

# Ipswich Local Plan Review – Site Allocations and Policies (Incorporating IP-One Area Action Plan) Development Plan Document

## Schedule of Main Modifications (Part 1 of 3)

**NB:** The main modifications are expressed in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text. The page numbers and paragraph numbering below refer to the submission version of the Site Allocations and Policies DPD.

MM Ref	Page of Final Draft Local Plan Review	Policy/ Paragraph of Final Draft Local Plan Review	Main Modification
MM162	3	Paragraph 1.2	<p>Amend paragraph 1.2 to read as follows:</p> <p><u>'The formal title of this plan is the 'Final Draft Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document'. It is hereafter referred to simply as the 'Final Draft Site Allocations Plan'. When the review process has been completed, which is expected in 2020, this Site Allocations Plan will supersede the one adopted in February 2017. This Site Allocations Plan, together with the Core Strategy and Policies document, make up the new Ipswich Local Plan. They replace and supersede the 2017 Ipswich Local Plan and will together provide policies which developers will need to address as part of the submission of planning applications, and the Council will use in its role in determining planning applications.'</u></p>
MM163	3	Paragraph 1.3	<p>Amend paragraph 1.3 to read as follows:</p> <p><u>'The Site Allocations Plan covers <del>three</del> <u>two</u> main areas of <u>non-strategic</u> policy. Firstly it identifies a wide range of sites across the whole Borough, <u>outside the IP-One Area Action Plan (AAP)</u>, which should be allocated for development or afforded a degree of protection from development (Chapter 4). Secondly it sets out policies <u>for to be applied to the IP-One AAP town centre uses such as retail and leisure</u> (Chapter 5). Finally it provides <u>development guidelines for six opportunity areas within IP-One where significant development and public realm improvements are anticipated</u> (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.'</u></p>
MM164	4	Paragraph 1.10	<p>Amend paragraph 1.10 to read as follows:</p>

			<p>'The revised Local Development Scheme (<del>February 2019</del> <u>November 2020</u>) provides more details on the various stages and the process involved in producing documents. <u>When this draft local plan is adopted, it will replace the 2017 Ipswich Local Plan as planning policy for Ipswich.</u>'</p>
MM165	11	Paragraph 3.2, Objective 2	<p>Amend paragraph 3.2, Objective 2 to read as follows:</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>8,010-8,280</del> 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, <u>30% at the northern end of Humber Doucy Lane</u> 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>
MM166	12	Paragraph 3.2, Objective 10	<p>Amend paragraph 3.2, objective 10 to read as follows:</p> <p>'Objective 10 To retain, <u>improve</u> and provide high quality and sustainable education <u>facilities</u>, health <u>facilities</u>, and sports <u>and cultural</u> facilities and other key elements of community infrastructure <u>in locations accessible by sustainable means and in time</u> to meet the local demand.'</p>
MM167	17	Paragraph 4.5	<p>Amend paragraph 4.5 to read as follows:</p> <p>'Through <del>Final Draft</del> Core Strategy Policy CS7 'The Amount of Housing Required', the Council commits to allocating land to provide at least an additional <del>4,4316,100</del> dwellings net to 2036. The following policy provides the detailed site allocations <u>for solely residential use</u> to deliver a proportion of that housing requirement <u>outside the IP-One Area of Central Ipswich.</u>'</p>
MM168	17	Policy SP2	Amend Policy SP2: Land allocated for housing, to read as follows:

**'Policy SP2 Land allocated for housing outside the IP-One Area**

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. Development will take into account appropriately the constraints identified through of the site sheets ~~guidance contained in Appendix 3 of the plan.~~**

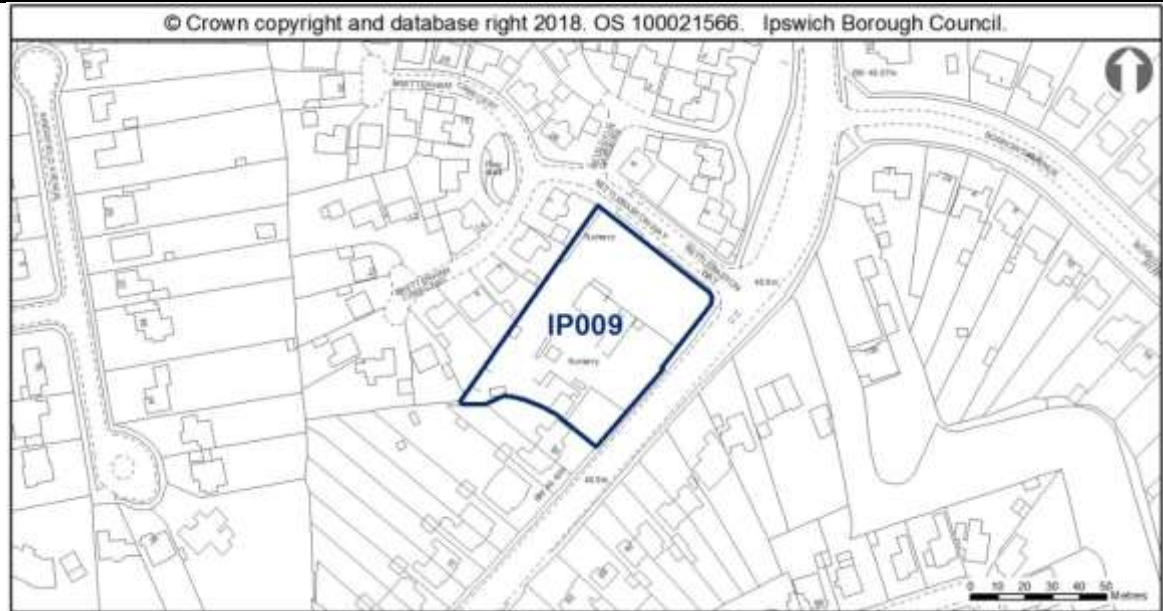
**Other sites allocated for a mix of uses, including residential development, outside the IP-One Area, are set out in:**

- **New Policy Sites off Nacton Road, South Ravenswood;**
- **New Policy Felixstowe Road (IP010);**
- **New Policy King George V Playing Field, Old Norwich Road (IP032);**
- **New Policy Land at Bramford Road (Stocks site) (IP033); and**
- **New Policy Former School Site, Lavenham Road (IP061);**

**Table 1 Land allocated for residential use outside the IP-One Area ~~or residential-led mixed use~~**

Site ref.	Site name and development description	Site size ha (% residential <del>on mixed use sites</del> )	Indicative capacity (homes)	Capacity evidence	Likely delivery timescale (S, M, L)
IP003	Waste tip and employment area north of Sir Alf Ramsey Way  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	1.41 (90%)	114	90dph (DM23a lower end of range)	L

				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				
			IP004	Bus depot, Sir Alf Ramsey Way Allocated for mixed residential & B1 office use; historic depot to be retained and converted as part of B1.	1.07 (c. 50%)	48	90dph (DM23a lower end of range)	L
			IP009	Victoria Nurseries, Westerfield Road	0.39	12	30dph (DM23c). Low density to reflect suburban location.	S



**Constraints:**

- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **Tree Preservation Orders are in place on the site, these will require tree protection works during construction (an application for tree works may be required);**
- **A site wide surface water management strategy will be required;**
- **An archaeological assessment is required;**
- **Development will need to address both Westerfield Road and Kettlebaston Way, providing active elevations to both frontages;**
- **Development would need to respect the prevailing domestic scale of surrounding development;**
- **Development will need to secure ecological enhancements, and provide a biodiversity net gain; and**
- **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 this 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**

				<b><u>or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.</u></b>				
			IP010a	Co-op Depot, Felixstowe Road Approximately 25% of the site is safeguarded for an extension to Rosehill School.	2.22 (c.75%)	75	45dph (DM23b)	M
			IP010b	Felixstowe Road Current uses retained on c. 50% of site (including Hughes and BT).	2.79 (c. 50%)	62	45dph (DM23b)	L
			IP011a	Lower Orwell Street former Gym & Trim (formerly listed as Smart Street/Foundation Street),	0.15ha	18	110dph on 100% of site DM23	M
			IP011b	Smart Street, Foundation Street (South) Redevelopment is dependent on the appropriate relocation of existing uses.	0.62	56	90dph (DM23a lower end of range)	L
			IP011c	Smart Street, Foundation Street (North) Allocated for residential development Site IP011b has been split to reflect the ownerships.	0.08	7	90dph (DM23a lower end of range)	M
			IP012	Peter's Ice Cream	0.32	35	110dph (DM23a higher end of range)).	M

			IP014	Hope Church Redevelopment is dependent on the appropriate relocation of existing uses.	0.21	2325	110120dph (DM23a, higher end of range)	M
			IP015	West End Road Surface Car Park Primary allocation for long stay parking with secondary residential. The site is to be masterplanned with IP083 adjacent.	1.22 (c. 55%)	-67	100dph (DM23a)	M
			IP031a	Car Park, Burrell Road	0.44	20	45dph (DM23b).	M
			IP031b	22 Stoke Street	0.18	31-18	100dph (reflective of highly accessible location. Maximum dph due to heritage constraints)	S
			IP032	King George V Field, Old Norwich Road Allocated for 80% residential and 20% open space. The allocation is subject to the provision of replacement playing fields and ancillary facilities (e.g. changing rooms and spectator accommodation) in a suitable location.	3.7 (c. 80%)	99	35dph (Development Brief)	M

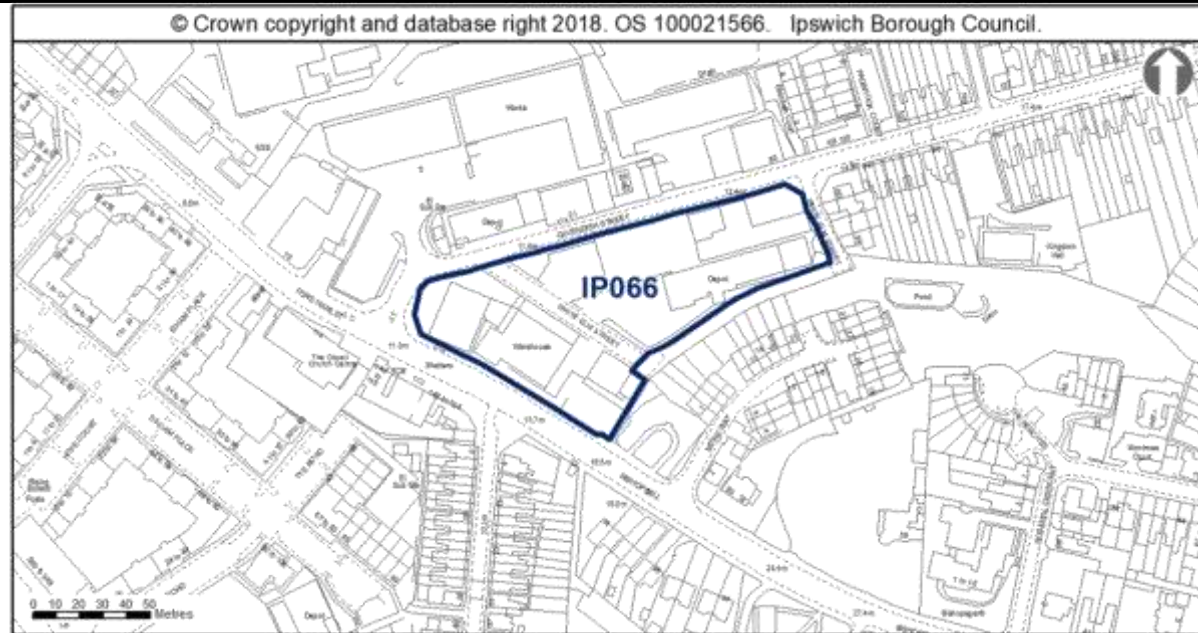


			IP033	Land at Bramford Road (Stocks site) Allocated for 50% residential and 50% open space.	2.03 (50%)	55	55dph (DM23b / SHELAA)	S
			IP035	Key Street / Star Lane / Burtons (St Peter's Port)  Residential led mixed use scheme. Additional uses could include office, leisure or small scale retail.	0.54 (80%)	86	DM23a at a higher density of around 200 dph – below the density of development on the northern quays to reflect the historic environment setting	M
			IP037	Island Site Allocated for housing, <u>early years education</u> and open space alongside existing Marina and small 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.	6.02 (c. 70%)	421	100dph (DM23a midrange)	L
			IP039a	Land between Gower Street & Gt Whip Street	0.48	45	95dph (DM23a lower-mid range)	L

