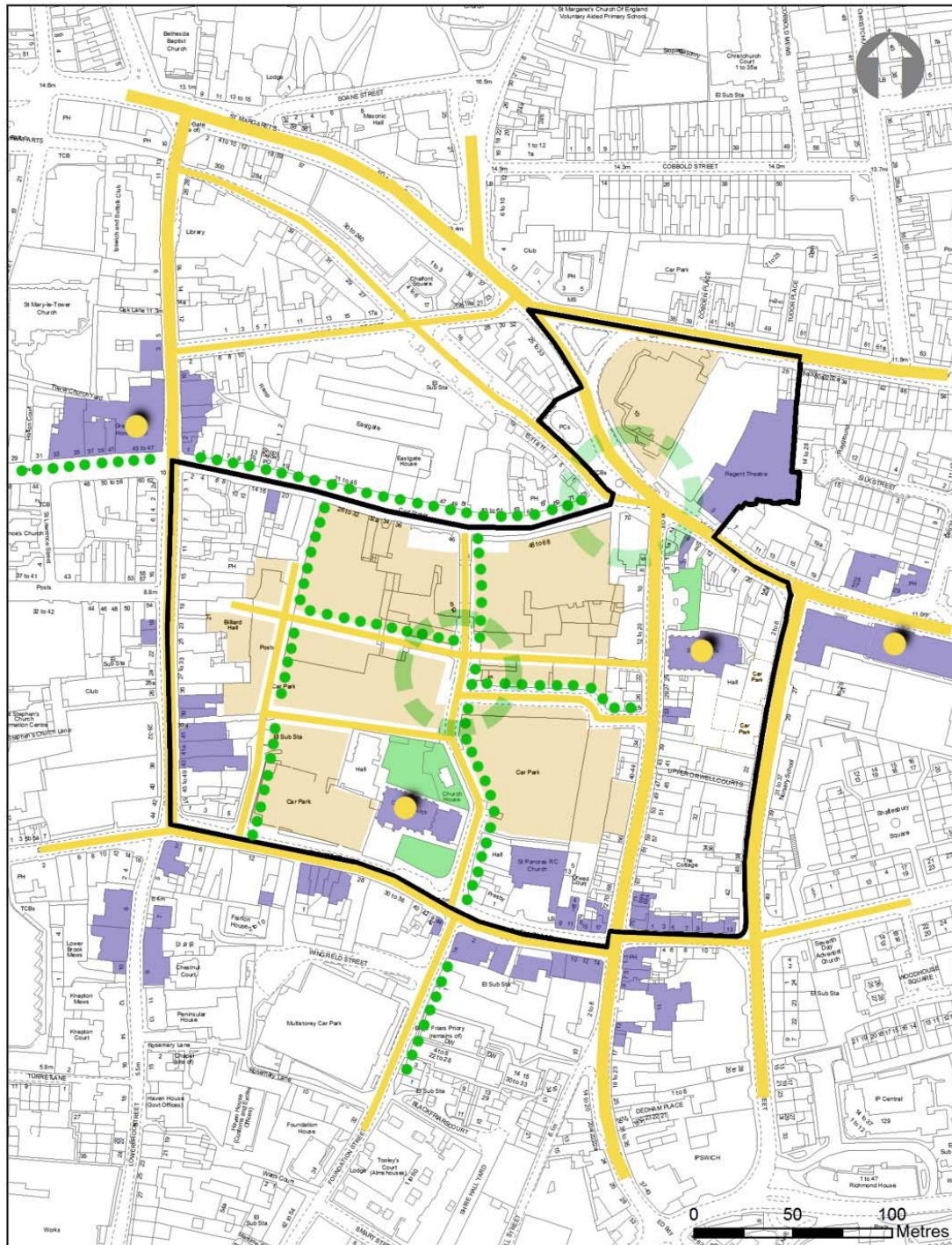
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## Superseded C – Mint Quarter and surrounding area. Development Options.

### C - Mint Quarter

#### Development Option



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## Replacement C – Mint Quarter and surrounding area. Site Analysis.

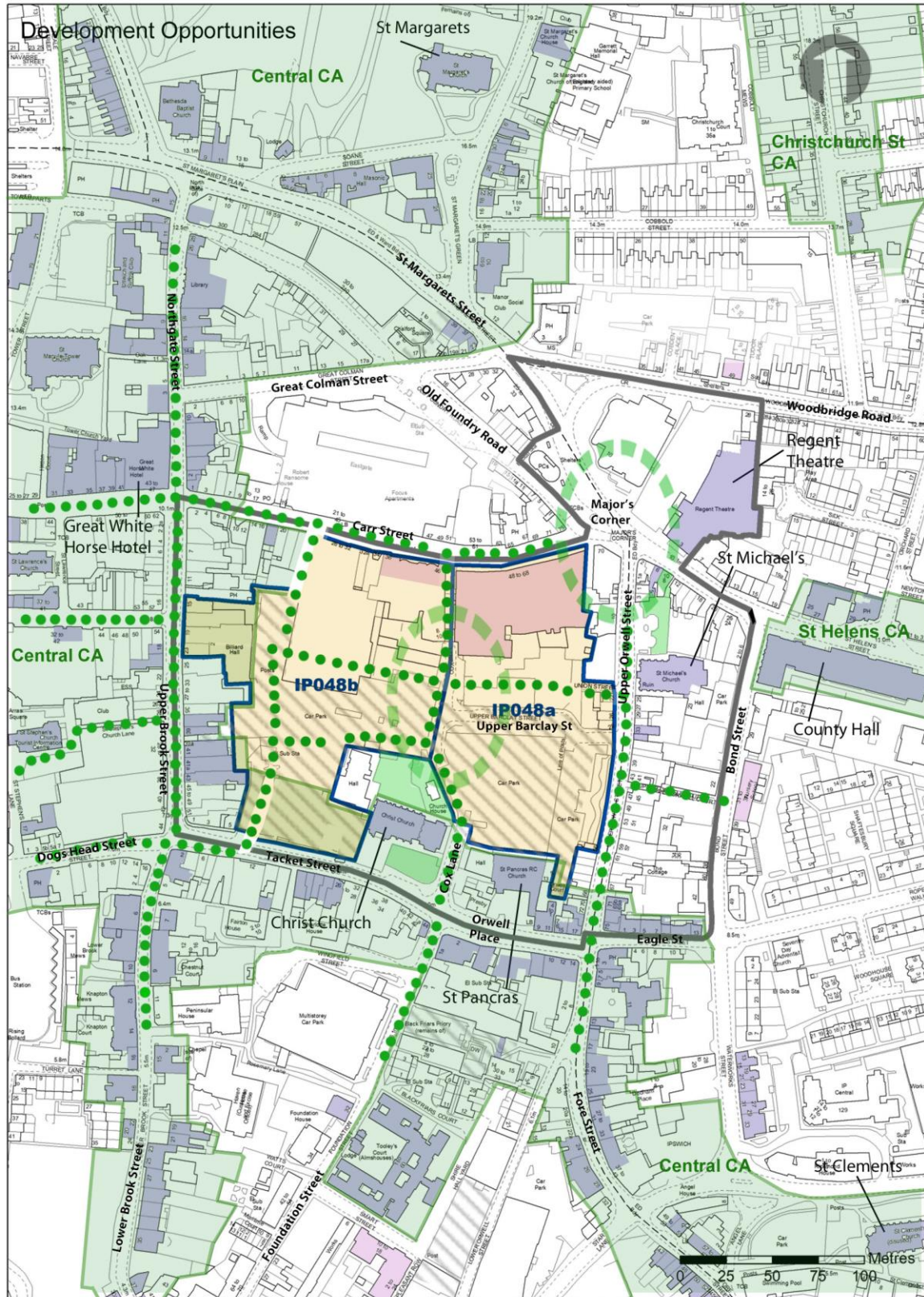
### C - Mint Quarter





## Replacement C – Mint Quarter and surrounding area. Development Opportunities.

### C - Mint Quarter



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## **Opportunity Area C – Mint Quarter / ~~Cox Lane regeneration area and surrounding area~~**

### **Character Assessment**

The 'Mint Quarter' is the name which has been applied to the proposed redevelopment area located within the block bounded by Carr Street, Upper Brook Street, Tacket Street/Orwell Place and Upper Orwell Street.

The Opportunity Area includes the Central Conservation Area and includes several listed buildings within the area ranging from medieval buildings to an early 20th century cinema. St Helen's Conservation Area is located to the east of the Opportunity Area. There are numerous buildings along Carr Street included on the Local List (Buildings of Townscape Interest) SPD which also have the potential to be affected by the redevelopment of the sites.

Historically, the site was active from the Saxon period onwards, with archaeological evidence suggesting the area was dedicated to pottery production. By the 20th century, almost the entire site was used in by the Tollemache brewery. The brewery buildings were cleared in the 1960s which has left the site in its current underutilised state, now in use as surface level car parks. Whilst the car parks contribute little to the character of the area, beneath lie the remains of the Middle and Late Saxon town. The majority of the site is therefore within the area of archaeological importance and parts are protected as a Scheduled Monument. Even outside of the scheduled areas there is potential for nationally importance archaeological remains. Considerable commitment and resources to archaeological investigation will therefore be required should development come forward on these sites, for more guidance please see the Development and Archaeology SPD.

### **Vision**

Development of the area will promote the residential-led regeneration of the adjoining peripheral shopping streets and much needed improvements to the public space at Major's Corner. Redevelopment of the Mint Quarter represents an opportunity for a mix of predominantly non-retail uses. Existing areas of surface parking will be replaced by a multi-storey short stay car park for shoppers and redeveloped urban blocks with a legible layout of streets and public spaces.

The Council has adopted a Town Centre and Waterfront Public Realm Strategy SPD which aims to guide the improvement of public spaces.

### **Development Potential**

Development of the main Mint Quarter area should be based around a continuation of the historic urban block structure, with a new pedestrian spine forming a continuation of Butter Market linking through to a new urban square located on the historic north-south route of Cox Lane. Ancillary routes should link through to the main routes enclosing the wider block and to acknowledge historic routes and features as appropriate. Residential accommodation should be provided at upper floors to provide an appropriate form and scale of development.

Proposals should look to reinstate the established building line along Upper Orwell Street and Tacket Street and contribute to the existing scale of development along these routes. The block layout should seek to present active facades to its public facing elevations.

Archaeological investigations will be required to enable sites within the Opportunity Area to come forward. The types and extent of archaeological remains discovered will be significant in determining where development may be appropriate and will influence the layout, amount and construction methods of proposals.

Development should be designed to minimise ground-disturbance and avoid harm to the archaeological sites and, especially, scheduled monuments within the Opportunity Area. If harm is unavoidable, the public benefits of the proposed development should be substantial, presenting opportunities for exemplar development schemes and facilitate an improved understanding of the archaeological significance of the area. Where disturbance of archaeological remains is unavoidable, public interpretation and presentation of the results could help anchor the development and create a sense of place.

In addition to planning permission, development proposals directly affecting scheduled monuments will require Scheduled Monument Consent under the Ancient Monuments and Archaeological Areas Act 1979 (as amended). In order to meet the requirements for obtaining Scheduled Monument Consent, development proposals will need to minimise and justify any harm and demonstrate a very high level of public benefit.

A development brief for the whole site (IP048a and IP048b) will be prepared but development may come forward incrementally.

Development Opportunities	Development Principles
<p><u>See site sheets IP048a and IP048b for site specific guidance.</u></p> <p>Predominantly non-retail mixed use development comprising:</p> <ul style="list-style-type: none"> <li>• Residential</li> <li>• Shoppers short stay car parking (multi storey)</li> <li>• Public open space</li> <li>• Café/restaurant uses</li> <li>• Some retail on the western part of the site</li> <li>• School</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Improved Pedestrian connection opposite Butter Market</u> with new urban space.</li> <li>• Enhanced pedestrian permeability east-west and north-south across site.</li> <li>• Layout to promote active frontages at ground floor level.</li> <li>• Development to <u>respect-preserve</u> and enhance setting of Listed and historic buildings.</li> </ul>