			IP040	Former Civic Centre, Civic Drive (Westgate) This site is allocated for 10% retail and leisure development at ground/first floor level but primarily residential use.	0.73 (90%)	59	90dph (DM23a)	S
			IP041	Former Police Station, Civic Drive	0.52	58	110dph (DM23a higher end of range).	S
			IP043	Commercial Buildings, Star Lane	0.70 (80%)	50	90dph (DM23a lower end of range). 11/00267/FUL for 65 student rooms pending although unlikely to proceed.	S
			IP047	IP047 Land at Commercial Road	3.11ha	173	55dph on 80% as part of a mixed use scheme of 80% housing, 5% hotel/ leisure/ retail, 5% public open space and 10% enhanced river path, Based on pending application (19/00148/OUT)	S/M
			IP048a	Mint Quarter / Cox Lane East regeneration area Primary school, including early years setting, and car parking development to the north of	1.33 (c. 40%)	53	100dph (DM23a mid-range)	M

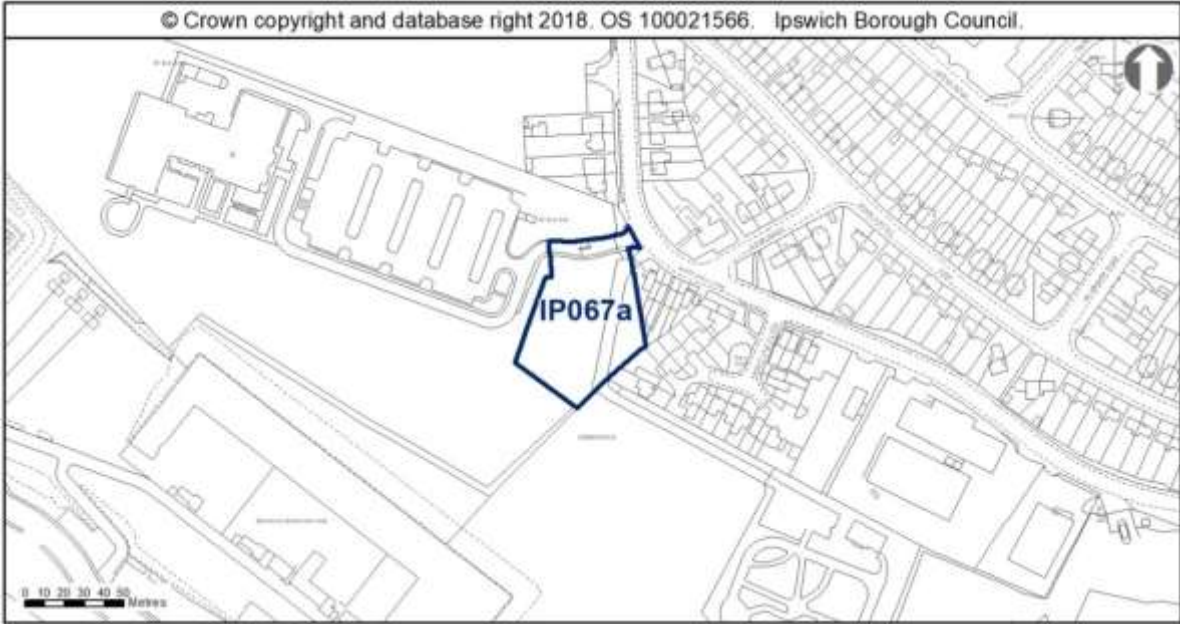
				Upper Barclay Street, retaining the locally listed façade to Carr Street. Residential development to the south of Upper Barclay Street. Development to include new public open space and short stay parking in a medium sized multi-storey car park (location in relation to Cox Lane to be determined). A development brief for the whole site will be prepared but development will come forward incrementally.				
			IP048b	Mint Quarter / Cox Lane West regeneration area Residential and retail mix incorporating short stay car parking for shoppers and civic/open space. A development brief for the whole site (a and b) will be prepared but development will come forward incrementally.	1.34 (c. 30%)	36	90dph (DM23a lower end of range)	£
			IP054b	Land between Old Cattle Market and Star Lane The site now excludes the former Archant site to the east of Turret Lane and is allocated primarily for residential use alongside small scale retail and leisure <u>Use Class E</u>	1.08 (60%)	40	60dph. High density area (DM23a) but a mix of flats and town houses would fit the character of locality.	£

				<del>development (retail in accordance with Policy DM32) and an extended or replacement electricity sub-station.</del>			Hence density higher than medium range.	
			IP061	Former School Site, Lavenham Road Allocated for part development (60%) on the basis of improving the remainder (40%) of the open space. The south-west corner of the land (0.18ha) is being developed (18/00991/FPC) as 4 general housing units and 4 respite care units and has been excluded from the site area.	0.9 (60%)	23	40dph (DM23 b. c.)	M
			IP064a	Land between Holywells Road and Holywells Park  Redevelopment is dependent on the appropriate relocation of existing uses	1.20	66	45 dph (DM23b within IP-One area and close to Waterfront	M
			IP066	JJ Wilson and land to rear at Cavendish Street <b>Redevelopment is dependent on the appropriate relocation of existing uses</b>	0.85	55	65dph (DM23b higher than average density as adjacent to IP-One).	M



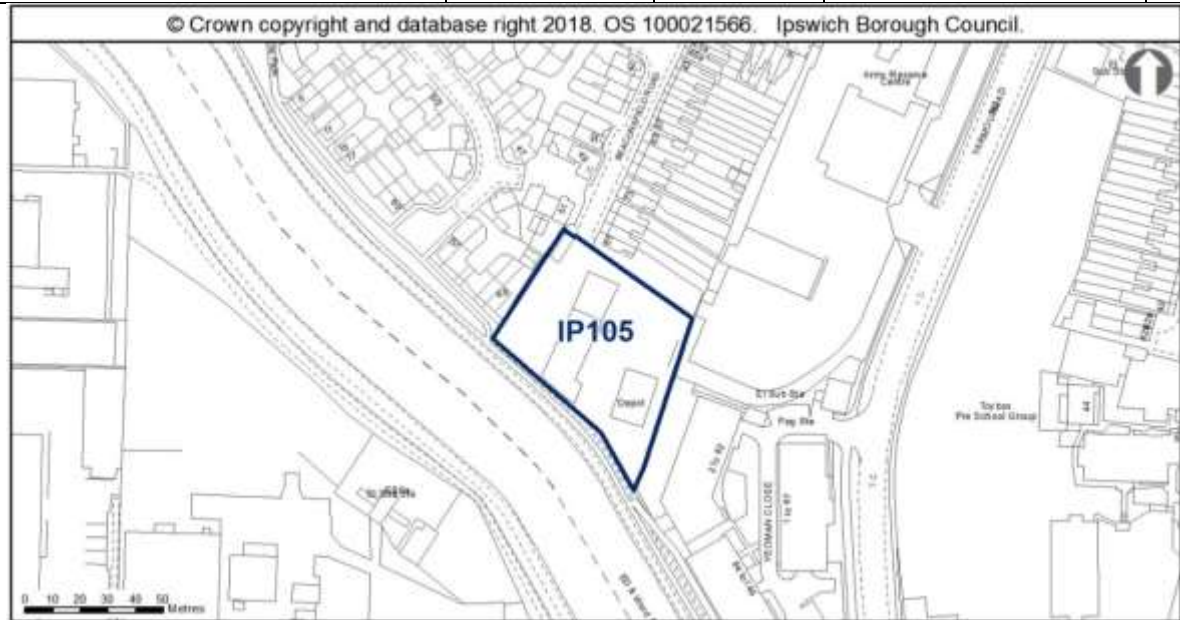
**Constraints:**

- **Need to relocate the existing businesses before development takes place;**
- **Contamination assessment required and mitigation delivered to address any findings;**
- **Travel Plan and Transport Assessment required because of proximity to an AQMA;**
- **An assessment is required to explore whether there is a need for an air quality assessment;**
- **Any greenspace provision should be located at the north-eastern end of the site as this is the part closest to the area of offsite, private seminatural habitat. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;**
- **The site is historically associated with Uplands Gate, a large listed dwellinghouse on Bishop's Hill. Care needs to be taken to ensure any remnants of original setting are retained;**
- **Reinstating housing along the historic street pattern would be encouraged in the redevelopment of this site and development should respect the grain of the surrounding development;**

				<ul style="list-style-type: none"> <li>• <u>A contemporary soft red brick design approach would be encouraged, whilst still respecting the character of 19th century terracing which borders the site on Cavendish Street; Proposals would need to consider the change in topography over the site, particularly along Bishop’s Hill to the south east in design proposals; and,</u></li> <li>• <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 this 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></li> </ul>					
		IP067a	<p>Former British Energy Site  <del>This is the northern section only and is subject to resolving odour issues to the satisfaction of IBC</del></p>	0.38ha	17	45dph	£		
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> 									

				<p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <u>Access constraints will need to be resolved before development can commence. Development is likely to require signal control of Landseer Road/ Sandyhill Lane as a means of mitigation. Toucan facilities in signals also represent an opportunity to improve sustainable access;</u></li> <li>• <u>The site is adjacent to a County Wildlife site, contains part of a local wildlife site and forms part of the ecological network which need careful consideration as part of biodiversity net gain. In addition, a reptile survey is required and A preliminary ecological survey is required. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></li> <li>• <u>Any development would need to address any potential odour arising from the nearby sewage works. Housing needs to be located at the northern most end of the site, adjacent to the existing housing on Pipers Vale Close;</u></li> <li>• <u>The site is within a Landfill Consultation Zone;</u></li> <li>• <u>Any permission will require a condition relating to archaeological investigation. A desk-based assessment is recommended in the first instance as part of any planning application because of potential paleolithic remains;</u></li> <li>• <u>Water infrastructure and/or treatment upgrades will be required to serve the proposed growth or diversion of assets may be required;</u></li> <li>• <u>A surface water management strategy is required due to surface water flooding local to site (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11);</u></li> <li>• <u>Contamination assessment required and mitigation delivered to address any findings;</u></li> <li>• <u>A Travel Plan and Transport Assessment will be required; and</u></li> <li>• <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination.</u></li> </ul>				
			IP080	240 Wherstead Road	0.49	27	55dph (DM23b)- Linear layout would allow for slightly higher than average density.	S

IP089	Waterworks Street	0.31	23	90dph less 5 existing units (DM23a lower end of range)	£	
IP096	Car Park Handford Road East	0.22	22	100dph (DM23a lower end of range)	M	
IP098	Transco, south of Patteson Road	0.57	62	110dph (DM23 higher end of range)	M	
<b>IP105</b>	<b>Depot, Beaconsfield Road</b>	<b>0.33</b>	<b>15</b>	<b>45dph (DM23b)</b>	<b>M</b>	




**Constraints:**

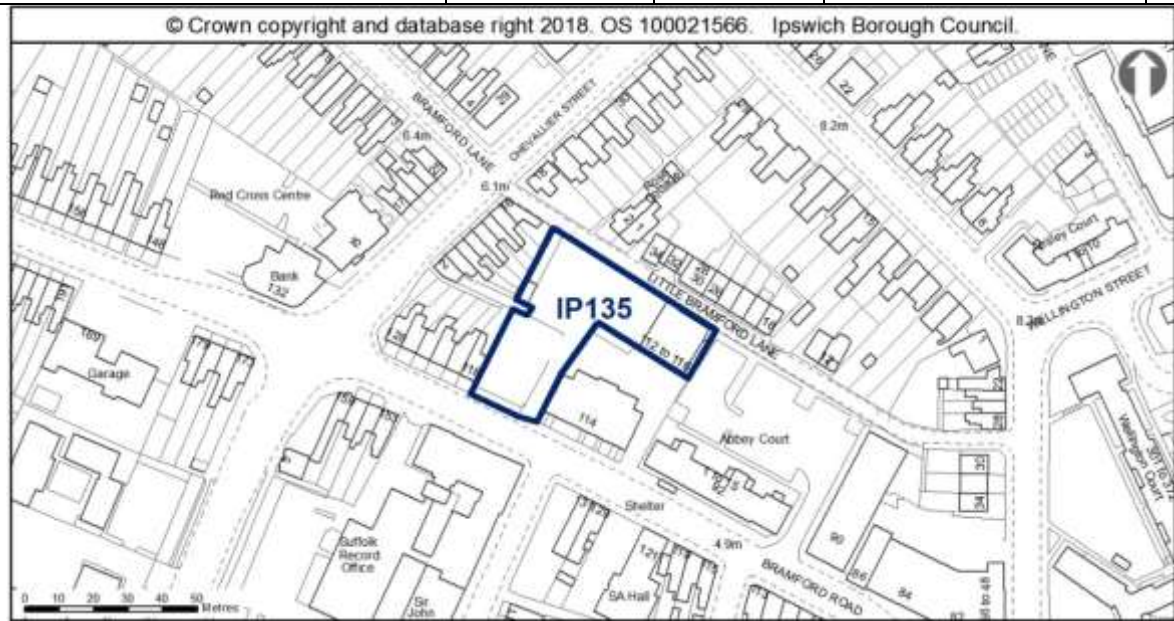
- **Prior to commencement existing businesses will need to be relocated;**



			<ul style="list-style-type: none"> <li>• <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u></li> <li>• <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);</u></li> <li>• <u>The design and layout would need to address the river frontage positively and support its wildlife corridor function;</u></li> <li>• <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></li> <li>• <u>The site is within the Area of Archaeological Importance, any permission will require a condition relating to archaeological investigation. A desk-based assessment in the first instance will establish impacts of past land use;</u></li> <li>• <u>A cycle path should be provided along the south west boundary of the site, linking with the existing riverside cycle paths to the north and south of the site;</u></li> <li>• <u>Development must take account of the River Corridor Buffer (10m); and</u></li> <li>• <u>Development should contribute positively to the streetscene, as well as provide an active frontage to the River Gipping, improving the southern boundary of the allocation site and its appearance from the river path.</u></li> </ul>				
		IP119	Land east of West End Road Redevelopment is dependent on the appropriate relocation of existing uses	0.61 (45% to avoid development directly opposite sub station)	28	125dph (DM23a lower end of range)	£
		IP120b	Land west of West End Road Redevelopment is dependent on the appropriate relocation of existing uses	1.03 (80% to avoid development adjacent to sub station)	103	125dph (DM23a lower end of range)	£
		IP125	Corner of Hawke Road and Holbrook Road	0.25	15	60dph	£

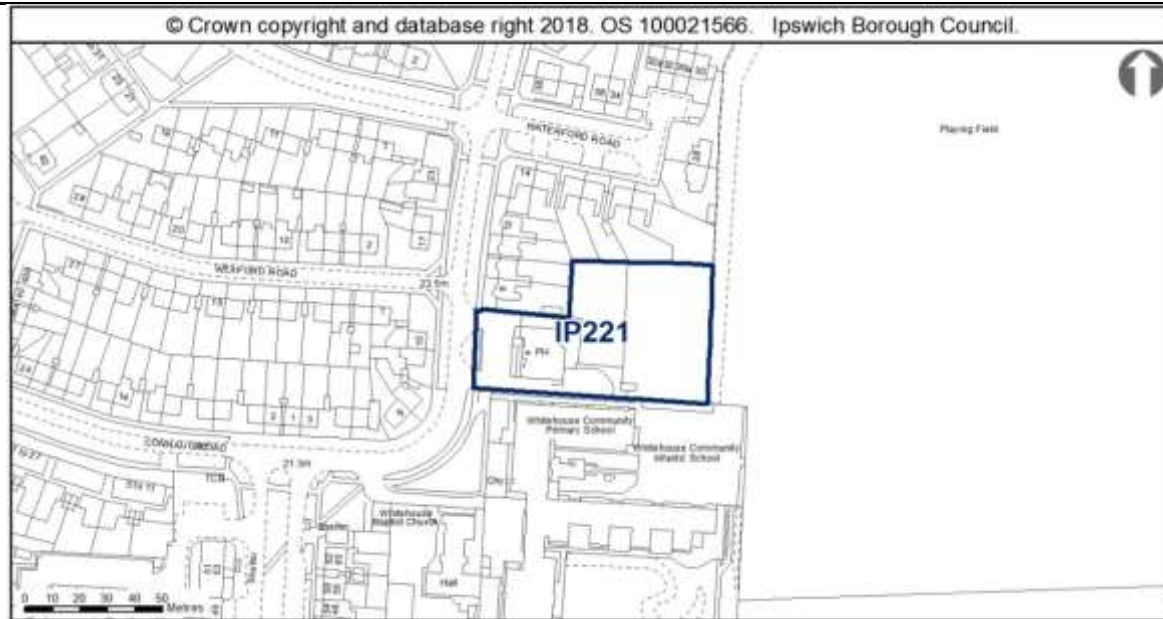
				 <p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <u>Existing boundary trees should be retained to the rear and supplemented;</u></li> <li>• <u>Consideration should be given to noise reduction measures as required;</u></li> <li>• <u>Biodiversity connected to the site should be enhanced and this should be incorporated into the biodiversity statement and landscaping scheme submitted with the planning application for the site;</u></li> <li>• <u>Site development will require contributions to upgrading the adjacent play area to the site; and</u></li> <li>• <u>A contaminated land assessment will be required and mitigation delivered to address any findings.</u></li> </ul>	
IP132	Former St Peters Warehouse Site, 4 Bridge Street	0.18ha	73	73 dwellings as part of a mixed use scheme (with B1a office use, leisure or small scale retail)	M

			IP133	South of Felaw Street	0.37	45	120dph (DM23Based on 10/00418/VC for 47 dwellings expired Feb 2014 & pre-application discussion)	M
			IP135	112-116 Bramford Road, Application for car wash sales approved <del>17/00266/FUL</del> 18/00807/FUL. Temp permission expires <del>01.10.2019</del> 05.11.2020	0.17ha	19	110dph based on location within Local Centre)	M



				<p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <b><u>A proportionate Heritage Impact Assessment will be required;</u></b></li> <li>• <b><u>Tree Preservation Orders are in place on the site, these will require tree protection works during construction (an application for tree works may be required). TPOs to the front of the site will need to be integrated into the design proposals;</u></b></li> <li>• <b><u>The site is expected to require improvements to the existing water supply and foul sewage network to enable development;</u></b></li> <li>• <b><u>Development should provide a frontage to Little Bramford Lane, as well as Bramford Road; and</u></b></li> <li>• <b><u>The design and layout of the buildings should reflect the linear layout of adjacent development, whilst the scale should reflect the existing domestic scale of adjacent terraced housing.</u></b></li> </ul>				
			IP136	<p>Silo, College Street This site is primarily allocated for residential with secondary uses to include offices, leisure and/or small scale retail.</p>	0.16 (c. 80%)	-48	Assume 6 flats per floor within 10-storey development with commercial on lower two floors (DM23a and higher than average density consistent with other schemes along Quay).	L
			IP143	<p>Former Norsk Hydro, Sandyhill Lane</p>	4.51	85	17/00769/OUT	S
			IP150d	<p>Land south of Ravenswood – Sports Park (part adjacent to Alnesbourn Crescent only – to be master planned)</p>	1.8	34	DM23 c. low density as part of mixed-use with sports park	M

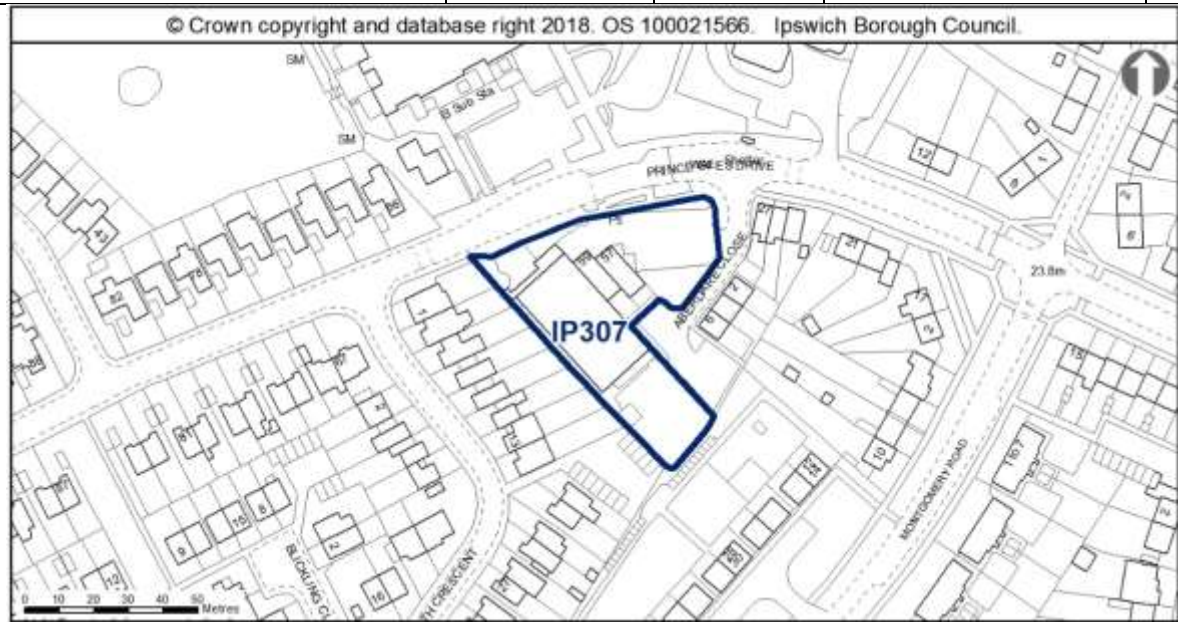
			IP150e	Land south of Ravenswood (excluding area fronting Nacton Road) – to be master planned	3.6	126	DM23 c. low density as part of mixed use with B1 employment uses	M
			IP172	15-19 St Margaret's Green	0.08	9	DM23110dPH. Planning permission for student accommodation lapsed and unlikely to proceed (08/00511/FUL)	M
			IP188	Websters Saleyard site, Dock Street	0.11	9	As per permission (19/00173/FUL).	S
			IP221	Flying Horse PH, 4 Waterford Road	0.35 (c. 50% retaining the public house)	12	35dph (DM23c). Application for 12 dwellings in application 06/01007/FUL expired.	<u>L</u>