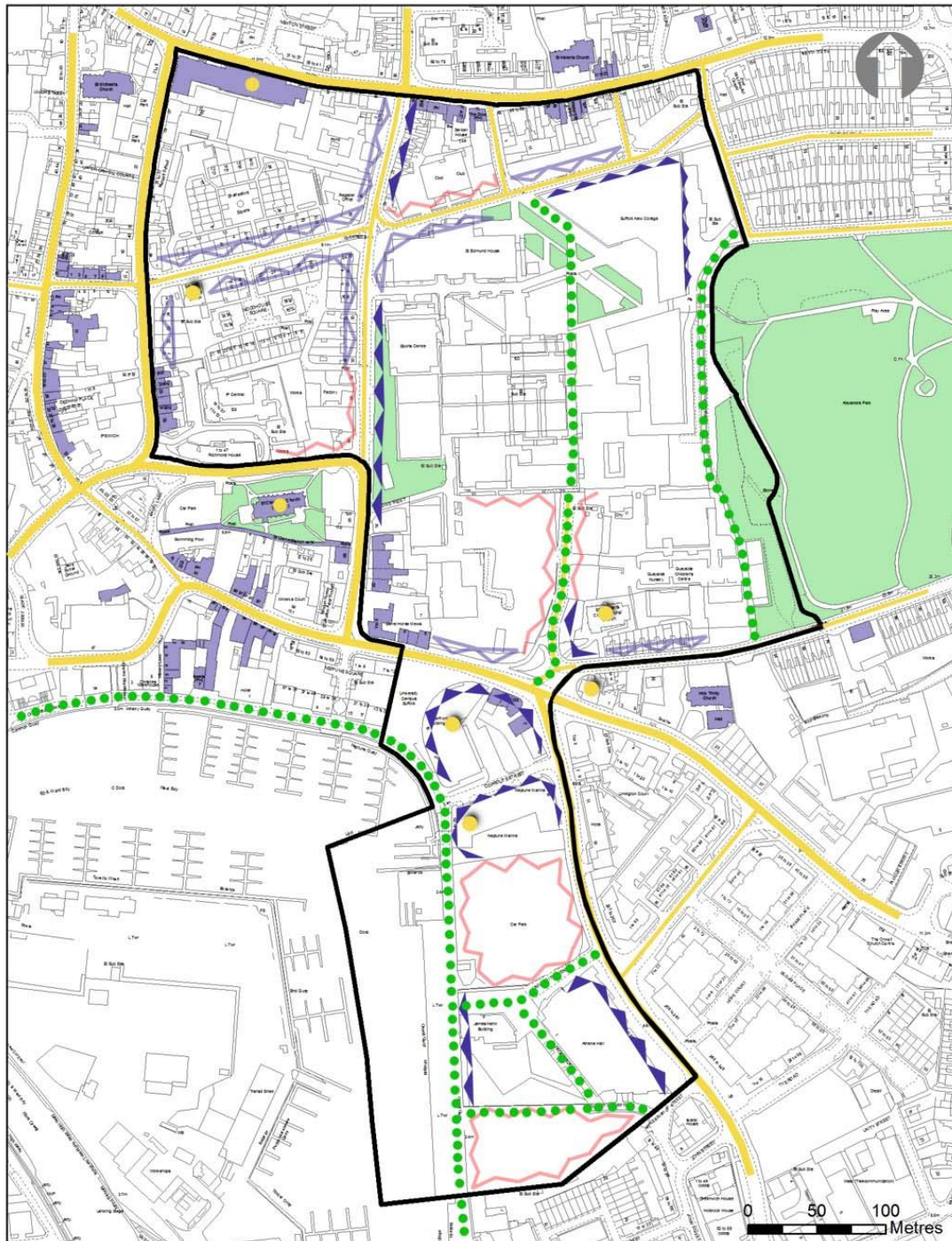
	<ul style="list-style-type: none"> <li>• Development to address scheduled monuments and archaeology (much of the Mint Quarter site is a scheduled monument) including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding.</li> <li>• <u>Development directly affecting scheduled monuments will need to deliver demonstrable public benefit.</u></li> <li>• Development to provide appropriate building scale to historic street frontages and <del>to be appropriate in the context of</del> <u>character of the</u> Conservation Areas.</li> <li>• Enhancement of linkage to Regent Theatre <u>through public realm improvements.</u></li> <li>• Provision of major new landscaped public space at focus of scheme.</li> <li>• Scheme to promote regeneration of Upper Orwell Street including environmental enhancements.</li> </ul>
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## Appendix 13 – Opportunity Area D

### Superseded D – Education Quarter and surrounding area. Site Analysis.

#### D - Education Quarter

#### Analysis



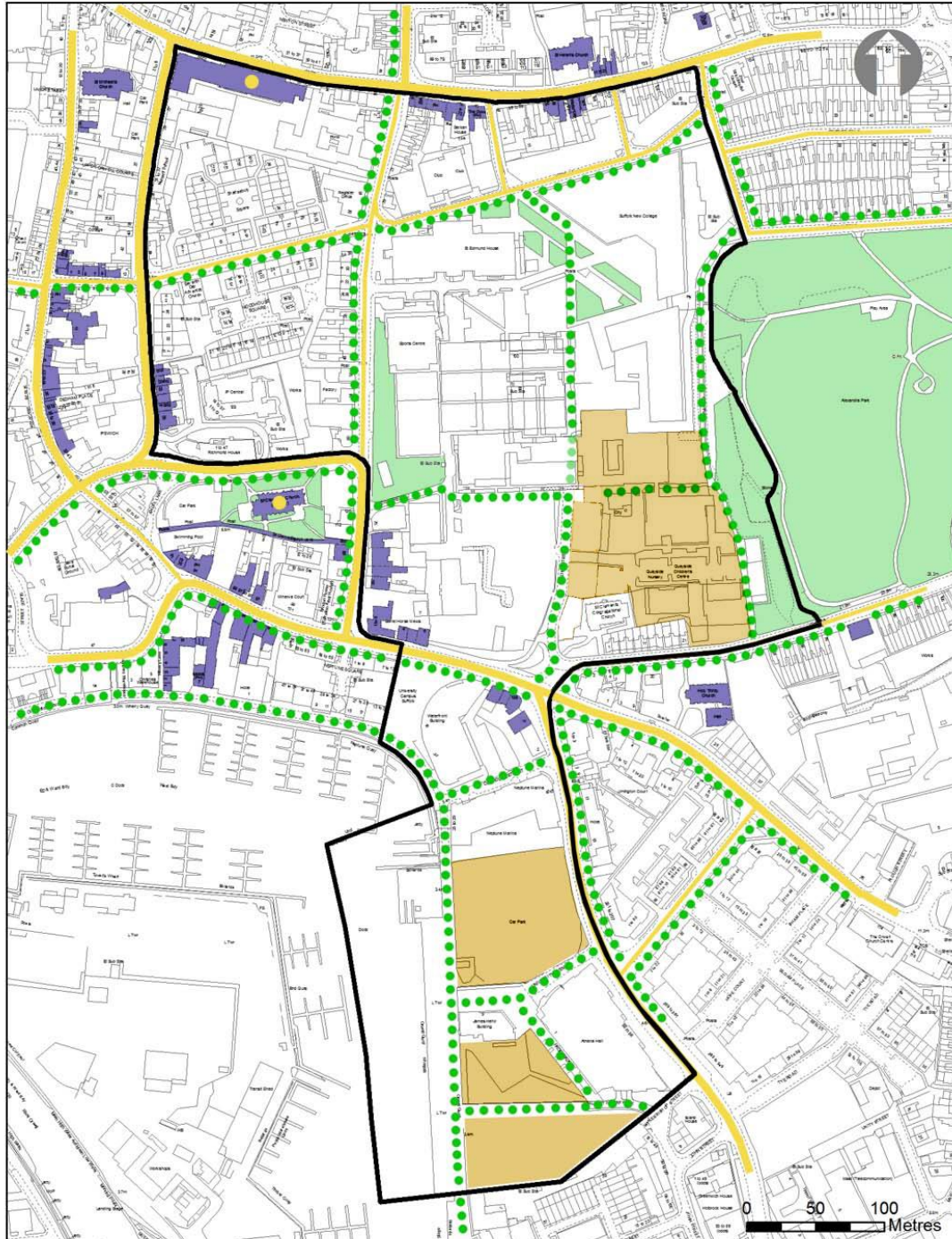
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## Superseded D – Education Quarter and surrounding area. Development Options.

D - Education Quarter

Development Option



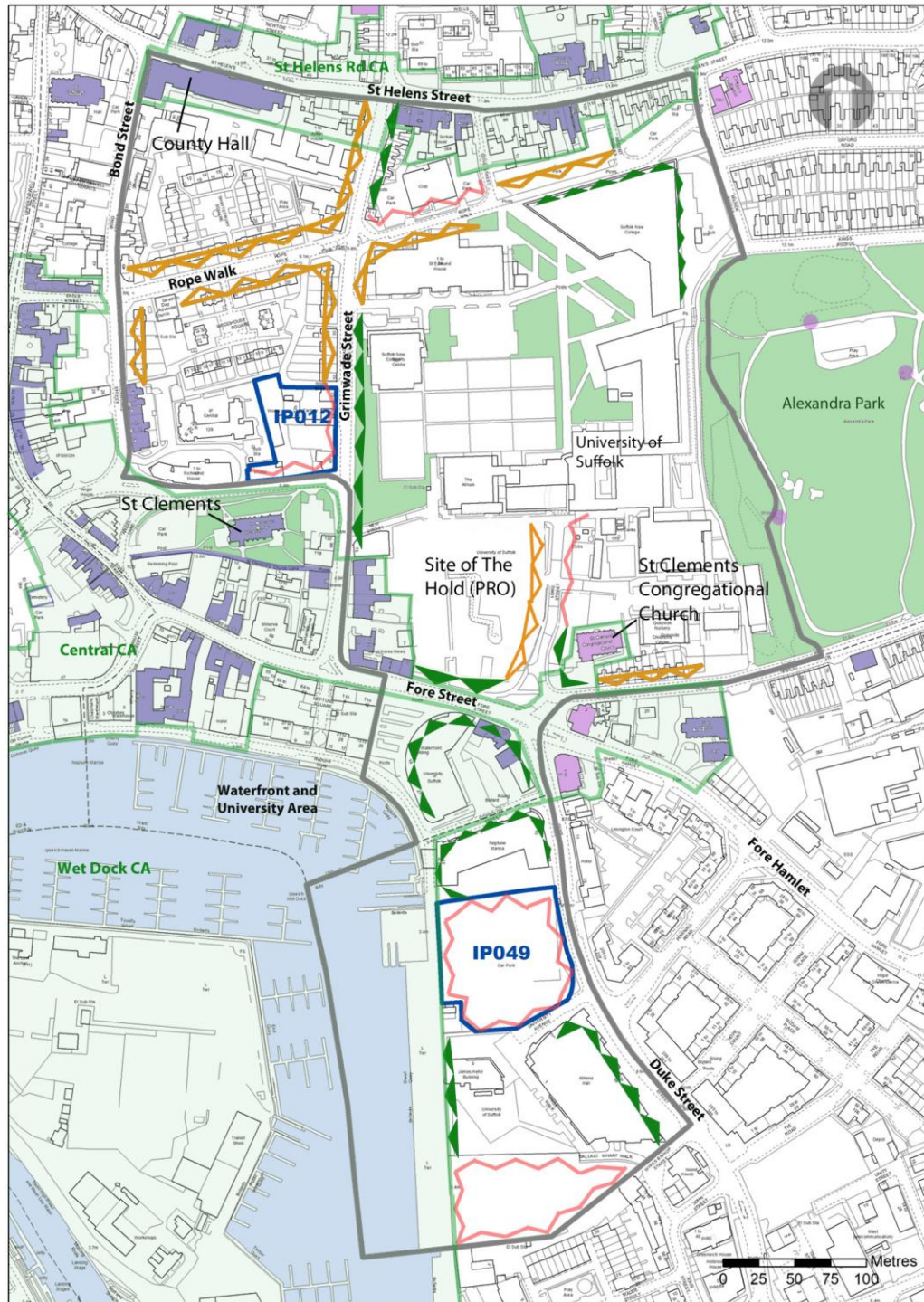
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## Replacement D – Education Quarter and surrounding area. Site Analysis.

### D - Education Quarter

### Analysis

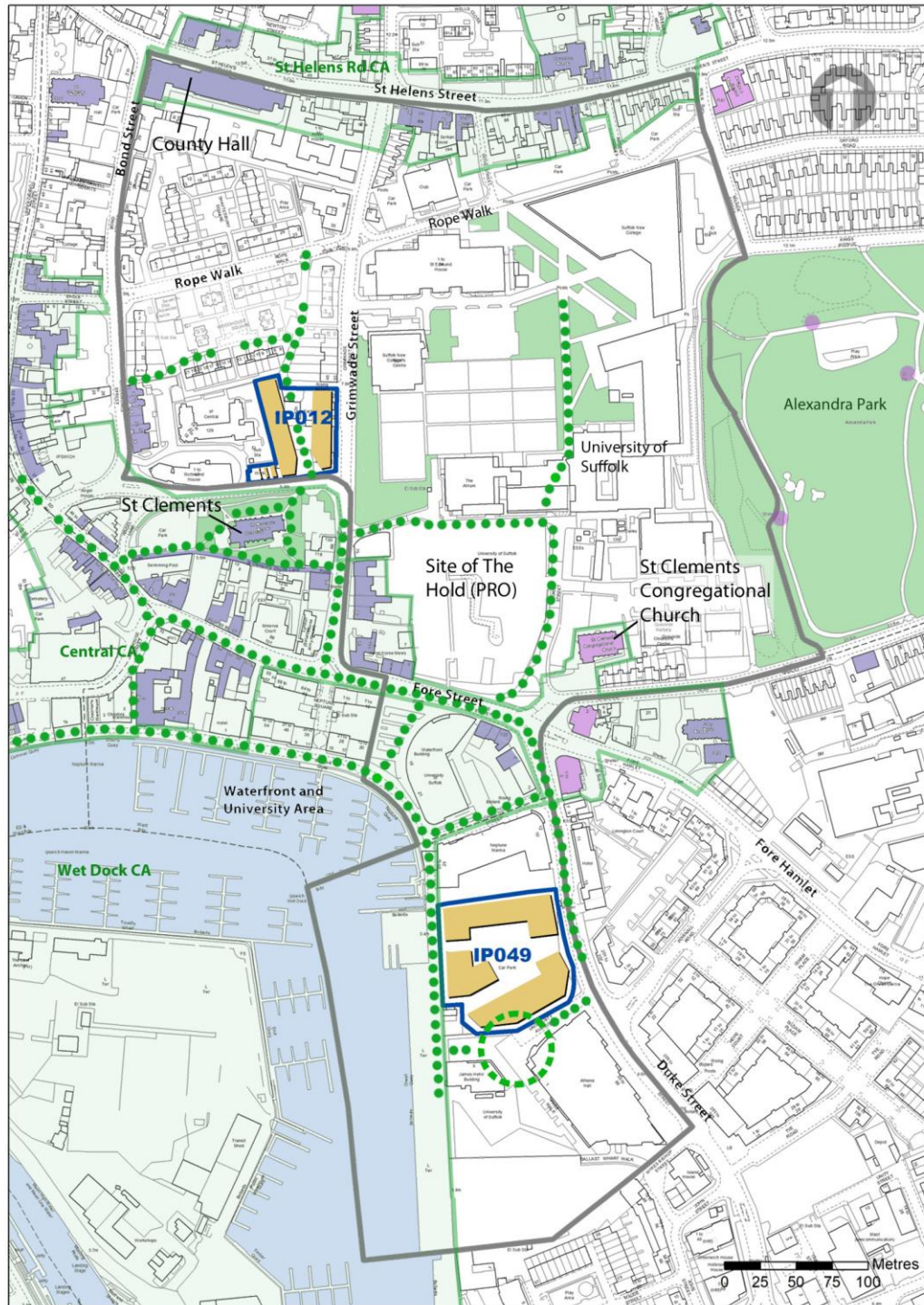




## Replacement D – Education Quarter and surrounding area. Development Opportunities.

D - Education Quarter

Development Opportunities



## **Opportunity Area D – Education Quarter and surrounding area**

### **Character Assessment**

The 'Education Quarter' is located on the eastern side of the town centre, extending from just north of Rope Walk down to the Waterfront. It includes the higher and further education sites occupied by the University of Suffolk and Suffolk New College. The principal aim of the Opportunity Area is to improve the links between the regenerated Waterfront area and the centre of town and use the potential 'gaps' to provide a high quality development connecting the town centre and waterfront.