**Constraints:**

- **A Tree Preservation Order covers trees on the site, these will require tree protection works during construction (an application for tree works may be required);**
- **Potential access constraints will need to be resolved before development can commence;**
- **Development to the rear should be of a distinctive bespoke design and ensure surrounding residential dwellings are not adversely affected;**
- **Alterations to the public house should enhance the appearance, whilst respecting the mid-century character of the building;**
- **Further surveys should be undertaken for reptiles to inform a mitigation strategy;**
- **Some existing scrub should be retained to preserve local opportunities for hibernating hedgehogs; and**
- **A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.**

			IP279B(1)	Land north of Former British Telecom Office, Bibb Way	0.44	3518	Based on master planning work with IP279A	S
			IP279B(2)	Land south of Former British Telecom Office, Bibb Way	0.61	3729	Based on master planning work with IP279A	S
			<b>IP307</b>	<b>Prince of Wales Drive</b>	<b>0.27</b>	<b>1215</b>	<b>DM23 b.</b>	<b>S</b>



**Constraints:**

- **A transport assessment and travel plan will be required because of its relationship to Halifax primary school;**
- **A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and**

			<ul style="list-style-type: none"> <li>• <b>Site prominence provides potential for a more distinctive, landmark scheme, which would contribute to the varied architectural character of the area.</b></li> </ul>																									
			<table border="1"> <tr> <td>IP309</td> <td>Former Bridgeward Social Club, 68a Austin Street</td> <td>0.28</td> <td>15</td> <td>54dph DM23 b. (Higher end based on proximity to local centre)</td> <td>S</td> </tr> <tr> <td>IP354</td> <td>72 (Old Boatyard) Cullingham Road</td> <td>0.34</td> <td>24</td> <td>70dph (Less than 90dph due to site constraints)</td> <td>S</td> </tr> <tr> <td>IP355</td> <td>77-79 Cullingham Road Site needs to safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way.</td> <td>0.06</td> <td>6</td> <td>100dph (based on location in Portman Quarter)</td> <td>S</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td><b><u>2,750</u></b></td> <td><b><u>160</u></b></td> <td></td> </tr> </table>	IP309	Former Bridgeward Social Club, 68a Austin Street	0.28	15	54dph DM23 b. (Higher end based on proximity to local centre)	S	IP354	72 (Old Boatyard) Cullingham Road	0.34	24	70dph (Less than 90dph due to site constraints)	S	IP355	77-79 Cullingham Road Site needs to safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way.	0.06	6	100dph (based on location in Portman Quarter)	S	<b>Total</b>			<b><u>2,750</u></b>	<b><u>160</u></b>		
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<b>Total</b>			<b><u>2,750</u></b>	<b><u>160</u></b>																								
			<p><b>Policy SP4 allocates land for residential development, or part residential development within mixed use developments, to be known as ‘opportunity sites’. These are sites which the Council wishes to see redeveloped and regenerated but where constraints may result in later delivery.’</b></p>																									
MM169	28	Paragraph 4.7	<p>Amend paragraph 4.7 to read as follows:</p> <p>‘The indicative capacity of the sites in <del>€</del>Table 1a listed in the policy above is <u>160</u> <del>2,750</del> dwellings. These will contribute to meeting the minimum housing requirement of <u>8,280</u> <del>8,010</del> dwellings by 2036, as identified through Policy CS7 of the <del>Final Draft</del> Core Strategy. In addition, the <del>Final Draft</del> 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 <del>2019-2022</del> 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>																									



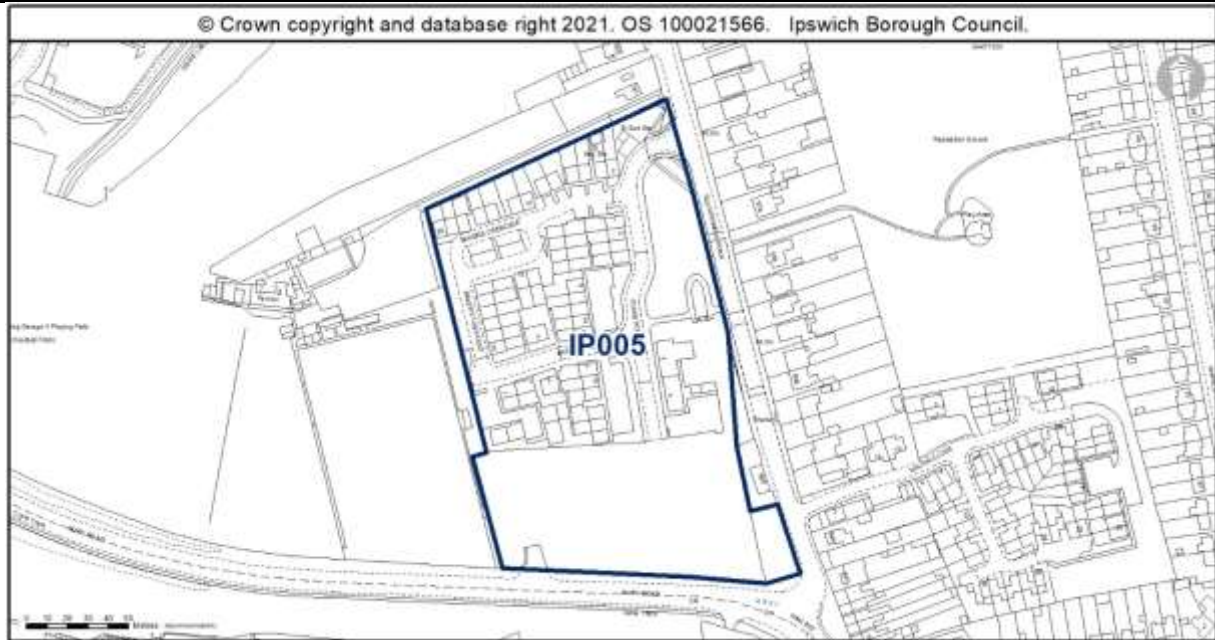
MM170	28	Paragraph 4.8	<p>Amend paragraph 4.8 to read as follows:</p> <p><del>'The housing land requirement and supply figures are set out in Table 23 of the Final Draft Core Strategy. The likely delivery timescale shown in the policy shows the Council's expectation based on current knowledge; sites could come forward sooner than indicated. A detailed housing trajectory showing the expected delivery of housing sites is included in a New Appendix to the Core Strategy and Policies DPD. Housing delivery will be closely monitored through the Authority Monitoring Report.'</del></p>
MM171	29	Paragraph 4.10	<p>Delete paragraph 4.10 to read as follows:</p> <p><del>'Within mixed use schemes, the use proportions indicated in the policy represent the Council's preferred outcome and form the basis of supply calculations. However, the figures are indicative other than in the case of open space requirements and community facilities, to help ensure that developments can be viably delivered. Housing delivery will be closely monitored through the Authority Monitoring Report.'</del></p>
MM172	29	Paragraph 4.11	<p>Amend paragraph 4.11 to read as follows:</p> <p><del>'Appendix 3 provides additional information about the sSites allocated through this policy. Information on development constraints contained in the site sheets must be taken into account in development proposals, in accordance with the Ipswich Local Plan Development Management policies in development proposals. An Urban Archaeological Database for Ipswich has been established, to make available desk-based information on known heritage assets.'</del></p>
MM173	29	Paragraph 4.12	<p>Amend paragraph 4.12 to read as follows:</p> <p><del>'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</del></p>

			<p>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 Flood Risk Assessment. 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. <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></p>
MM174	29	New Paragraphs	<p>Insert three new paragraphs after Paragraph 4.13 to read as follows:</p> <p><u>'The recommendations of the Ipswich Wildlife Audit 2019 should be taken into account in the future development of sites IP066, IP067a, IP105, IP221 and IP307, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8.</u></p> <p><u>To address the matter of potential odour arising from the nearby sewage works on Site IP067a, the developer of this site should undertake early discussions with Environmental Health Officers at Ipswich Borough Council. In addition the developer should undertake early consultation with the Suffolk County Council Minerals and Waste Team as the site is within a Landfill Consultation Zone.</u></p> <p><u>There are potential access constraints related to Site IP211 and it is recommended that early consultation with the Highway Authority (Suffolk County Council) is undertaken to resolve this.'</u></p>
MM175	30	Policy SP3	<p>Amend Policy SP3: Land with Planning Permission or Awaiting a Section 106, to read as follows:</p> <p><b>'Policy SP3 Land with Planning Permission or Awaiting a Section 106 Agreement, outside the IP-One Area</b></p> <p><b>As at 1<sup>st</sup> April 2019, the sites listed in Table 2 below have planning permission for residential development, student accommodation or mixed use development including residential use, which has not been implemented</b></p>

or has started and then stalled, or are awaiting the completion of a Section 106 Agreement. Should the permissions fail to be issued or implemented and lapse during the plan period or the development fail to come forward or be completed in accordance with the permission, the Council will protect the sites for residential use or residential-led mixed use.

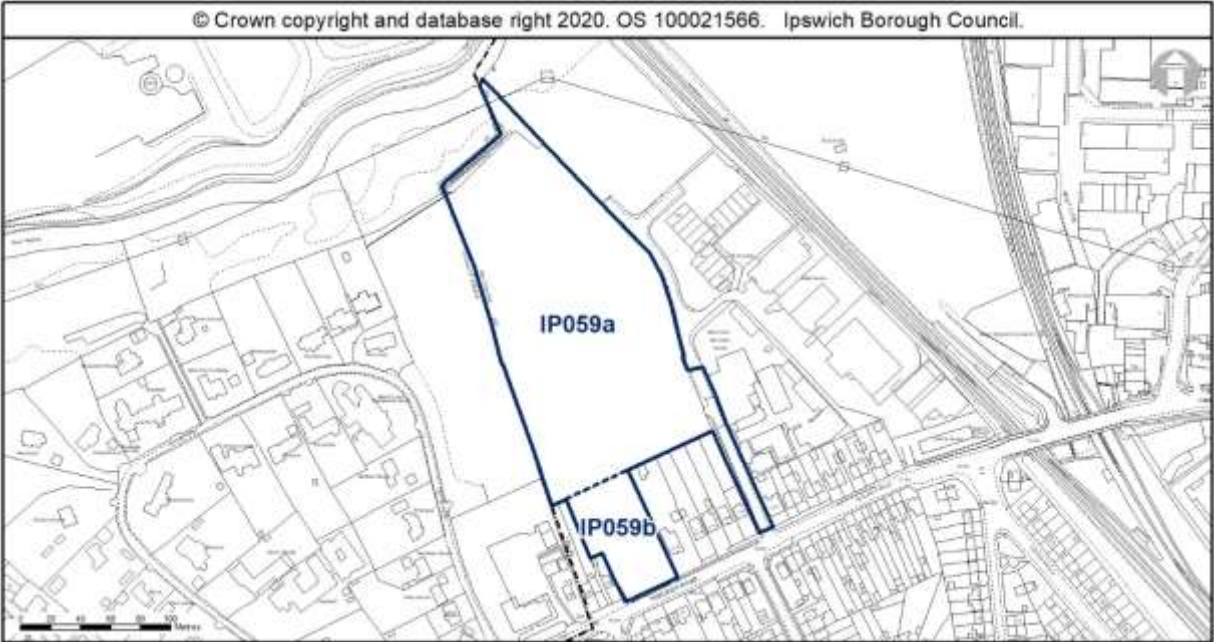
**Table 2 Sites with planning permission or awaiting a Section 106 Agreement, outside the IP-One Area**

Site	Address and current situation	Site area ha (% for residential )	Capa-city	Evidence	Time-scale	Acceptable Uses
IP005	Former Tooks Bakery, Old Norwich Road 80% residential and c. 20% is safeguarded for the provision of a new health centre.	2.8 (c. 80%)	60	45dph (Development Brief) Capacity in line with draft proposals) (16/00969/FPI 3)	5	<u>80% Residential &amp; 20% Health Centre (Class E(e)) (in accordance with permission 16/00969/FPI3)</u>

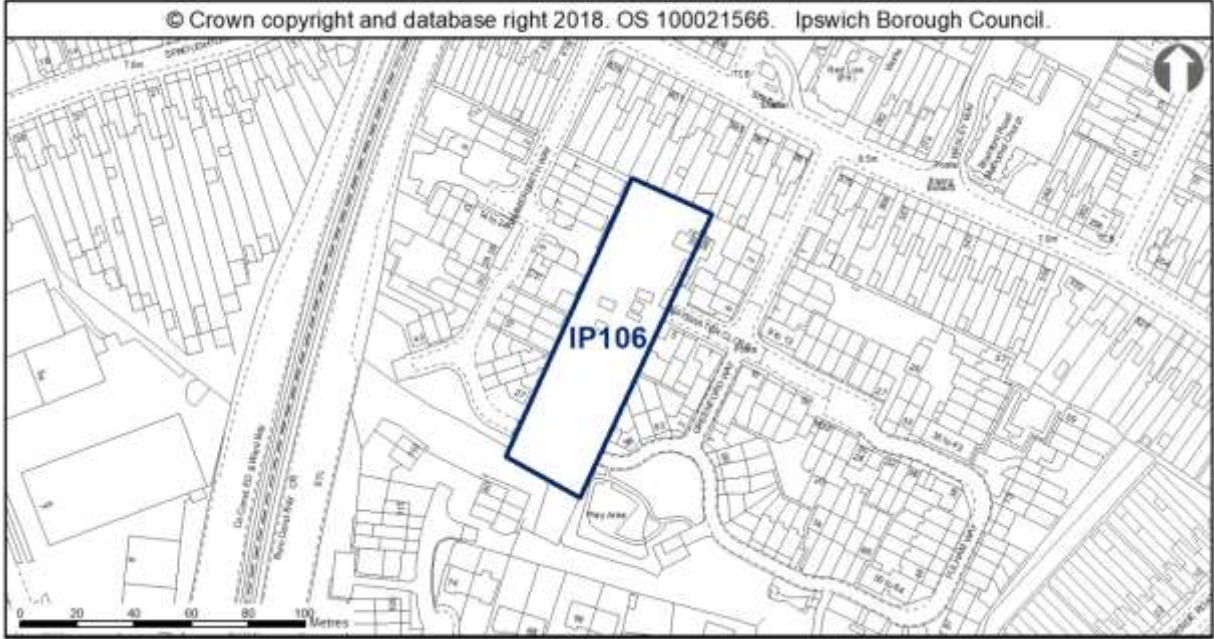


**Constraints:**

- **Development should deliver a medical centre on site;**
- **Access constraints and improvements to existing pedestrian/ cycleways required;**
- **Contaminated Land Assessment required and mitigation delivered to address any findings;**
- **The site is close to the Whitton Conservation Area. Any cumulative impacts on the conservation area with the development of adjacent site IP032 and site IP140 will need to be taken into account;**
- **Archaeology - the site lies on high ground above the Gipping Valley. The adjacent site IP032 has been subject to geophysical survey and a desk based assessment has been carried out for both sites. There is potential for remains of multiple periods on the site and trenched evaluation and investigation will be required;**
- **Water infrastructure and/or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required;**
- **A transport assessment and travel plan will be required; and**

			<ul style="list-style-type: none"> <li>• <b>Surface water flooding local to site. Surface water drainage and management strategy required (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11A).</b></li> </ul>				
IP042	Land between Cliff Quay and Landseer Road	1.64	222	15/01040/OUT awaiting a S106	M		
IP048C	6-10 Cox Lane and 36-46 Carr Street (upper floors)	0.2	33	18/00740/P3JP A	S		
IP054a	30 Lower Brook Street	0.56	62	16/01037/FUL	S		
IP059a & b	Arclion House and Elton Park, Hadleigh Road	2.63	103 within IBC	16/01220/OUT	S/M	<b>Residential including safeguarding land for a pedestrian and cycle bridge to the river path</b>	
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				<p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <u>The site is sensitive to archaeology. It lies within a topographically favourable location overlooking the River Gipping, in a general area of prehistoric remains (IPS 104, IPS 034). Development proposals will require a condition relating to archaeological investigation attached to any planning consent. A desk based assessment would be appropriate in the first instance, to establish impacts of past land use;</u></li> <li>• <u>Need to ensure land is safeguarded to provide for a pedestrian and cycle bridge over the river to link to the river path on the northern bank, in accordance with the River Strategy;</u></li> <li>• <u>A Contaminated Land Assessment is required and mitigated to address any findings;</u></li> <li>• <u>Trees covered by Tree Preservation Orders are on or abounding the site and will require protection during construction works and arboricultural assessment is required (an application for Tree Works may be needed);</u></li> <li>• <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10), and a surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u></li> <li>• <u>A transport assessment and travel plan will be required; and</u></li> <li>• <u>Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain.</u></li> </ul>					
			IP074	Land at Upper-Orwell Street	0.07	9	16/01179/FUL approved 03.02.17	S	
			IP088	79 Cauldwell Hall Road	0.30	17	17/01115/VC approved 22/02/18	S	
			IP106	391 Bramford Road	0.33	11	19/00045/FUL	S	<u>Residential</u>

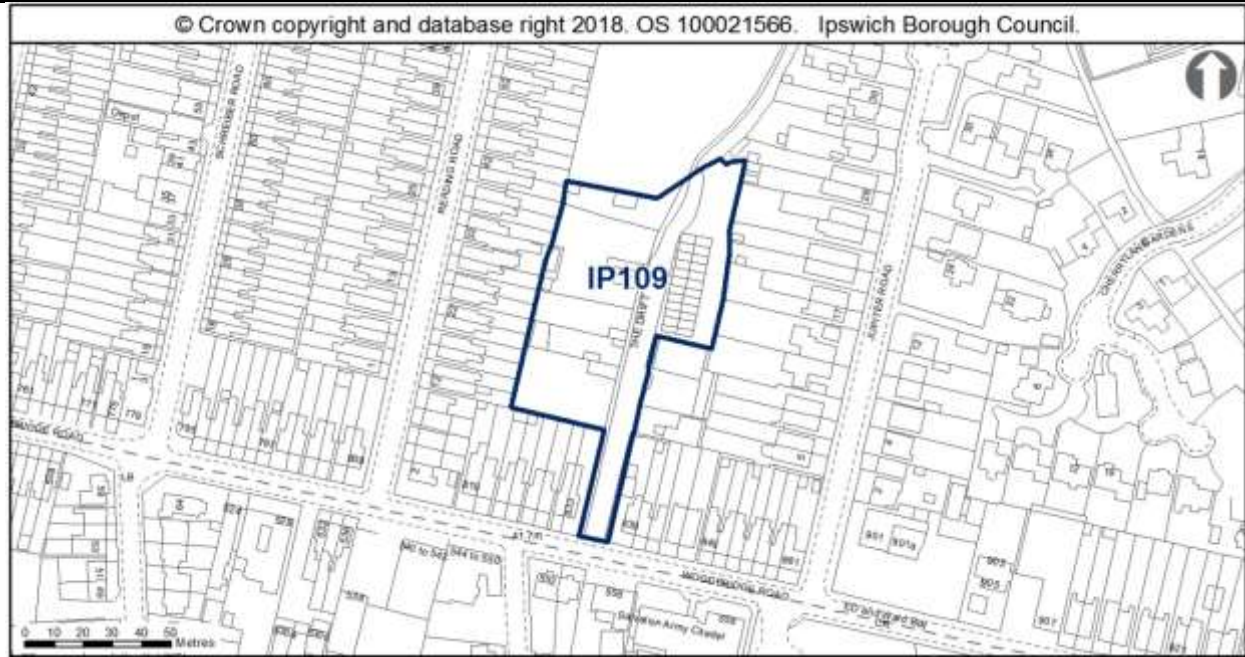


**Constraints:**

- Contaminated Land Assessment is required and mitigation to address any findings;
- Site is within an Area of Archaeological Importance and an Archaeological assessment will be required; and
- Tree Preservation Orders are present in or close to the site, these will require tree protection works during construction (an application for Tree Works may be needed).

IP109	R/O Jupiter Road & Reading Road	0.42	<u>6.13</u>	12/00192/FUL (pending)	S	<u>Residential</u>
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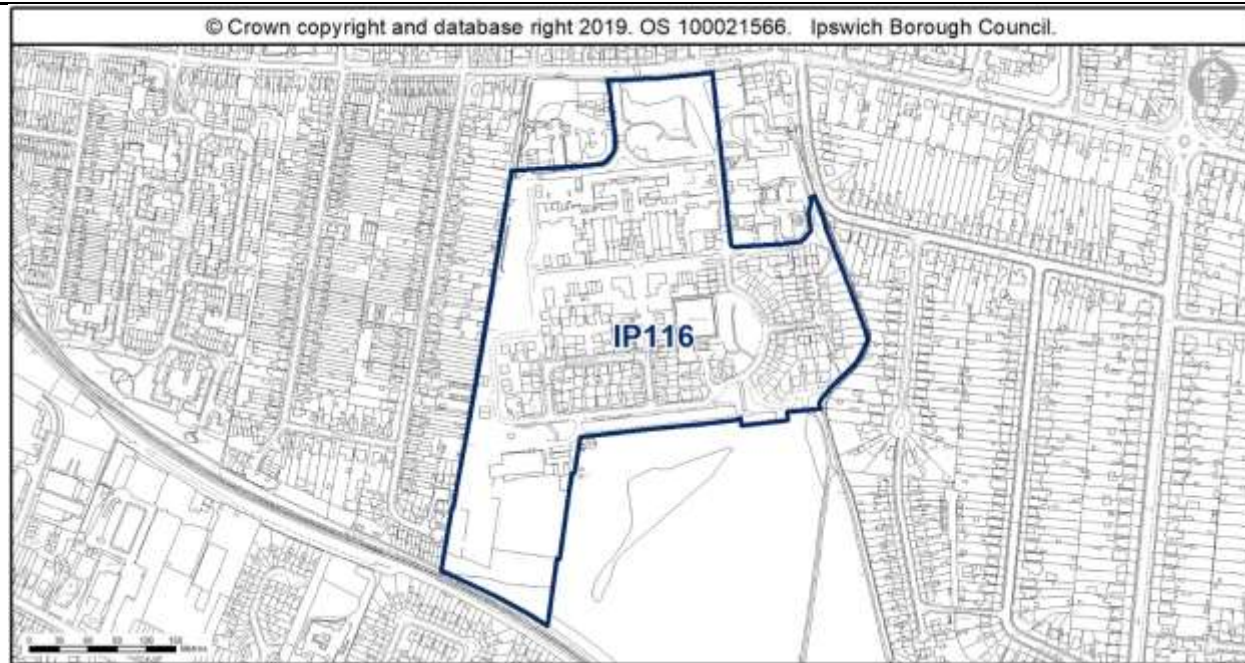


**Constraints:**

- Ecological Surveys and appropriate mitigation will be required to achieve biodiversity net gain; and
- Foul and Surface Water Drainage Strategy required.