The area also includes existing residential, commercial and leisure uses, which have the potential to create a vibrant mixed use quarter, providing a major activity node and linking the Town Centre, the Waterfront and the eastern side of the town.

The Opportunity Area captures the peripheries of the Wet Dock, Central and St Helen's Conservation Areas to the north, south and west. Alexandra Park is located to the east of the Opportunity Area.

The Opportunity Area is partially included within the Area of Archaeological Importance and covers parts of the Anglo-Saxon and Medieval core. Considerable commitment and resources to archaeological investigation will be required, for more guidance please see the. Development and Archaeology SPD.

### **Vision**

The major investment associated with further ~~U~~University of Suffolk and Suffolk New College developments will not only lead to a physical reinvigoration of the area, with quality new buildings and public spaces, but will also generate increased activity levels and prosperity in the area, which can support spin off employment and service activities.

### **Development Potential**

Development within the Opportunity Area should look to make a positive architectural statement, continuing the design influences of the nearby University of Suffolk Waterfront Building and The Hold (archive office), having regard to the medieval scale and grain of surrounding streets. Development should look to promote pedestrian activity around the Waterfront. The Council has adopted a Town Centre and Waterfront Public Realm Strategy Supplementary Planning Document which aims to guide the improvement of public spaces and streets.



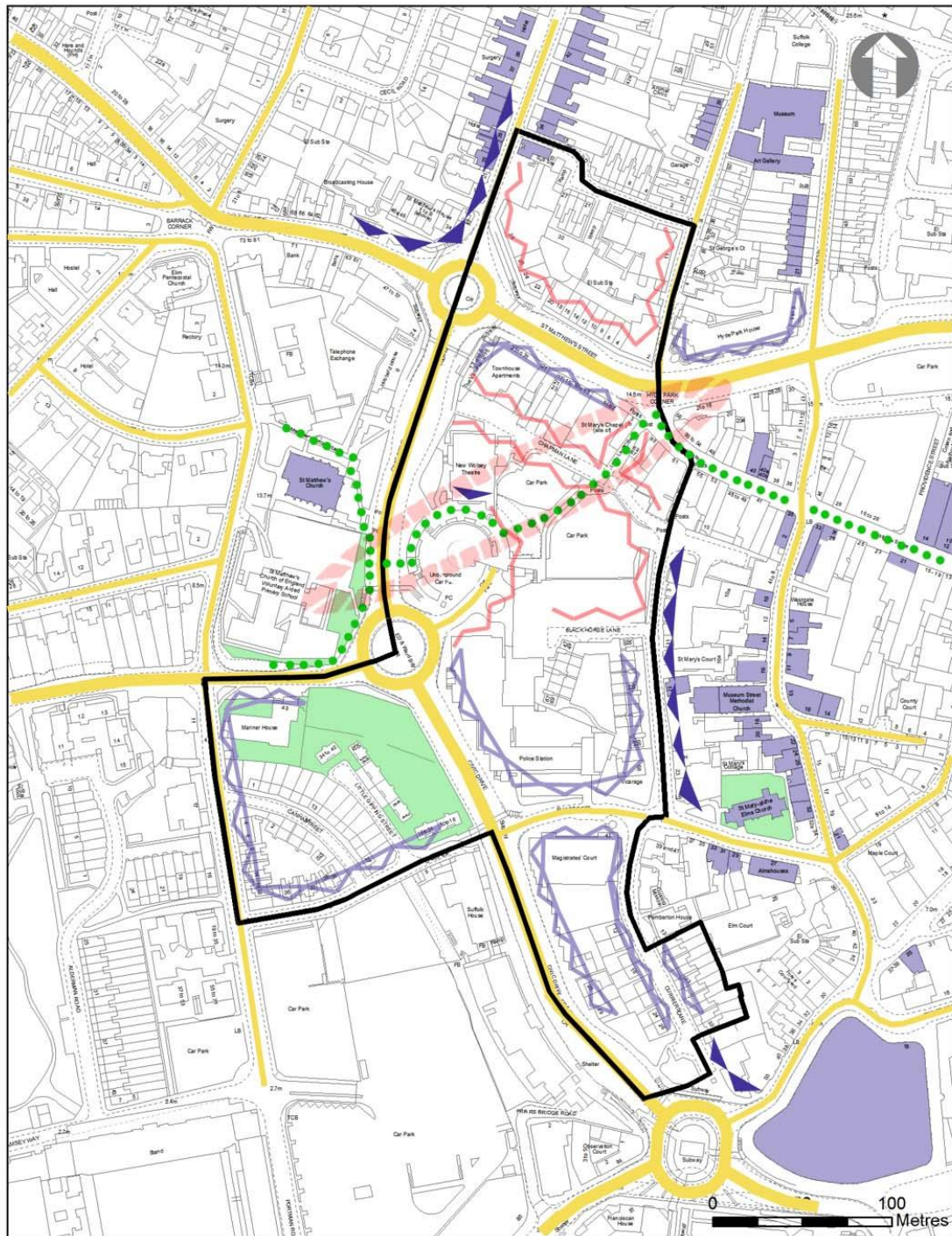
<p><b>Development Opportunities</b> (percentage is indicative)</p> <p><u>See site sheets IP012 and IP049 for site specific guidance</u></p> <p>Higher &amp; Further Education uses <del>(75%)</del></p> <ul style="list-style-type: none"> <li>• Academic facilities</li> <li>• Support facilities <del>Residential development</del></li> </ul> <p><u>Uses appropriate to the Waterfront</u></p> <ul style="list-style-type: none"> <li>• Hotel</li> <li>• Car parking (inc. public)</li> <li>• Small scale retail, café/restaurant</li> <li>• Offices/business</li> </ul>	<p><b>Development Principles</b></p> <ul style="list-style-type: none"> <li>• Scale, mass and form of development on Waterfront to be of varied height (minimum 6 storeys), responding to waterfront setting with layout maintaining glimpse views through to tree-lined skyline</li> <li>• <del>Fine grain, low rise (2-3 storeys) development north of Rope Walk to integrate with historic scale and character of St Helen's Street and create a suitable transition to the modern buildings of the college campus.</del></li> <li>• Development to respect and enhance setting of Listed and historic buildings</li> <li>• Development to address archaeology and Wet Dock, Central, and St Helen's Conservation Areas</li> <li>• Layout and design to address flood risk</li> <li>• Enhanced pedestrian and cycle permeability through the area and linking into wider networks</li> </ul>
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## Appendix 14 – Opportunity Area E Amended

### Superseded E – Westgate. Site Analysis.

E - Westgate

Analysis



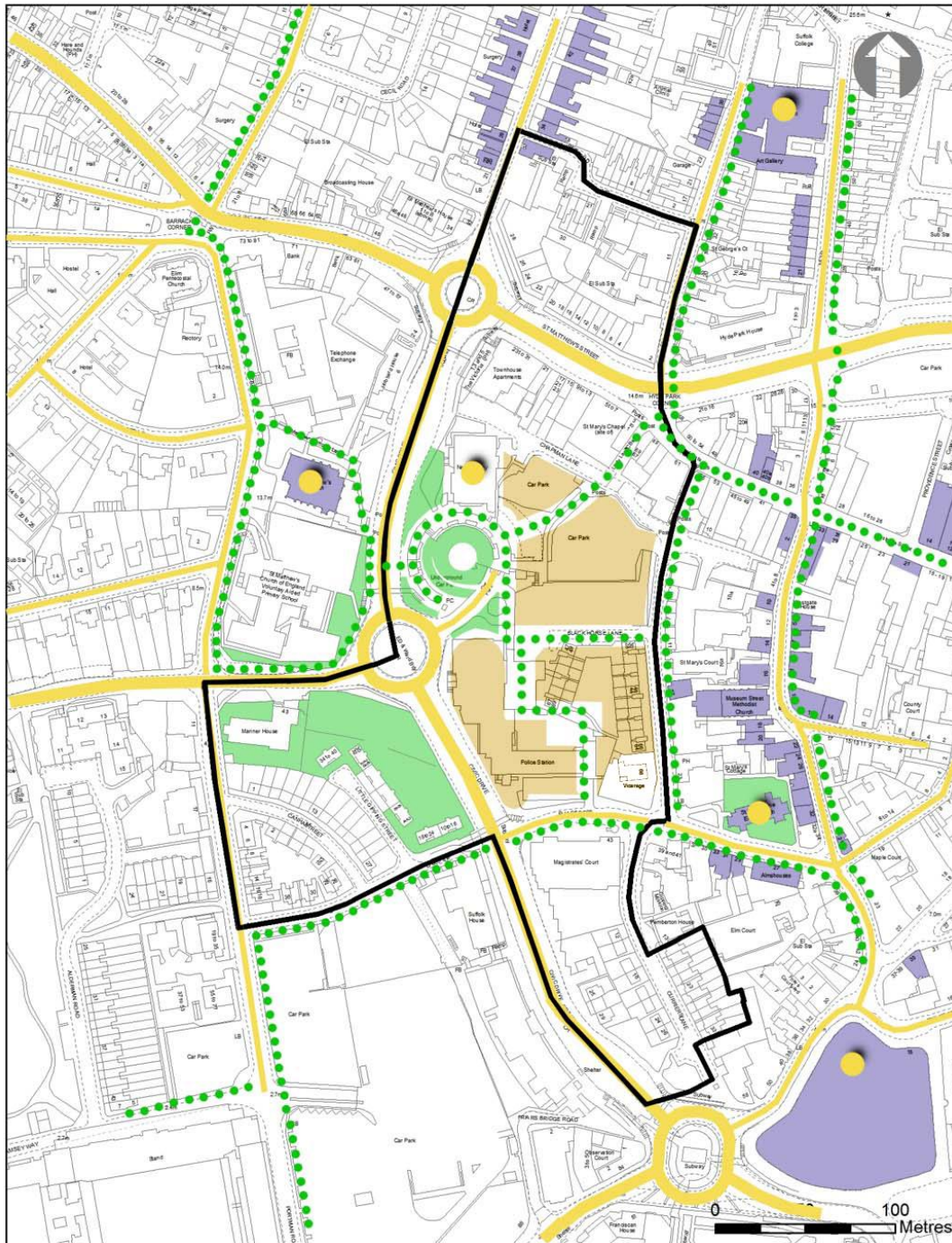
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## Superseded E – Westgate. Development Options.

E - Westgate

Development Options



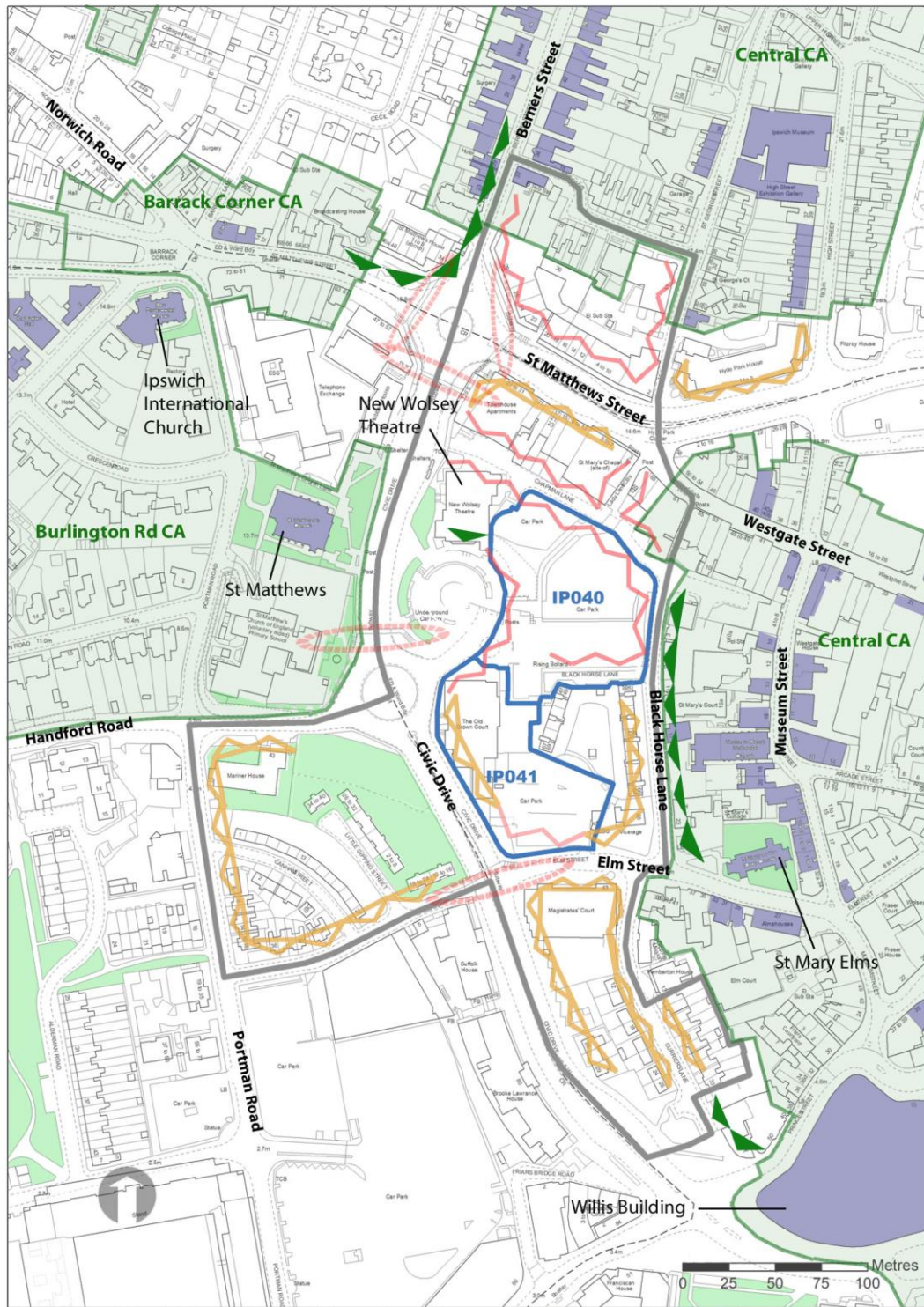
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## Replacement E – Westgate. Site Analysis.