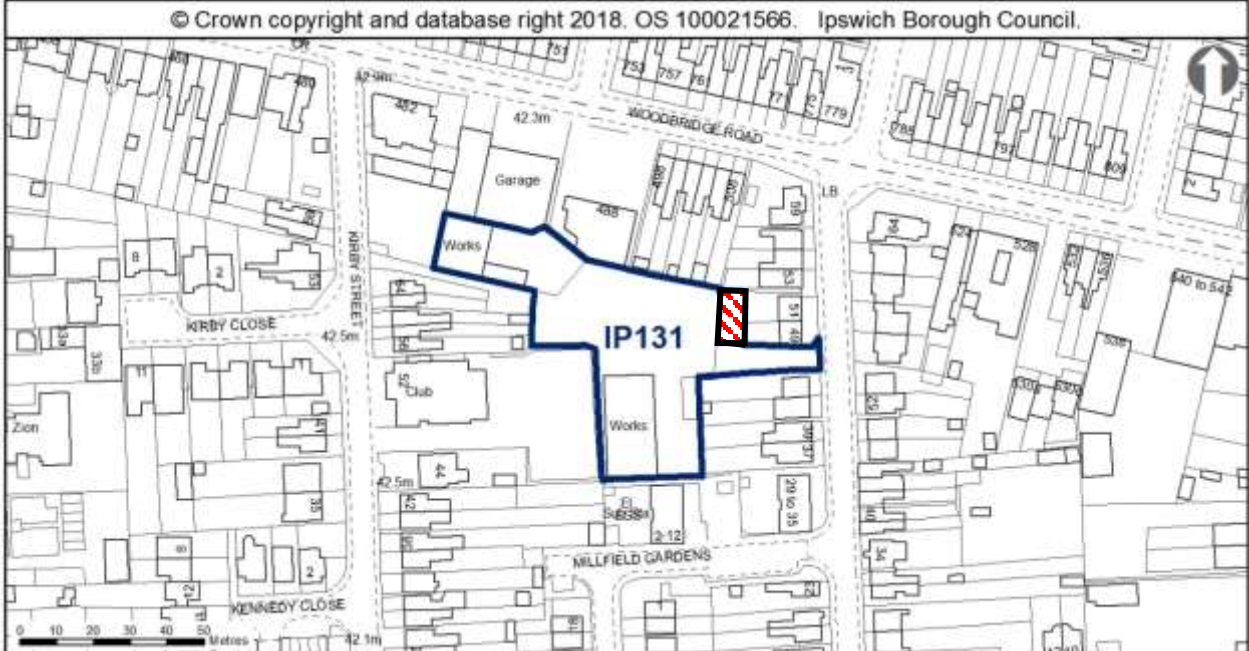
		IP116	St Clement's Hospital Grounds	11.85	46 <del>108</del>	<u>14/00721/OUT</u> <u>16/00659/REM</u> <u>&amp;</u> <u>16/00677/REM</u> <del>108-46</del> dwellings outstanding at <b>01/04/2019</b> <u>2020</u>	S	<u>Residential</u>
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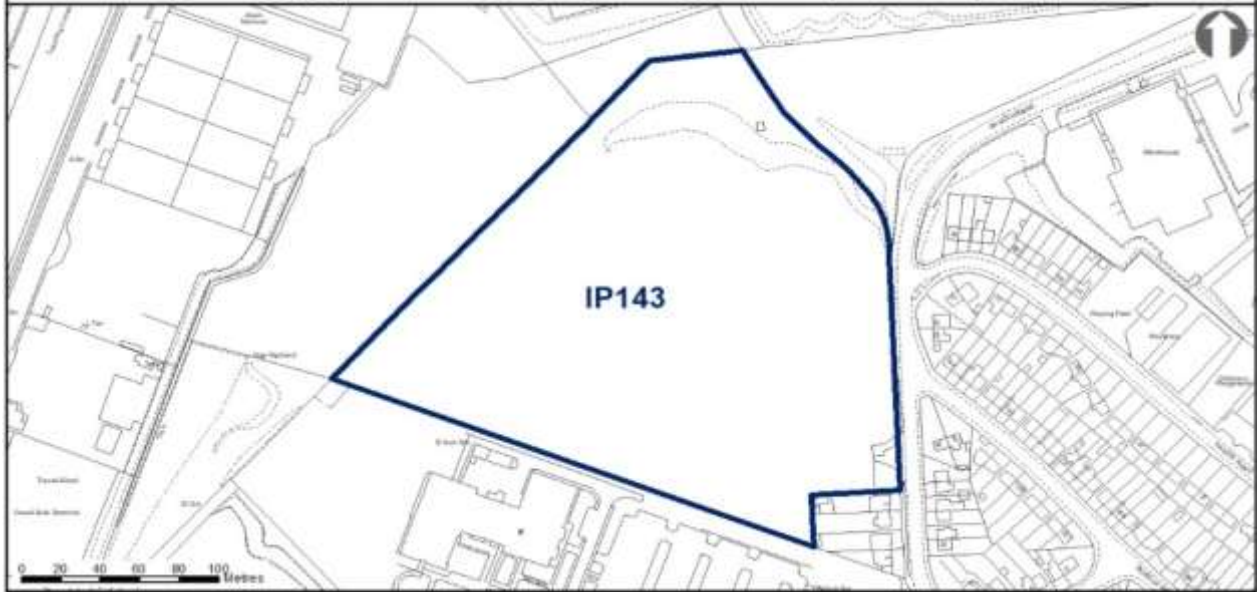




**Constraints:**

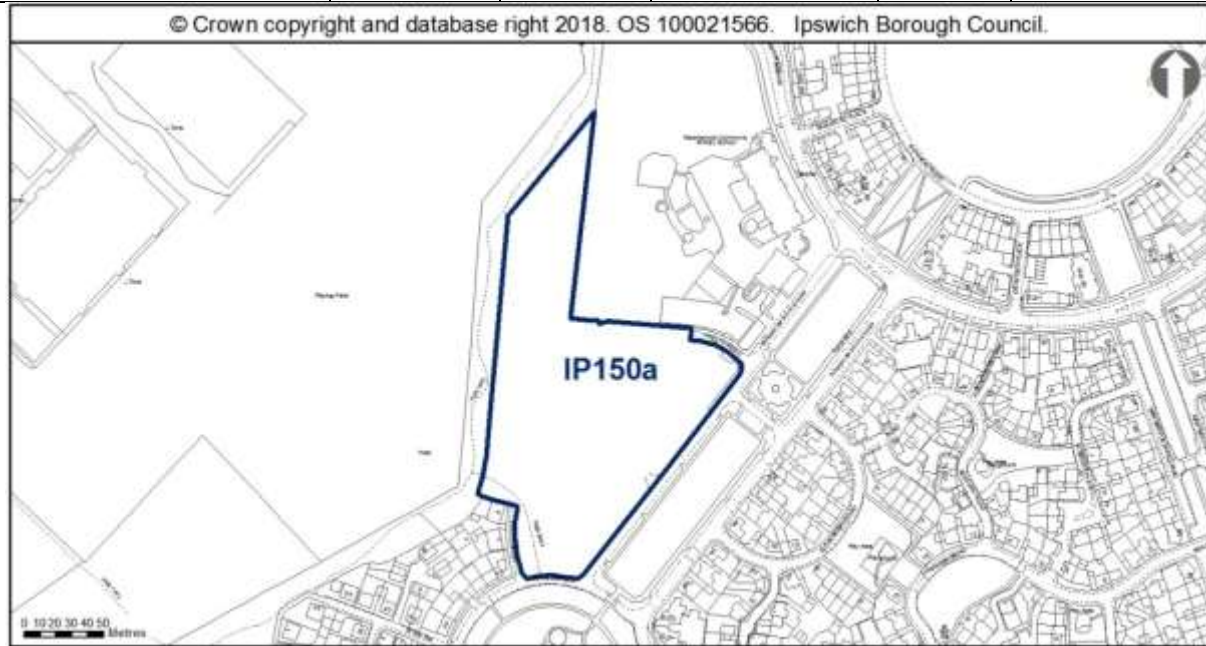
- **Sports facilities should be retained or replaced;**
- **Tree Preservation Orders on site or nearby and adjacent to a local wildlife site (the golf course), trees will require protection during construction works;**
- **Design and layout should support wildlife corridor functions. Bat and reptile surveys will be required prior to any vegetation clearance, and mitigation where appropriate;**
- **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. Any permission will require a condition relating to archaeological investigation. Historic buildings should be assessed;**
- **Water infrastructure and /or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required; and**

				<ul style="list-style-type: none"> <li>The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies.</li> </ul>		
IP131	Milton Street	0.28	9	15/01158/FUL (& 18/00552/FUL)	M	Residential
 <p>Area shown cross-hatched in red deleted from site allocation.</p> <p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>Contaminated Land Assessment required and mitigation to address any findings; and</li> <li>Surface water flooding local to site and site wide Surface Water Drainage Strategy required (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11A).</li> </ul>						
IP142	Land at Duke Street Allocation to provide for public open space (25%)-	0.39 (75%)	44	90dph (DM23a lower end of range) (17/00570/FUL)	M	

			<p><b><u>IP143</u></b></p>	<p><b><u>Former Norsk Hydro</u></b></p>	<p><b><u>4.5</u></b></p>	<p><b><u>85</u></b></p>	<p><b><u>17/00769/OUT</u></b>  <b><u>approved</u></b>  <b><u>04.10.2019</u></b></p>	<p><b><u>Residential</u></b></p>
<p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p> 								
<p><b><u>Constraints:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Health and Safety Executive Consultation Zone covers part of site and should inform development density and layout;</u></b></li> <li>• <b><u>A Contaminated Land Assessment will be required and mitigation delivered to address any findings;</u></b></li> <li>• <b><u>Ecological Assessment and mitigation will be required and provide biodiversity net gain;</u></b></li> <li>• <b><u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u></b></li> </ul>								

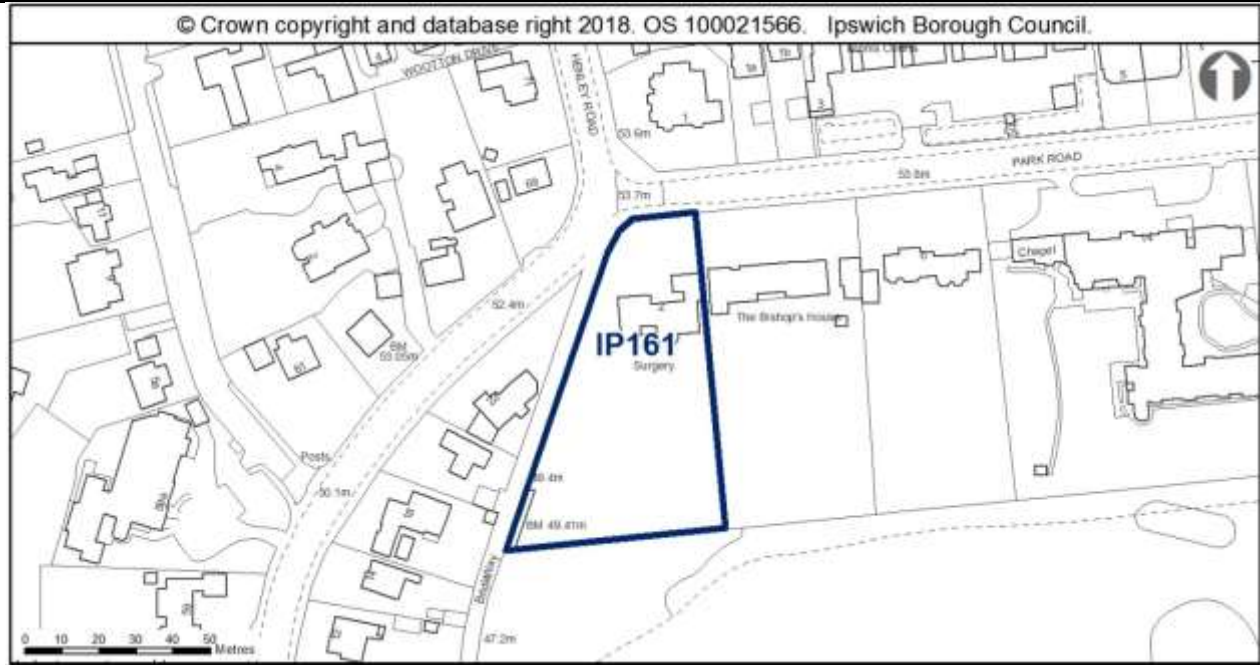
- **A Foul Water Strategy will be required;**
- **A Slope Stability Strategy will be required;**
- **A Transport Assessment and Travel Plan will be required;**
- **An Air Quality Assessment will be required;**
- **Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMS), such that adverse effects on integrity are ruled out, alone or in-combination;**
- **An Odour Assessment will be required; and**
- **An Archaeological investigation will be required.**

IP150a	Ravenswood U, V, W	2.23	96 94	07/00765/OUT for part of outline site	5	<u>Residential</u>
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				<b>Constraints:</b> <ul style="list-style-type: none"> <li>• <u>The site lies in the vicinity of Prehistoric and Medieval sites. Development will require a condition relating to archaeological investigation attached to any planning consent;</u></li> <li>• <u>A Transport Assessment and Travel Plan will be required;</u></li> <li>• <u>Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;</u></li> <li>• <u>Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain;</u></li> <li>• <u>Arboricultural Impact Assessment and Tree Protection Plan required.</u></li> <li>• <u>Contaminated Land assessments will be required.</u></li> <li>• <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B); and</u></li> <li>• <u>Development should link into cycling and pedestrian route networks.</u></li> </ul>					
			IP161	2 Park Road	0.35	14	19/00065/FUL pending approved 27.09.2019	§	<u>Residential</u>

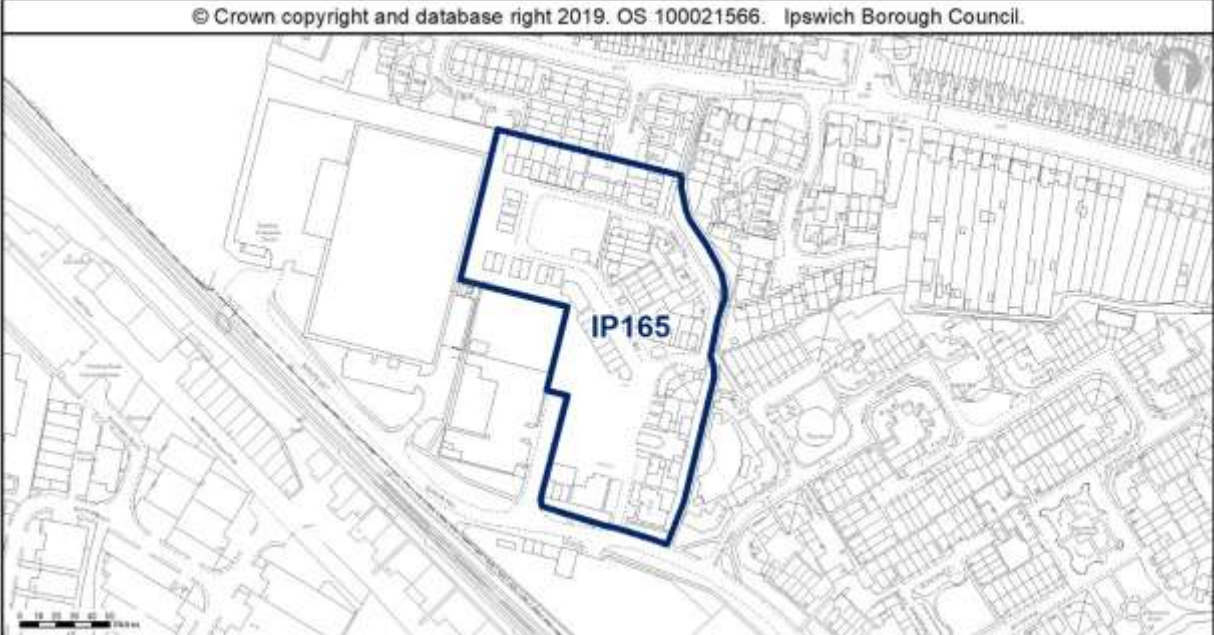




**Constraints:**

- **A proportionate heritage statement will be required;**
- **Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain;**
- **Tree Preservation Orders are on place on the site, these will require tree protection works during construction, other mature trees should be retained (an application for tree works may be required); and**
- **A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11).**

IP165	Eastway Business Park, Europa Way	2.08	8.78	As per approved scheme (13/00943/OU ‡	S	Residential
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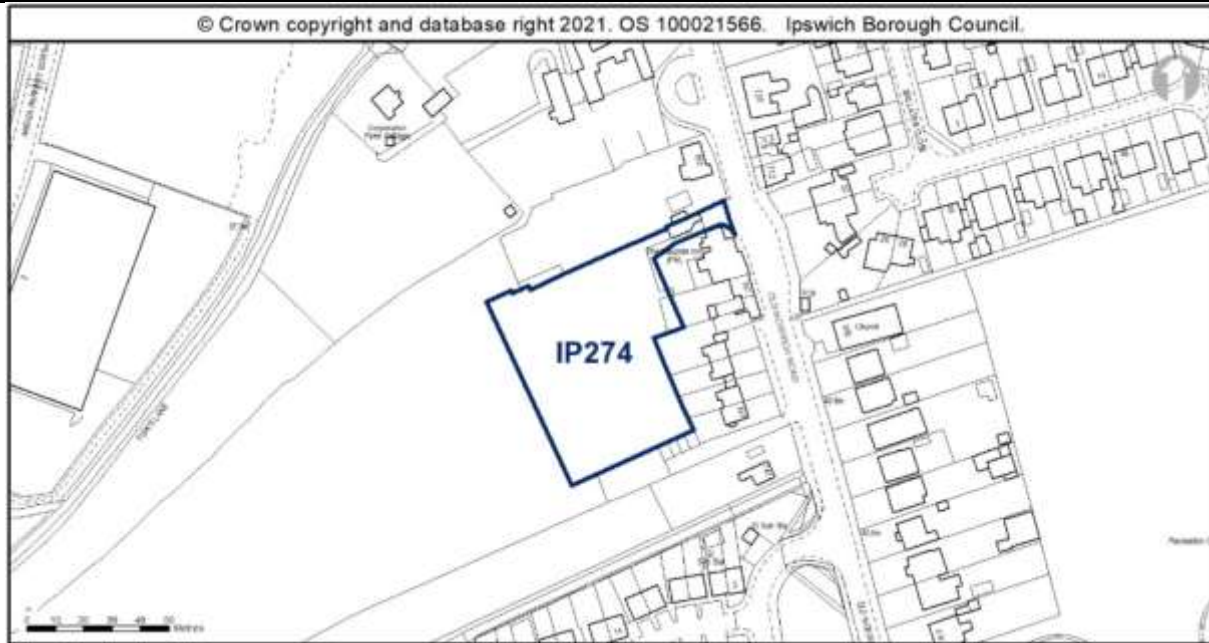
								17/00795/REM ) and now on site. Under construction 78 & outstanding.	
<p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p> 									
<p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <b>A transport assessment and travel plan will be required;</b></li> <li>• <b>A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11B); and</b></li> <li>• <b>A Contaminated Land Assessment will be required and mitigation delivered to address any findings.</b></li> </ul>									
			IP169	23-25 Burrell Road	0-08	4	12/00087/FUL approved	S	

						22.03.2012. Under construction-4 outstanding-			
			IP200	Griffin Wharf, Bath Street	0.79	<u>71</u> 113	17/00382/FUL pending approved 11.06.2019 Previous pps: 11/00507/FUL approved 01.09.2011 (132 flats) 05/00819/FUL.	S	
			IP205	Burton's, College Street	0.19	<u>9</u> 14	02/01241/FUL (196 in total, 71 completed April 2014). Application 19/00624/FPI3 on part of site for 14 self- contained flats)	S/M	
			IP206	Cranfields, College Street	0.71	134	04/00313/FUL (337 in total, 197 completed April 2014) 16/00092/VC (replaced 16 of	S	



							the flats with 43 (29 studios + 14 one beds)		
			IP211	Regatta Quay, Key Street	0.85	156	09/00130/FUL (pending) 05/00296/FUL added 25 extra units.  150 (at winerack) and 6 at 16/00346/FUL	S	
			IP214	300 Old Foundry Road	0.02	12	10/00805/VC expired Dec 2013. 17/00144/FUL	S	
			IP245	12-12a Arcade Street	0.06	14	18/00899/FUL <u>approved</u> <u>06.09.2019</u>	S	
			IP256	Artificial hockey pitch, Ipswich Sports Club, <b>subject to the</b> <b>requirements of policy</b> <b>DM5 being met.</b>	0.6 (excludes access road)	28	16/00987/FUL. <b>Awaiting S.106</b> <b>approved</b> <b><u>20.09.2018</u></b>	S	<u>Residential</u>