E - Westgate

Analysis

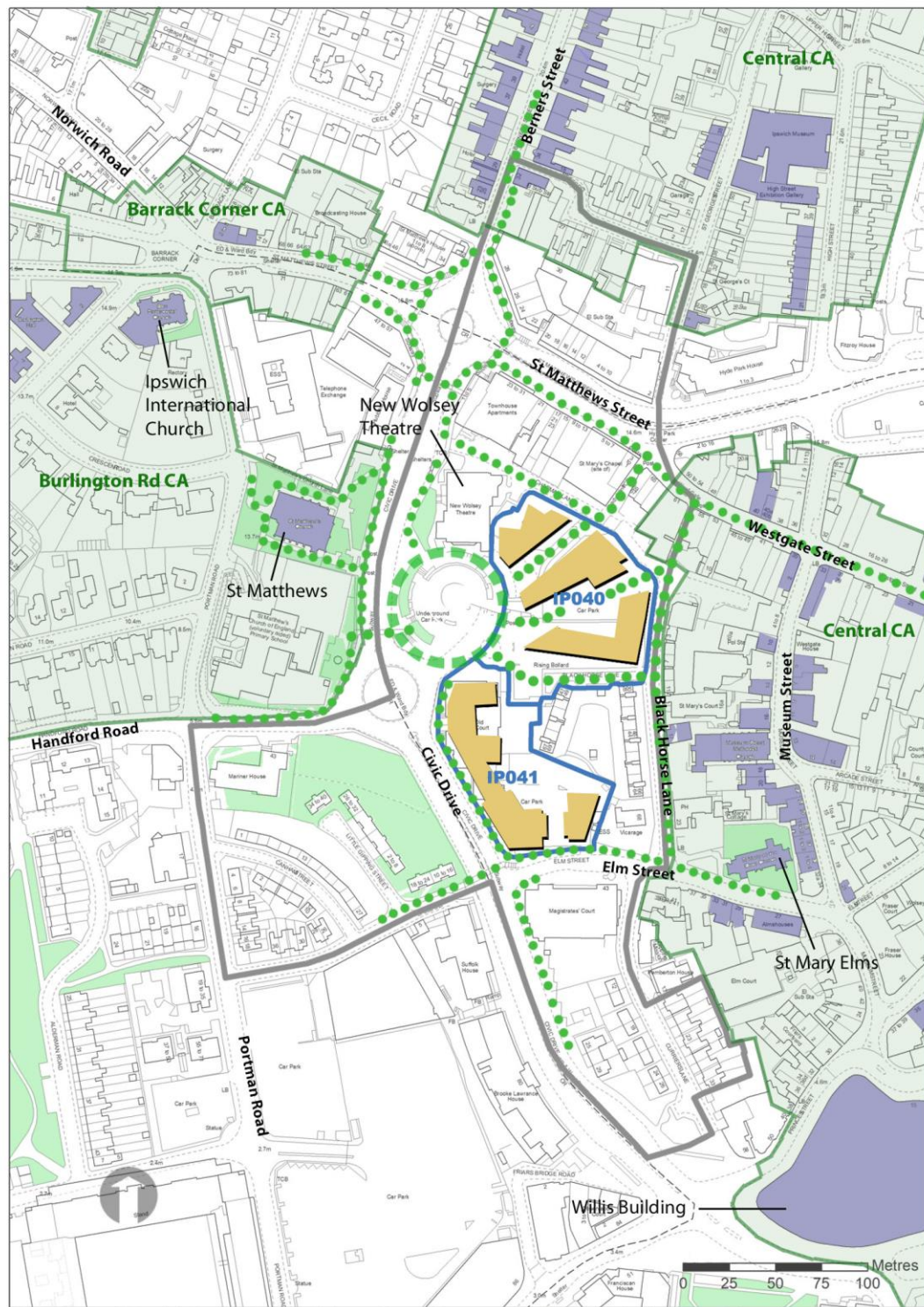




## Replacement E – Westgate. Development Opportunities.

E - Westgate

Development Opportunities



## **Opportunity Area E – Westgate**

### **Character Assessment**

Fringing the western end of the Town Centre, the 'Westgate' quarter is a mixed area with a varied collection of retail, business, civic, cultural and residential uses. To the west of the area, Civic Drive presents a barrier to linkage between the Town Centre and the inner suburban areas. With the demolition of the Civic Centre and the police station, much of the site is used for surface level car parking and contributes little to the character of the area.

~~long standing need for regeneration of the area to the north of St Matthew's Street, there is a significant opportunity to reinvigorate the area, with better integration of pedestrian movement and a more coherent built character.~~

Civic Drive is a busy dual carriageway which carves the town centre to the east from the residential suburbs in the west, with pedestrian connections via underpasses.

The Opportunity Area is located between the boundaries of the Central and Burlington Road Conservation Areas, so forms a sensitive area which could help link these historic groups of buildings and improve permeability around the area.

It should be noted that the two allocated sites (IP040 and IP041) hold archaeological potential, containing the remains of the Anglo Saxon and Medieval town. These sites are within the area of archaeological importance. Considerable commitment and resources to archaeological investigation will be required, for more guidance please see the Development and Archaeology SPD.

### **Vision**

The allocation of IP040 and IP041 present key opportunities for the Redevelopment of the former Civic Centre complex. Redevelopment would form the centrepiece of a residential led regenerated "Westgate" built around an enhanced pedestrian link through the site from the end of Westgate Street to a reactivated space in front of the New Wolsey Theatre.

### **Development Potential**

Redevelopment of the area should ensure that the historic setting of the Opportunity Area is respected in terms of scale and appearance of new buildings. A contemporary approach which uses vernacular building materials in a modern way would allow the integration of a contemporary development in a historic context. New buildings should provide engaging frontages to street facing elevations, whilst the layout should look to include opportunities for pedestrian linkages to improve the permeability of the area.

The barrier to pedestrian movement formed by Civic Drive and the series of underpasses beneath the St Matthew's Street roundabout would be addressed by new surface level crossings as has been done at the Friars Street and Princes Street end of Civic Drive as part of

the Travel Ipswich scheme. There is the potential to enhance pedestrian links northwards across St Matthews Street, connecting with the Ipswich Museum site which has been identified for major investment. ~~Existing developments of inappropriate scale would be replaced by new development of a scale more befitting their town centre location.~~

Development Opportunities	Development Principles
<p><u>See site allocation sheets IP040 and IP041 for site specific details.</u></p> <p>Residential led mixed use development with some retail on the former Civic Centre site IP040</p> <ul style="list-style-type: none"> <li>- Residential</li> <li>- Retail</li> <li>- Café/restaurant uses</li> <li>- Shoppers car parking</li> <li>- Improved cultural <u>offering</u> <del>network</del></li> <li>- <u>Uses which would complement the New Wolsey Theatre</u></li> </ul>	<ul style="list-style-type: none"> <li>• Layout to promote enhanced pedestrian linkage between Westgate Street and the New Wolsey theatre, northwards to Ipswich Museum on High <u>Street</u> and eastwards between the retail allocation and Museum Street</li> <li>• Surface level pedestrian/cycle crossing across Civic Drive</li> <li>• Creation of new urban space at Westgate Street</li> <li>• <del>Enhancement of plaza fronting New Wolsey Theatre, including replacement of redundant water feature</del></li> <li>• Redevelopment of the Civic Centre site to incorporate landmark building</li> <li>• Higher density housing to Civic Drive, <del>St Gipping Street &amp; Curriers Lane</del> sites (4-6 storeys) as opportunities arise <del>—housing on Black Horse Lane now excluded from allocations</del></li> <li>Enhanced public realm in Elm Street</li> <li>• Development to take account of nearby heritage assets and archaeology</li> <li>• Ancillary routes should acknowledge historic routes and features as appropriate (in order to aid public understanding and appreciation of heritage).</li> </ul>

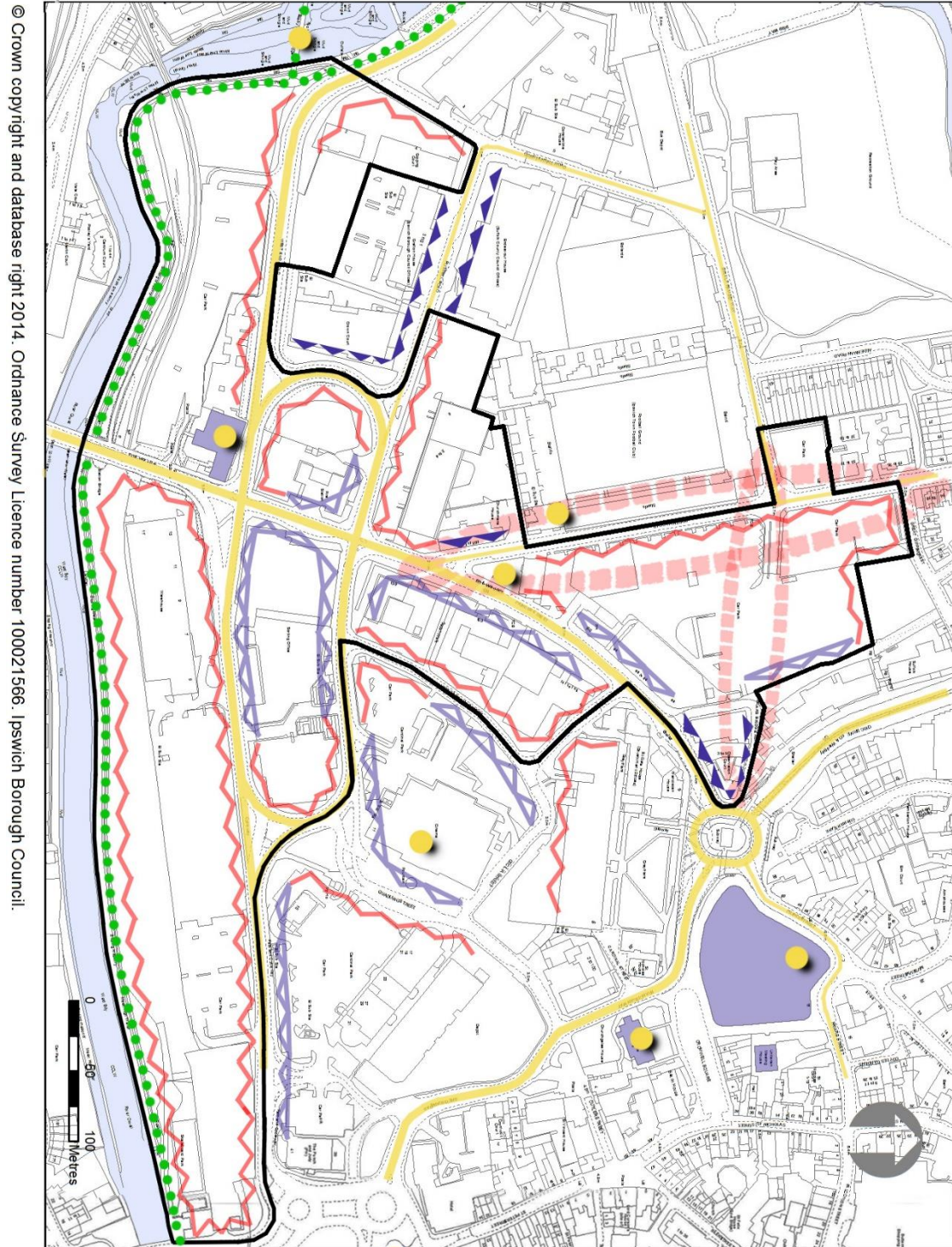


## Appendix 15 – Opportunity Area F Amended

### Superseded F – River and Princes Street Corridor. Site Analysis.

#### F - River & Princes Street Corridor

#### Analysis

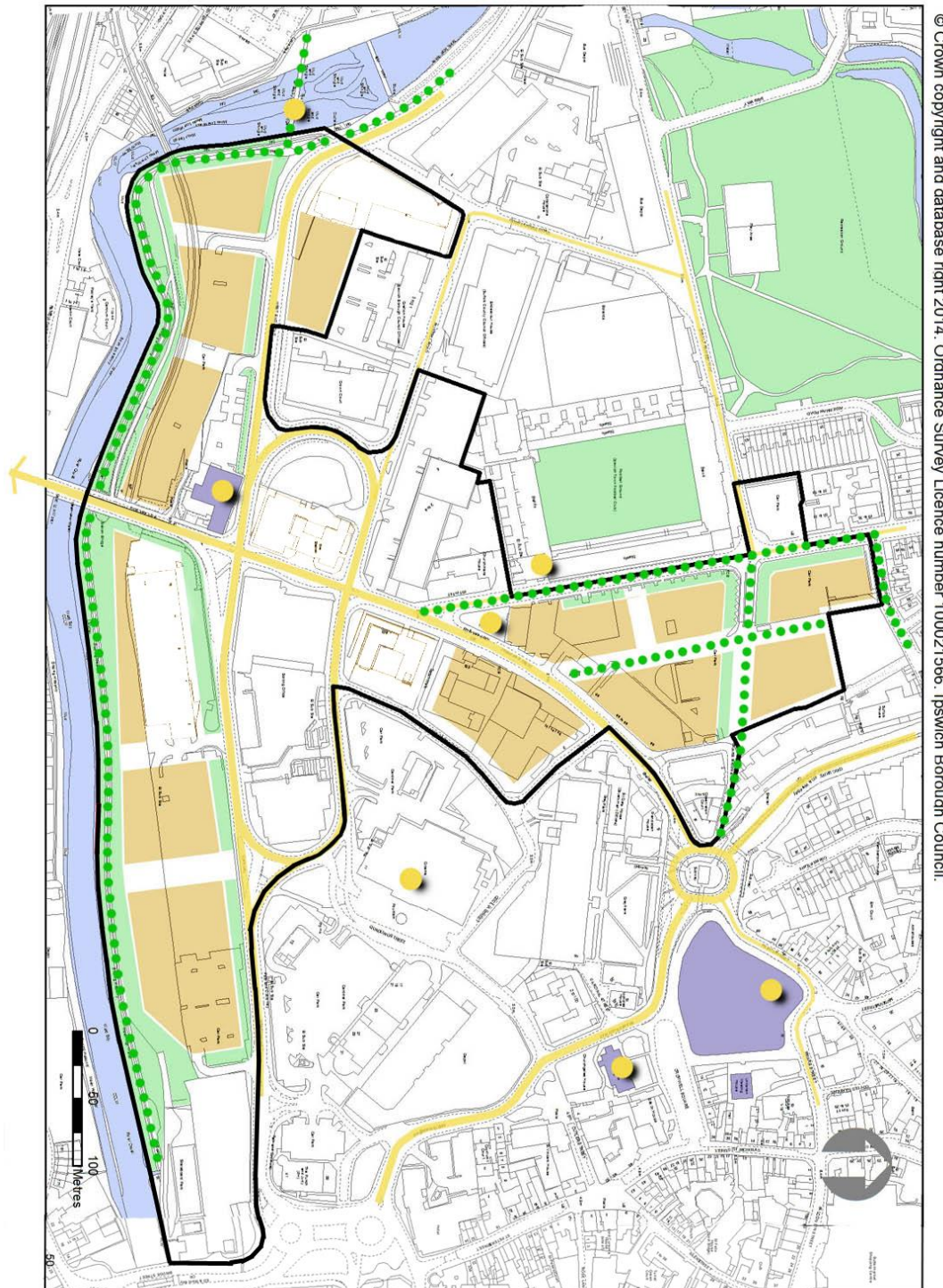




## Superseded F - River and Princes Street Corridor. Development Options.

### F - River & Princes Street Corridor

#### Development Option

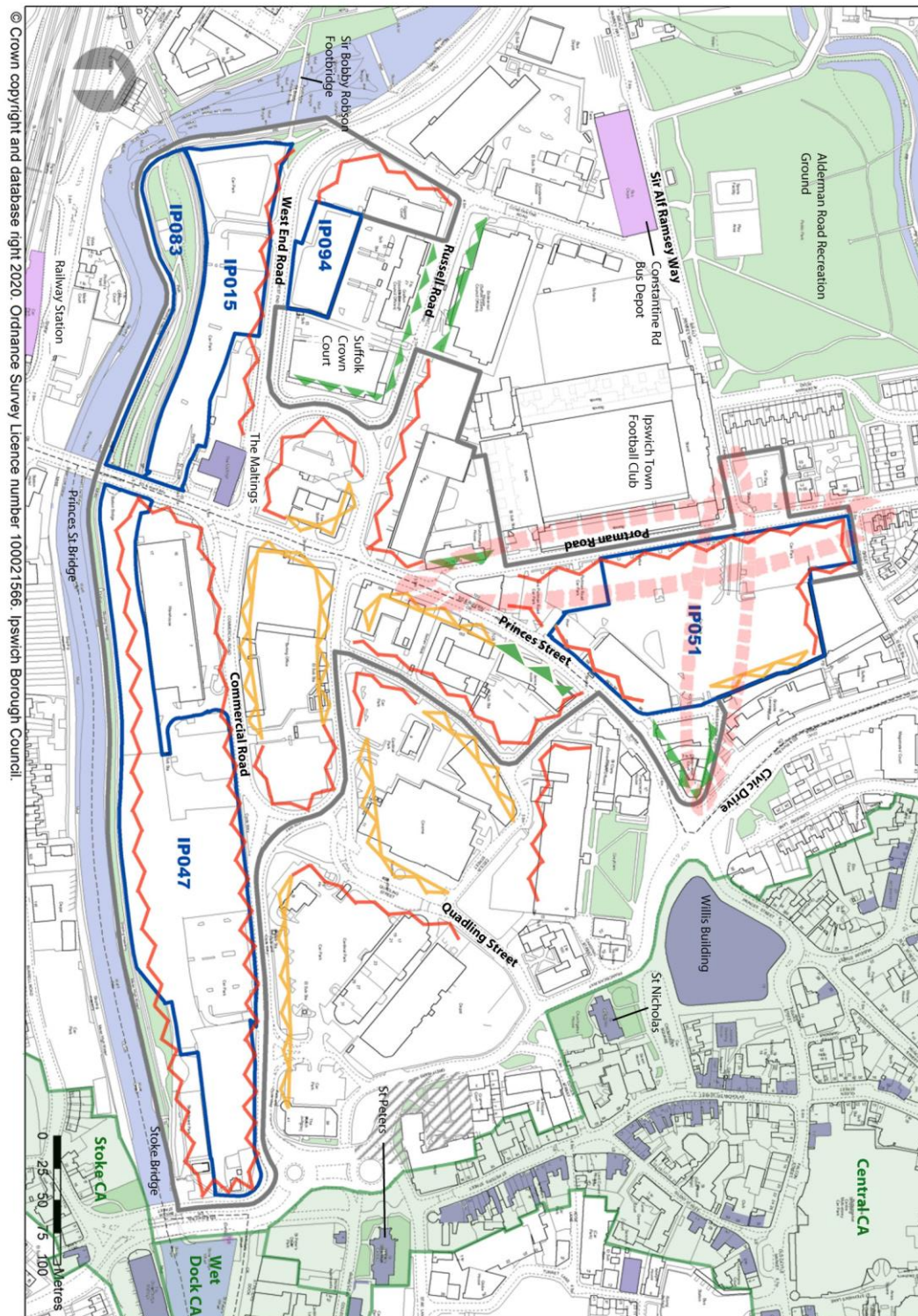




## Replacement F – River and Princes Street Corridor. Site Analysis.

### F - River and Princes St Corridor

#### Analysis

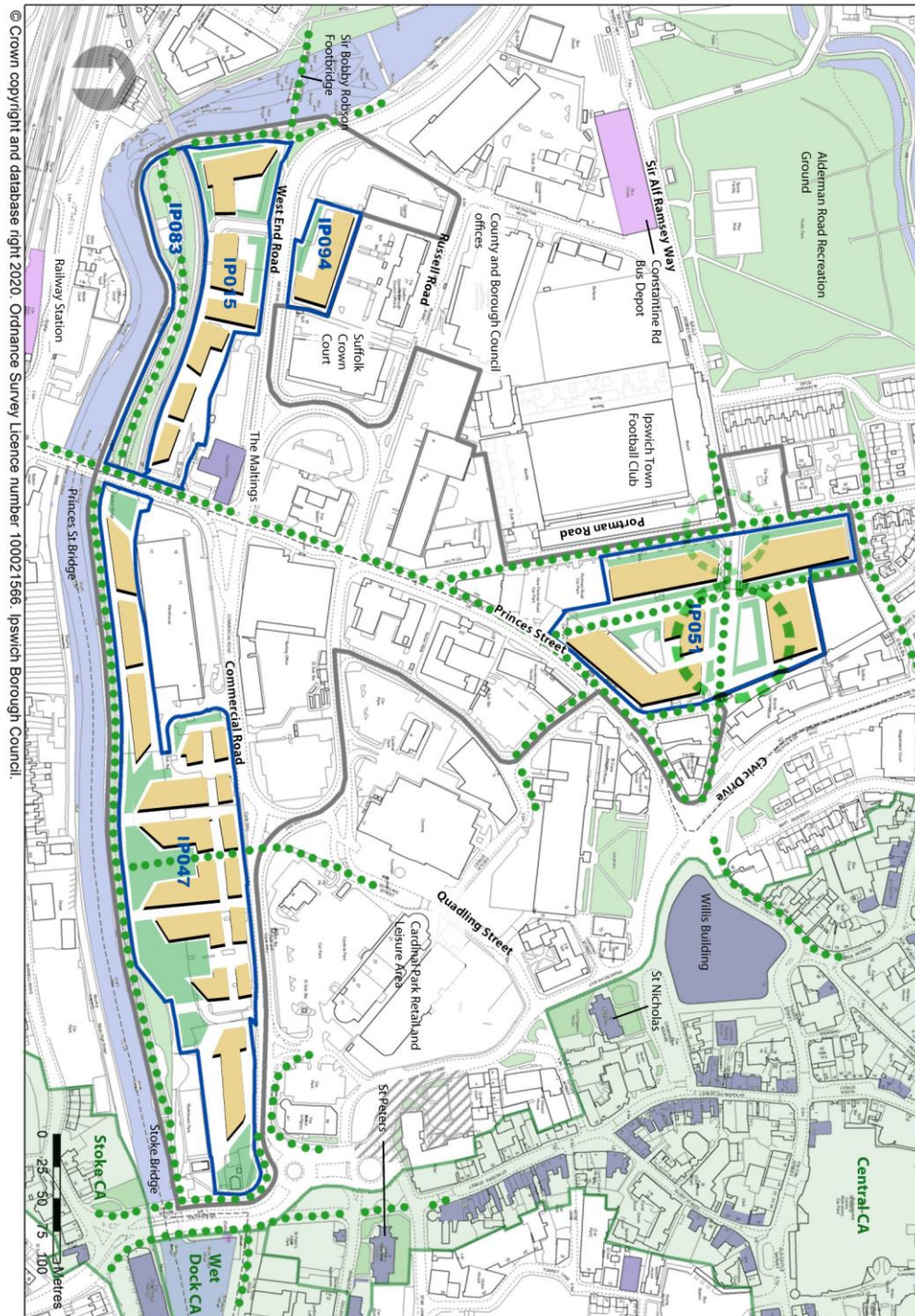




## Replacement F – River and Princes Street Corridor. Development Opportunities.

### F - River and Princes St Corridor

### Development Opportunities



## **Opportunity Area F – River and Princes Street Corridor**

### **Character Assessment**

The 'River Corridor' occupies the large area to the north of the river in the vicinity of the railway station while the 'Princes Street Corridor' links the station to the centre of town and is designated as an Enterprise Zone. The riverside area is low lying and formed a fertile, grassy edge to the main settlement area since early times. Medieval watermills were replaced in the 19<sup>th</sup> century by waterside industries and the cattle market, then the road link to the railway station and Ipswich Town Football ground. The two corridors include many underused or vacant commercial sites as well as surface level car parking, with a generally poor environmental quality and very fragmented townscape.

The kiln of the Grade II listed Princes Street Maltings acts as a prominent landmark in this Opportunity Area, which when viewed with Princes Street Bridge. The Railway Public House and Ipswich Train Station form an important grouping of historic buildings reflecting Ipswich's 19<sup>th</sup> century heritage.

Several of the allocated sites hold archaeological potential, including paleo-environment and waterlogged remains. Resources to archaeological investigation may be required, for more guidance please see the Development and Archaeology SPD.

### **Vision**

Regeneration within the area presents an opportunity to consolidate the urban form either side of the important route from the railway station to the town centre, creating an attractive gateway to Ipswich and high quality public realm.

### **Development Potential**

High quality design principles should be employed in the design of new buildings to the Opportunity Area. A contemporary approach would be encouraged, continuing the architectural precedent of the Crown Court, Sir Bobby Robson Bridge and conversion of the Grade II listed Princes Street Maltings. Engaging, elevations with active frontages should be introduced to help make a positive architectural statement as a key entrance to Ipswich.

New development should respect the significance of the Princes Street Maltings and allow for views of the building and the prominence of the kiln to be apparent in the streetscape.

The riverside connection to the Waterfront area can be enhanced as a setting for new pedestrian and cycle links and public open space.

The area of surface level car parking to the east of Portman Road has potential to be redeveloped as a mixed use (predominantly office) environment, reconnecting the edge of

the town centre to the east with inner urban housing and public open space parkland to the west.

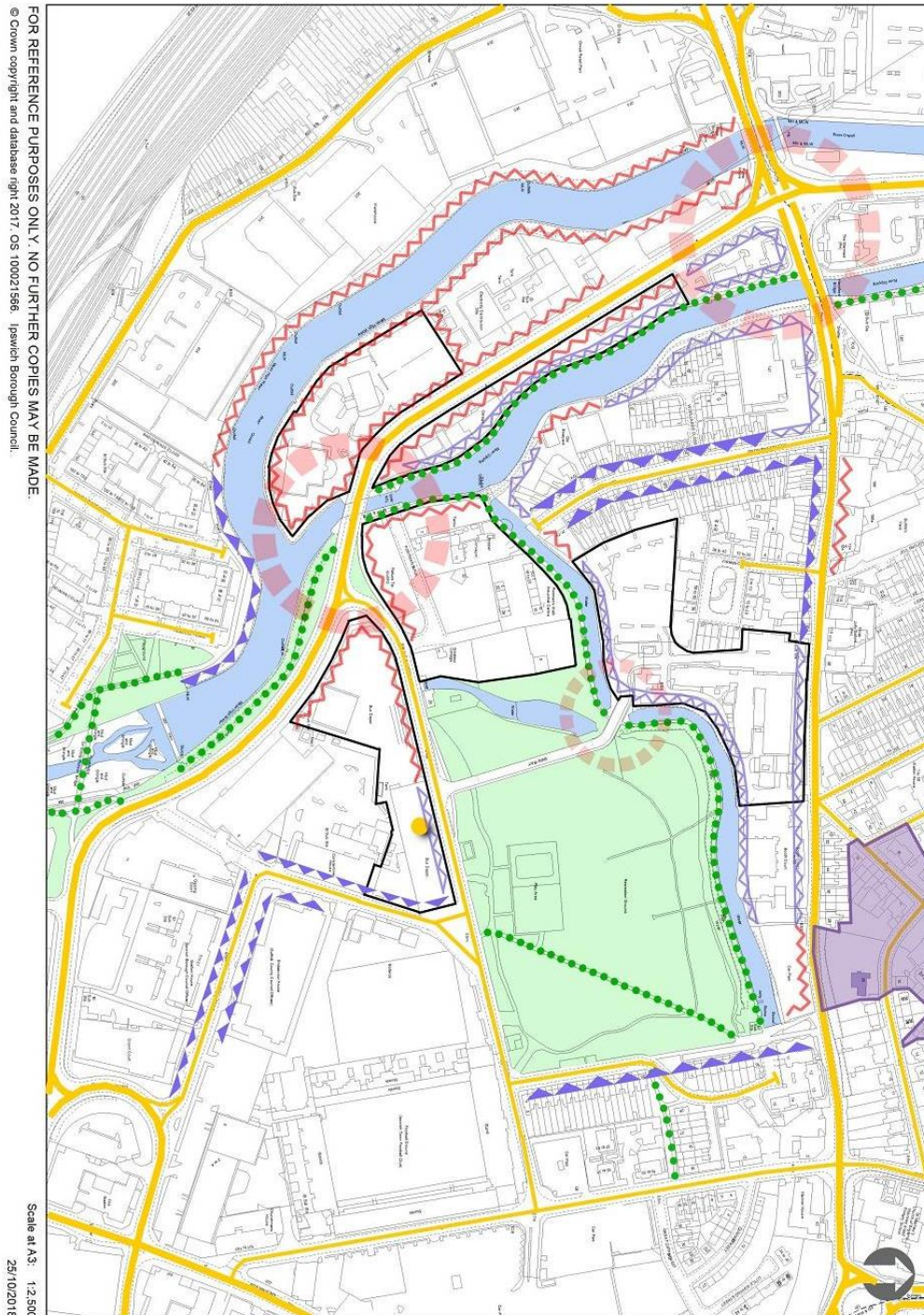
Development Opportunities	Development Principles
<p><u>See site allocation sheets for IP015, IP047, IP051, IP083 and IP094 for site specific analysis.</u></p> <p><del>Office-led</del> Mixed use development</p> <ul style="list-style-type: none"> <li>- Leisure</li> <li>- Car parking</li> </ul> <p>Enhanced environment for people arriving <del>in</del> at Ipswich by rail</p> <p>Residential uses where appropriate within mixed use developments adjacent to the river</p> <p><u>Public open space</u></p>	<ul style="list-style-type: none"> <li>• Riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront</li> <li>• Creation of new townscape east of Portman Road, with well-defined blocks and through routes <u>to improve permeability</u></li> <li>• Development of Princes Street as a civic boulevard and gateway to <u>the town centre</u></li> <li>• Scale of development medium rise (4-6 storeys) with opportunities for enhanced scale in key locations <u>(where this would not harm the setting of listed buildings and would meet the criteria set out in DM15 Tall Building)</u></li> <li>• Layout and design to address flood risk</li> <li>• Layout and design to take account of the historic environment including archaeology</li> <li>• Enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor</li> </ul>



## Appendix 16 – Opportunity Area G Amended

### Superseded G – Upper Orwell River and Canalside. Site Analysis.

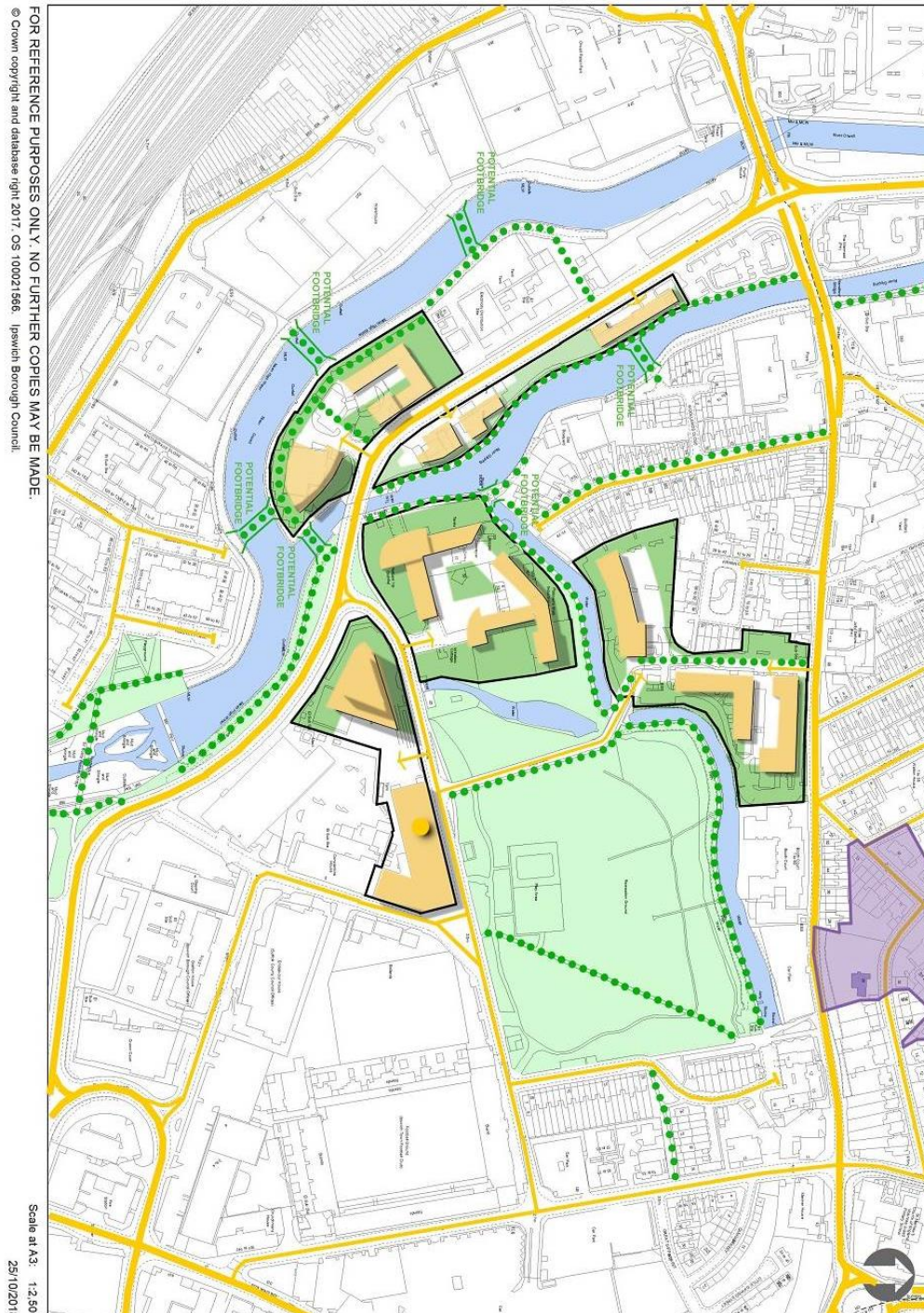
#### Analysis





## Superseded G – Upper Orwell River and Canalside. Development Options.

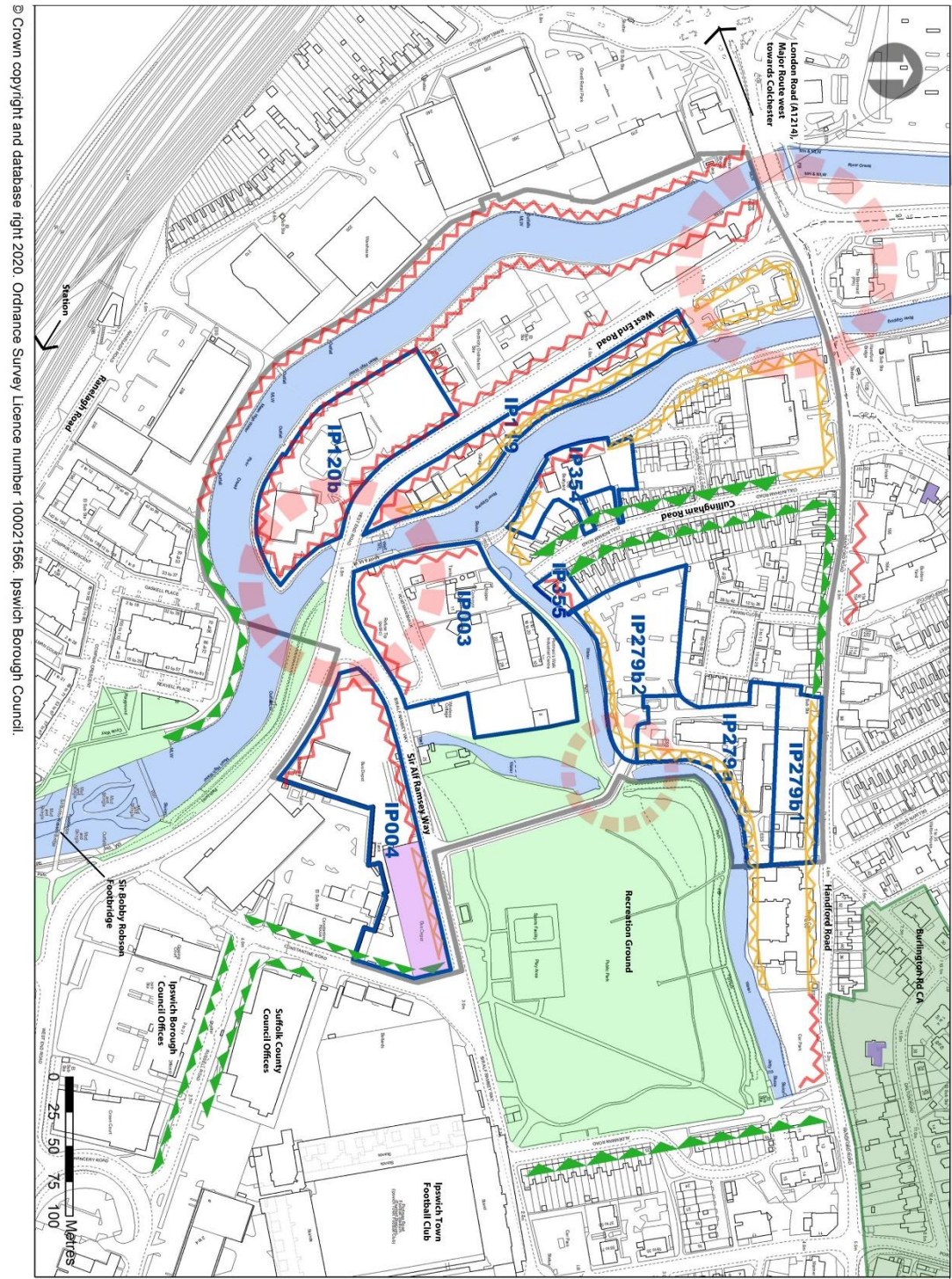
### Development Options





Replacement G – Upper Orwell River and Canalside. Site Analysis.

Analysis

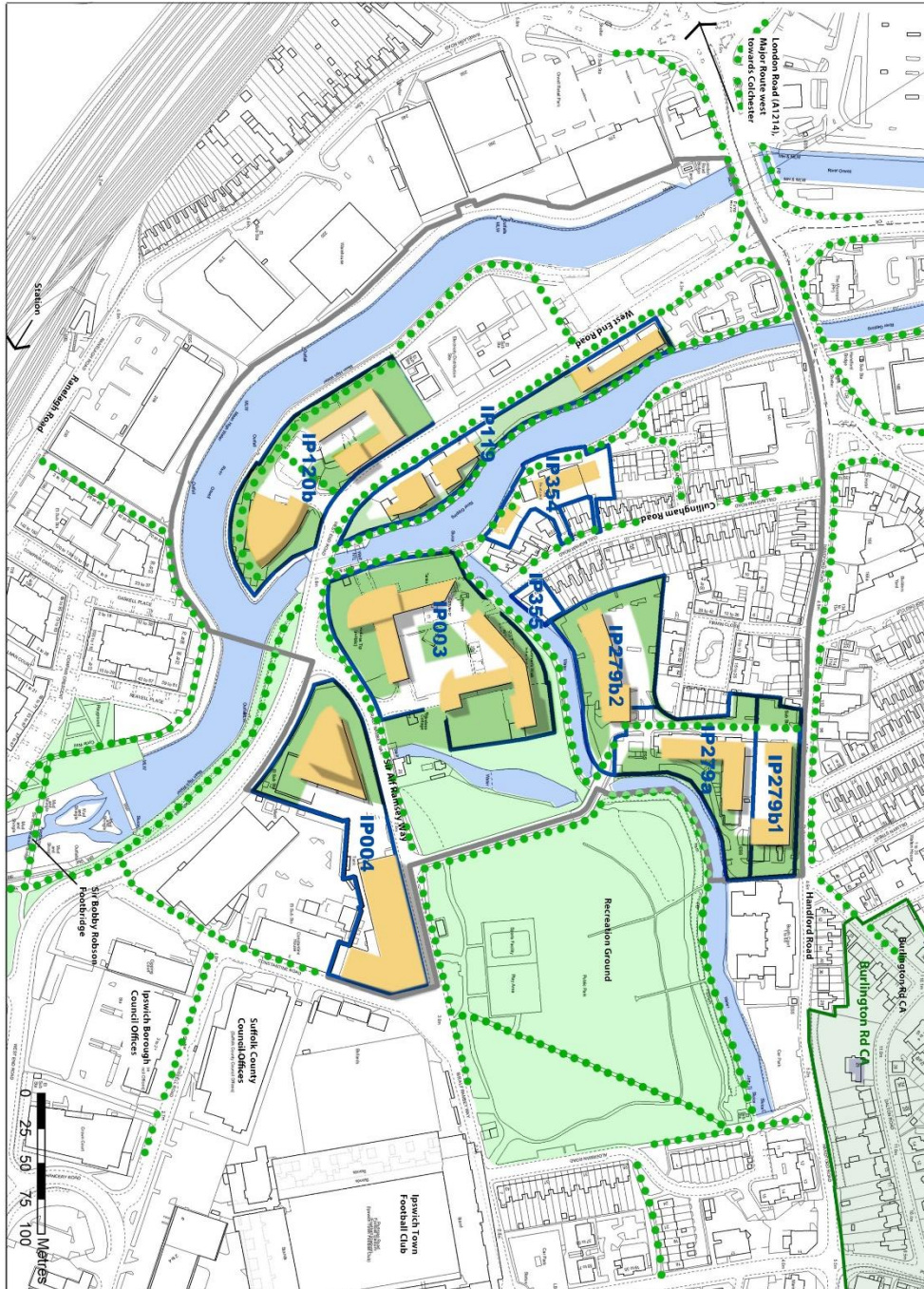




## Replacement G – Upper Orwell River and Canalside. Development Opportunities.

G- Upper Orwell River and Canalside

Development Options



## Opportunity Area G Upper Orwell River and Canalside

### Character Assessment

This area is characterised by a series of sites in commercial and industrial occupation, grouped around the under-used assets of Alderman Park and the waterside frontages of the Rivers Orwell and Gipping and the Alderman Canal. Owing to the current land uses, several sites are characterised by large areas of hardstanding and little built form. Where buildings are present, they are typically utilitarian, industrial warehousing.

The Opportunity Area is intersected by West End Road, whilst Handford Road bounds the area to the north. These are busy arterial routes for people coming into Ipswich from the west.

Several of the allocated sites include potential for archaeological remains. Resources for archaeological investigation may be required, for more guidance please see the Development and Archaeology SPD.

### Vision

The Area # offers opportunities for high quality mixed-use redevelopment in a sustainable edge of town-centre location. The opportunity exists to create a riverside and parkland environment for development in place of the existing road-dominated layout.

### Development Potential

Redevelopment should capitalise on the proximity to ~~the~~ Alderman Park and to the river / “canal” side. New developments should be located to take advantage of views of these amenity assets and to provide natural surveillance. Development should look to strengthen the local ecological network by enhancement of onside habitats along the river. Schemes should have active facades to public facing elevations, including riverside, parkland and roadside frontages. Development should make a positive architectural statement, with particular attention given to development along entrance routes into the town.

Redevelopment of the Portman Walk industrial site for residential purposes will provide an enhanced environmental quality and encourage provision of a new pedestrian / cycle access through to Handford Road, aiding accessibility for both existing and new residents.

Conversion of the historic tram-shed and reconfiguration of the old turning area into a quality public space will provide a much-needed focus to the area. Increased residential use and

activity levels and adoption of revised traffic access arrangements will significantly enhance the area. ~~assist in reducing anti-social activity.~~

Development Opportunities	Development Principles
<p><u>See site allocation sheets IP003, IP004, IP096, IP119, IP120b, IP279b, IP354 and IP355 for site specific analysis.</u></p> <p>Riverside residential uses, where appropriate within mixed use developments.</p> <p>Non-residential uses could include offices, <del>or</del> small scale retail or leisure uses.</p>	<ul style="list-style-type: none"> <li><del>• IP003 – medium rise residential development (3–4 storeys) north of Sir Alf Ramsey Way with opportunity for feature block up to 6 storeys at west end of site, alongside River Gipping; layout to address park setting to the east, canal side to the north and river to the west.</del></li> <li><del>• IP120b – residential development west of West End Road, 3–4 storeys high and up to 8 storeys at southern end; design and layout to address river setting on both sides; landscape buffer to sub station.</del></li> <li><del>• IP004 – mixed use development; existing historic Tram Shed building retained and converted for office use; residential development to the west fronting West End Road, up to 6 storeys in height.</del></li> <li><del>• IP119 – residential development up to 2–3 storeys; landscape buffer to sub station and at southern tip.</del></li> <li>• New foot / cycle connection to Handford Road, via Bibb Way or Cullingham Road-</li> <li>• Residential development to adopt perimeter block layout, with landscaped frontages addressing River Gipping, Alderman Canal and wildlife area-</li> <li>• Traffic calming to Sir Alf Ramsey Way-</li> </ul>

	<ul style="list-style-type: none"> <li>• Layout &amp; design to address flood risk-</li> <li>• Cycle and pedestrian connections created where possible across the river and canal;</li> <li>• Public access to riverside incorporated into layouts and linking to the Waterfront-</li> <li>• Layout and design to take account of the historic environment including archaeology</li> <li>• <u>Development should take account of the River Corridor Buffer (10) where practicable</u></li> </ul>
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## **Appendix 17 – Opportunity Area H Amended**

### **Superseded H – Holywells. Site Analysis.**

Holywells

Analysis

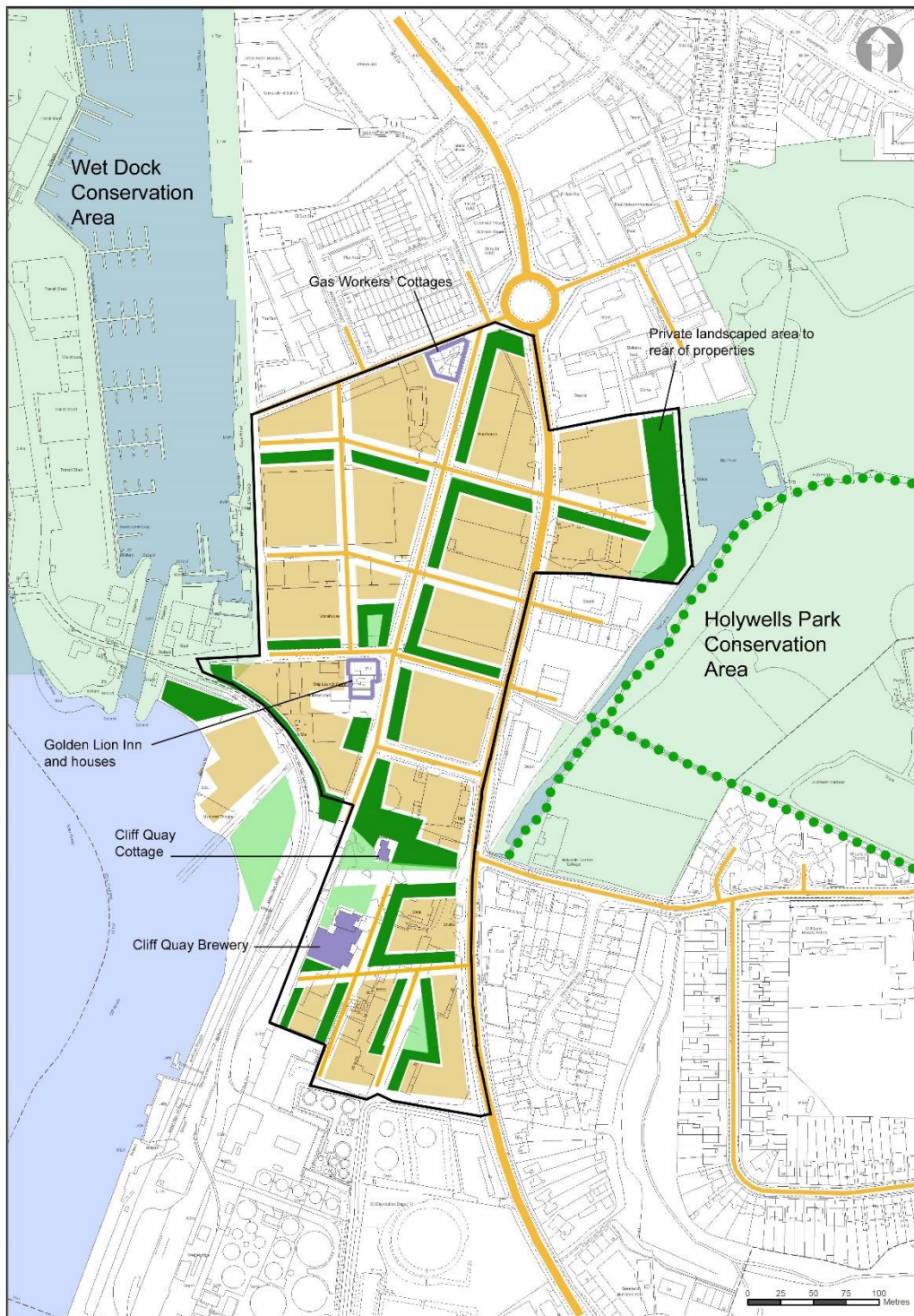


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## Superseded H – Holywells. Development Options.

Holywells

Development Option

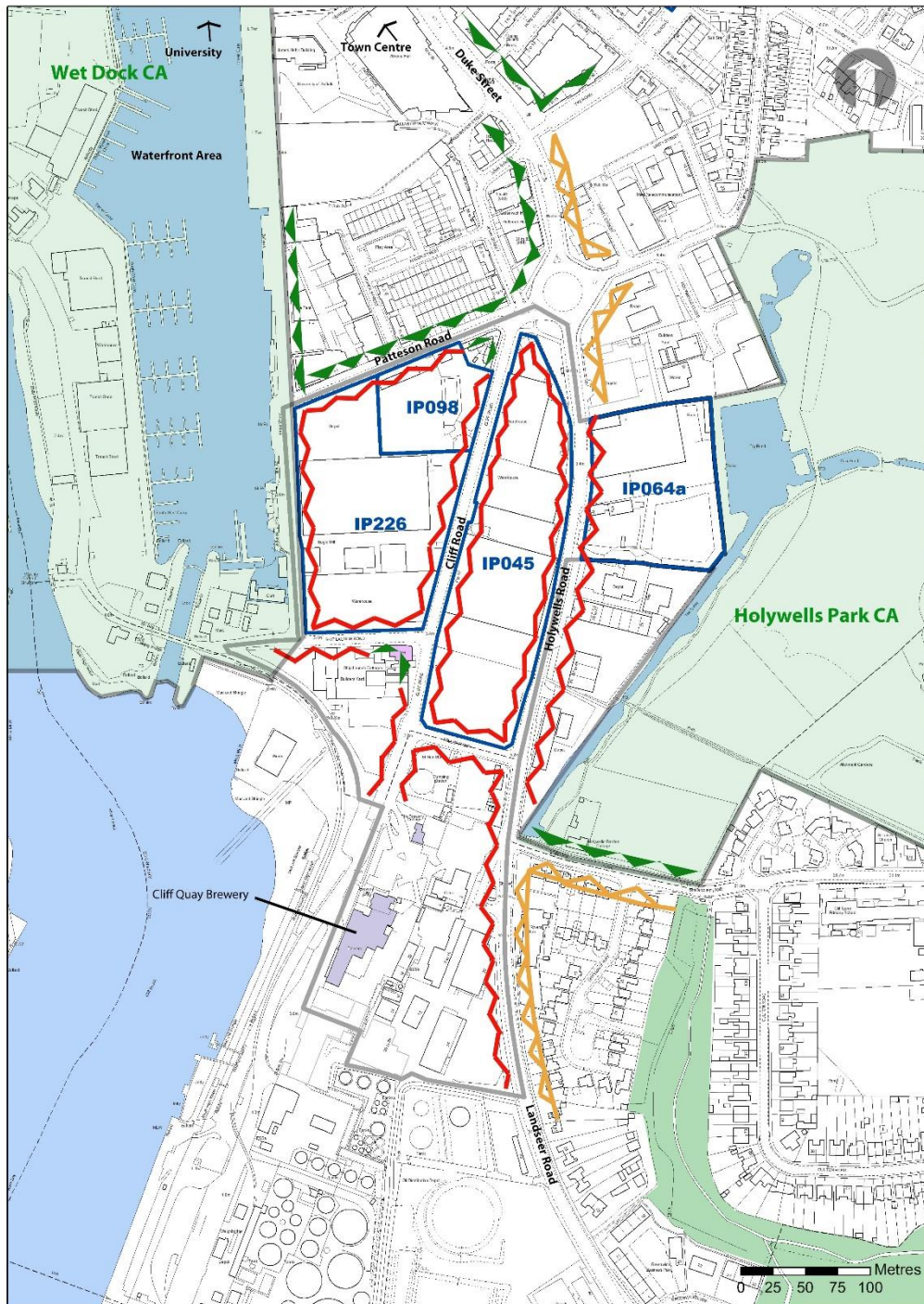


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## Replacement H – Holywells. Site Analysis.

### H - Analysis

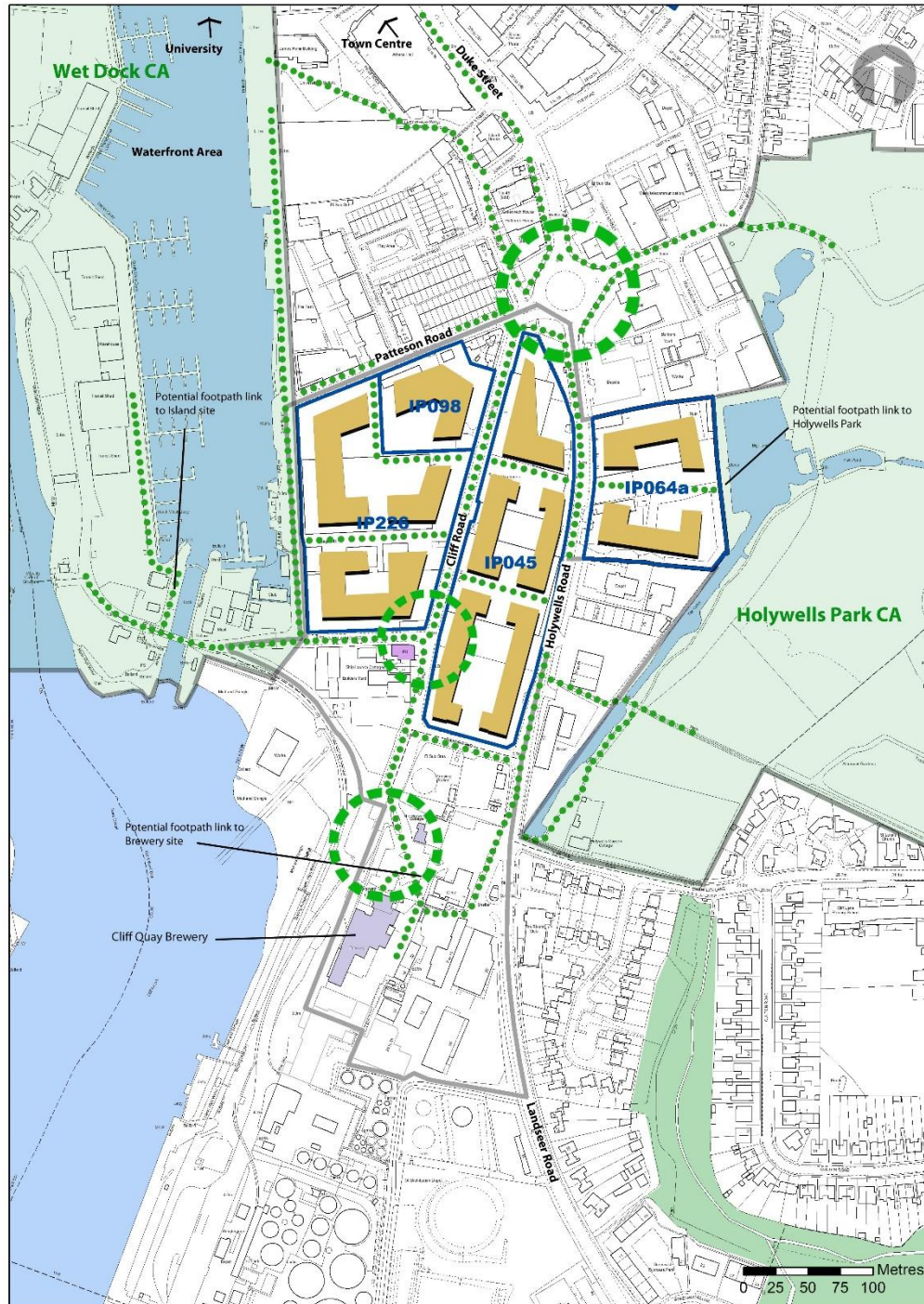


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## Replacement H – Holywells. Development Opportunities.

### H - Development Opportunities



## Opportunity Area H Holywells

### Character Assessment

The area is characterised by light industrial uses, mostly comprising 20<sup>th</sup> century warehousing. The area is bounded to the south and west by the Port of Ipswich, a focus for storage and distribution linked to the maritime trade. A key access to the Port exists through the Opportunity Area which informs its character.

The Opportunity Area is bounded to the east by Holywells Park and Conservation Area, and to the west by the Wet Dock Conservation Area. The Opportunity Area therefore sits between the open character of the Waterfront and the dense covering of vegetation at Holywells Park.

The Opportunity Area includes the vacant historic Tolly Cobbold Brewery complex to the south, which is a cluster of Grade II listed buildings. There are a number of non-designated heritage assets which contribute positively to the character of the area. The Opportunity Area is therefore in a sensitive historic environment which requires careful attention when developing proposals for the redevelopment of the area.

Several sites within the Opportunity Area hold archaeological potential, and resources for archaeological investigation may be required, for more guidance please see the Development and Archaeology SPD.

### Vision

The area between the Wet Dock and Holywells Park presents an opportunity to link the Waterfront area to the green lung and to improve integration with the residential areas to the east. ~~The area includes the vacant historic Tolly Cobbold Brewery complex.~~

~~Also included in this opportunity area is the timber store yard (Anglo-Norden) which, when redeveloped, has the potential to act as a book-end to the Waterfront and complete the successful transformation of this area.~~

~~The first phases of regeneration of the Ipswich Waterfront have focused on sites on or close to the Wet Dock, but the recent development at Parkside (Duke Street) and of sites at Wherstead Road have highlighted the opportunities that exist for regenerating sites away from the immediate Waterfront, offering environmental improvement and enhanced integration with established residential communities which are sited away from the Dock area.~~

### Development Potential

Proposals for the area should build on high quality schemes previously approved for residential-led mixed-use development such as the development along Patteson Road which utilises traditional building forms, with modern detailing, to provide architectural interest to the area. ~~major Eagle Mill proposals by Persimmon Homes at Cliff Road / Helena Road.~~

Contemporary design approaches would be welcomed, with development along the Waterfront being of an eye-catching design to contribute positively to the Wet Dock Conservation Area and draw pedestrian movement around the waterfront.

Enhanced connectivity and permeability could be achieved using a grid layout which would link development sites with the surrounding area and its amenities. Opportunities exist for biodiversity enhancements to provide habitat linkages to the Holywells Park and River Orwell County Wildlife Sites.

Finding suitable uses for the heritage assets within the Opportunity Area will be vital to its successful regeneration.

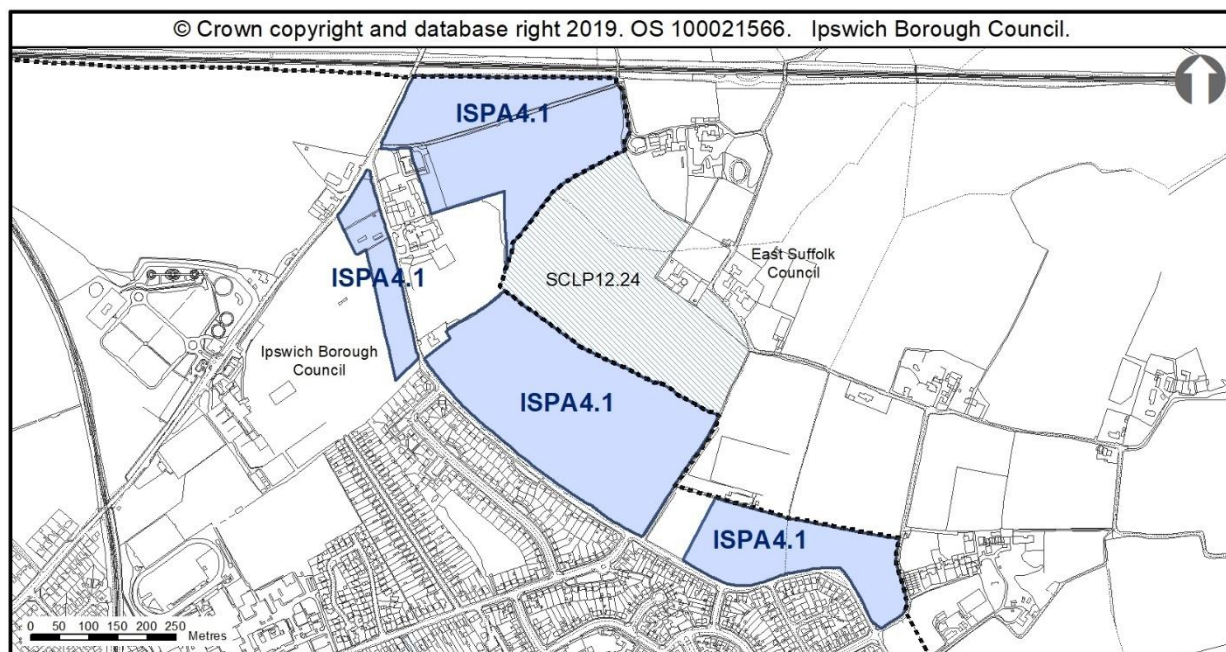
Development Opportunities	Development Principles
<p><u>See site allocation sheets IP064a and IP098, and Opportunity Site sheets IP226 and IP045 for site specific analysis.</u></p> <ul style="list-style-type: none"> <li>• Residential-led development.</li> <li>• Riverfront regeneration and associated leisure uses</li> <li>• Secondary employment, community, leisure, arts and cultural development.</li> <li>• Pedestrian/ cycle links</li> <li>• Public Open Space</li> </ul>	<ul style="list-style-type: none"> <li>• Enhanced pedestrian/ cycle permeability <del>east-west</del> through the opportunity area, connecting the Waterfront <del>and Wet Dock Crossing</del> with Holywells Park.</li> <li>• Facilitate new Wet Dock <del>vehicular crossing/</del> bridges</li> <li>• Development to address street frontages</li> <li>• <u>Promote regeneration of heritage assets</u> <del>Promote redevelopment of former Shipyard area as “destination”, linked to regenerated Cliff Brewery via new Riverside esplanade</del></li> <li>• Scale of development generally medium-rise (3-5 storeys), with opportunities for taller buildings at key locations</li> </ul>

	<ul style="list-style-type: none"> <li>• Maintain views of treed skyline to East <u>towards the Holywells Conservation Area, whilst views out of the conservation area to the west should also be preserved</u></li> <li>• Protect key view of Cliff Brewery from Helena Road</li> <li>• Reduce impact of Port related traffic, via traffic management &amp; improved public realm</li> <li>• Relocate Cliff Quay access control point south of Cliff Brewery, to improve public accessibility to Riverside and facilitate link between Brewery and Shipyard sites</li> <li>• Layout &amp; design to address flood risk</li> <li>• Development to address risk from major hazard site (Vopak terminal)</li> </ul>
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## Appendix 18 – Amended Site Sheet ISPA 4.1

Site Ref: ISPA 4.1 – Northern End of Humber Doucy Lane

Site Area: 23.62ha (within IBC Land)



### Allocation Policy SP2 & ISPA4

Use(s)		Indicative capacity
Primary	Residential	<del>449</del> 496 (35dph on circa 60% of site)
Secondary	Green Rim Trail Highways Improvements Early Years Setting Sports Pitches Suitable Accessible Natural Green Space (SANGS) Associated Infrastructure	Approximately 40% of site

Adopted Plan 2017

N/A – New Site. Previously allocated as Countryside.

### **Current use**

Predominantly greenfield arable land.

### **Development constraints / issues**

The principles and requirements set out in policy ISPA4 of the Core Strategy and Development Management Policies DPD must be followed.

The development of this land will need to be masterplanned along with the adjacent land allocated under the Suffolk Coastal Local Plan Review Policy SCLP12.24. Any masterplan work should take forward the recommendations set out in the Heritage Impact Assessment commissioned by Ipswich Borough Council September 2020, which forms part of the evidence base of the local plan. The HIA discusses the sensitivity of the area and makes recommendations about how to bring forward development with regard to the sensitivities of the historic landscape. Any subsequent planning application will require a full heritage statement.

The setting of the grade II listed Westerfield House, Allens House, Laceys Farmhouse, the Garden Store North of Villa Farmhouse, must be preserved and enhanced as part of the future development of the site. The HIA also identifies a number of non-designated heritage assets which development must also have regard to in terms of impact on significance.

Secondary uses such as the SANGs, green rim trail and sports pitches would help to retain the open character of the landscape and preserve the rural edge of the town and will be most appropriate in the northern portion of the site allocation where the setting of listed buildings is most sensitive. A similar approach should be adopted on the opposite side of the road from Westerfield House. This area should not be developed with built form but would lend itself to an area of open space perhaps taking the form of allotment facilities. The core of the residential allocation should come forward at the northern side of Humber Doucy Lane which is less sensitive to development with regard to impact on the historic environment.

Development will need to be phased and delivered in coordination with the delivery of the Ipswich Garden Suburb to ensure that there is sufficient infrastructure capacity to meet demand.

An Early Years setting and replacement sports facilities, if needed, will need to be incorporated into any future development. Development will need to make appropriate provision towards primary school places which are likely to be accommodated within the three new primary schools planned through the Ipswich Garden Suburb.



The layout and design of any future development must incorporate the provision of a Green Trail walking and cycling route to help deliver the wider Green Trail around Ipswich. The provision of Suitable Accessible Natural Green Space and other forms of open space will be required in accordance with the Open Space Standards set out in Appendix 5 of the Core Strategy and Development Management Policies DPD.

Highways and junction improvement works along Humber Doucy Lane are likely to be required. A transport assessment and travel plan will be required to ensure that development contributes towards delivering a significant modal shift to sustainable transport modes.

A high-quality of design will be required which also respects the countryside setting around the site. The HIA recommends that the area of open land in front of Seven Cottages is sensitive to development owing to the transitional nature of the site on the rural edge of the Ipswich, East Suffolk boundary. This area should not be developed with built form but would lend itself to an area of open space perhaps taking the form of a village green.

Biodiversity will need to be preserved and must incorporate net gain. The Ipswich Wildlife Audit 2019<sup>6</sup> provides further information on ecological surveys that will be required, as well as recommendations for how biodiversity net gain can be incorporated into new development, unless other means of biodiversity enhancement are appropriate. There are rows of Tree Preservation Orders (TPOs) along the boundary with Westerfield House that will need to be preserved unless there are overriding reasons for their removal. Where possible existing hedges onto Humber Doucy Lane shall be preserved and protected during the development process as applicable. Reinstatement of the 'ombre douce' tree line along this section of Humber Doucy Lane represents an opportunity for enhancement of the historic landscape character.

~~The setting of the grade II Listed Westerfield House Hotel must be preserved and enhanced as part of any future development of the site. The development should also seek to preserve the significance of the Listed Buildings to the north and east of the site. These are Allens House, Laceys Farmhouse, and the Garden Store north of Villa Farmhouse.~~

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<sup>6</sup> See Wildlife Audit Site Sheets for IP184a, IP184c, IP303, IP309, IP344 and IP350