<p><b>Constraints:</b></p> <ul style="list-style-type: none"> <li>• <u>Development should accord with Core Strategy Policy DM5 in relation to the requirement to make alternative and improved sports provision;</u></li> <li>• <u>Tree Preservation Orders are in place on the eastern boundary of the site, these will require tree protection works during construction, other mature trees should be retained (an application for tree works may be required); and</u></li> <li>• <u>A site-wide surface water management strategy is required because of surface water flooding in the locality (see Ipswich SFRA October 2020, Section 9.7 and Appendix 1A Map 11A).</u></li> </ul>							
		<p><u>IP274</u></p>	<p>Rear of former Maypole PH, Old Norwich Road</p>	<p><u>0.39</u></p>	<p><u>11</u></p>	<p><u>16/00763/FUL</u> <u>awaiting S.106</u></p>	<p><u>Residential</u></p>

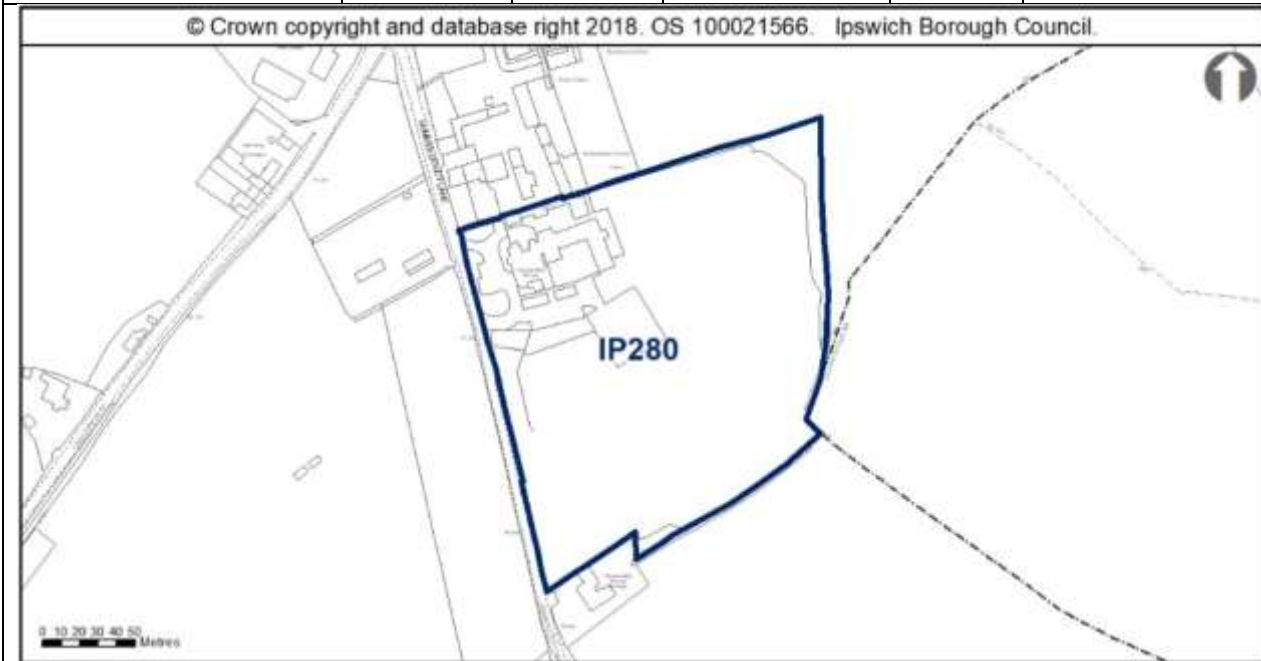


**Constraints:**

- **Multiple trees and extensive hedging on site which need to be protected or appropriate replacement planting provided;**
- **A proportionate heritage statement will be required;**
- **In an area of Medium Conservation Value. Ecology Assessment and biodiversity net gain measures will be required; and**
- **Development should comply with Policy DM10 because the site is located in a Green Corridor.**

IP279a	Former British Telecom, Bibb Way	0.63	78	18/00470/P3JP A approved 20.07.2018	S	
<b><u>IP280</u></b>	<b><u>Westerfield House, Humber Doucy Lane</u></b>	<b><u>3.5</u></b>	<b><u>156 &amp; 21 (equivalen</u></b>	<b><u>14/01039/FUL 17/00489/VC</u></b>		<b><u>Residential</u></b>

nt care  
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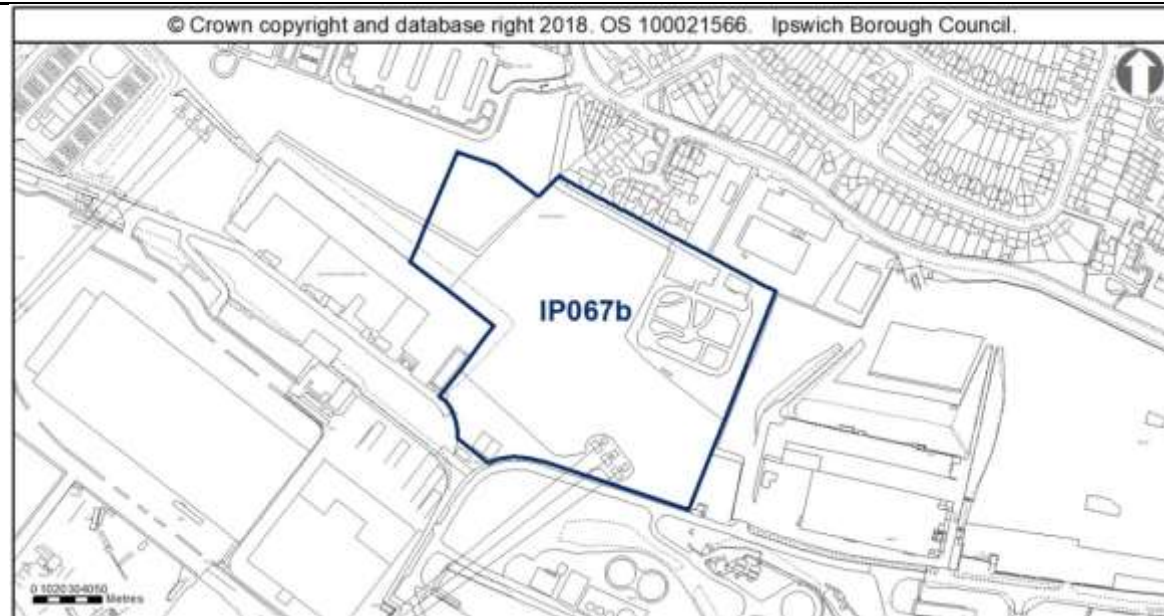
**Constraints:**

- **Within curtilage of Grade II Listed Building (Westerfield House) and therefore an appropriate Heritage Impact Assessment is required;**
- **A Contaminated Land Assessment will be required and mitigation delivered to address any findings;**
- **Ecology surveys and measures for biodiversity net gain will be required;**
- **Development should comply with Policy DM10 because the site is located in a In Green Corridor;**
- **A site-specific Flood Risk Assessment will be required which takes into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10);**

			<ul style="list-style-type: none"> <li>• <b>Arboricultural Impact Assessment and Tree Protection Plan required as TPO trees adjacent to site; and</b></li> <li>• <b>A Transport Assessment and Travel Plan will be required.</b></li> </ul>																					
			<table border="1"> <tr> <td>IP283</td> <td>25 Grimwade Street, Student Union Club and adjacent car park, Rope Walk</td> <td>0.27</td> <td>14</td> <td>17/00049/FUL</td> <td>S</td> <td></td> </tr> <tr> <td></td> <td><b>Total</b></td> <td></td> <td><b>1,470</b></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td><b>654</b></td> <td></td> <td></td> <td></td> </tr> </table>	IP283	25 Grimwade Street, Student Union Club and adjacent car park, Rope Walk	0.27	14	17/00049/FUL	S			<b>Total</b>		<b>1,470</b>							<b>654</b>			
IP283	25 Grimwade Street, Student Union Club and adjacent car park, Rope Walk	0.27	14	17/00049/FUL	S																			
	<b>Total</b>		<b>1,470</b>																					
			<b>654</b>																					
MM176	33	Paragraph 4.17	<p>Amend paragraph 4.17 to read as follows:</p> <p><u>'The Council's concern is to retain the principle of residential or residential-led mixed use on the sites, which form an important element of the housing land supply. Information about constraints affecting the sites is set out in Appendix 3B.'</u></p>																					
MM177	34	New Paragraph	<p>Insert new paragraph after Paragraph 4.20 to read as follows:</p> <p><u>'The use of minerals on Site IP116 may be required by Suffolk County Council as the site is over 5ha and falls within the Minerals Consultation Area.'</u></p>																					
MM178	35	Policy SP4	Delete Policy SP4: Opportunity Sites																					
MM179	36	Paragraphs 4.21-4.22	<p>Delete paragraphs 4.21 and 4.22 in their entirety as follows:</p> <p><u>'The opportunity sites are in locations suitable for development and important for regeneration, but current uses raise deliverability issues which have deterred the Council from allocating them. The sites are suitable for</u></p>																					

			<p>development and potentially achievable, but their availability is uncertain. The Council's ambition and preference is to see them redeveloped for residential-led uses.</p> <p>Two of the sites – IP052 and IP226 – were allocated through the 2017 Ipswich Local Plan. However, through the process of updating the Strategic Housing and Employment Land Availability Assessment (SHELAA) 2018-19, the Council has not been able to ascertain with certainty that the sites will come forward over the plan period.'</p>
MM180	N/A	New Policy	<p>Insert New Policy: Retail Site Allocation after paragraph 4.20 to read as follows:</p> <p><b><u>'New Policy Retail Site Allocation (outside the IP-One Area)</u></b></p> <p><b><u>Land is allocated at the former Co-op Depot, Boss Hall Road (315sqm net) to meet the need for comparison shopping floorspace as part of the Sroughton Road District Centre. Development will be at an appropriate scale for a district centre in accordance with Policy CS14.</u></b></p> <p><b><u>The allocation is illustrated on the Policies Map.'</u></b></p>
MM181	N/A	New Paragraphs	<p>Insert 2 new paragraphs after New Policy Retail Site Allocation (outside the IP-One Area), to read as follows:</p> <p><u>'Core Strategy Policy CS14 sets out the Council's overarching strategy to allocate sites for retail development within the town centre to support its management and growth in accordance with national policy. This strategic policy does also support retail development in the district and local centres of the Borough, provided that it is of a scale appropriate to the centre's size, function and catchment. District and Local Centres perform an important role serving, to varying degrees, the day-to-day convenience, food and services needs of their local resident catchment populations in a sustainable way.</u></p> <p><u>To support both existing residents, as well as future residents through new developments anticipated, in the local area, the Council has allocated a new district centre at Sroughton Road. The Sroughton Road District Centre will</u></p>

			<p>help contribute to meeting the Council’s identified retail need by providing 315sqm net of retail floorspace. It will be delivered through the mixed use development at Boss Hall Road which has been granted planning permission (18/00948/OUTFL).’</p>												
MM182	37	Policy SP5	<p>Amend Policy SP5 Land Allocated for Employment Use, to read as follows:</p> <p><b>‘Policy SP5 Land Allocated for Employment Use <u>outside the IP-One Area</u></b></p> <p><b>The following sites are allocated for employment development within Use Classes <u>E(g)B1, B2 or B8</u>, either in their entirety or as part of mixed use developments as specified in Table 3. Appropriate employment-generating sui generis uses, defined through policy DM33, will also be permitted where specified.</b></p> <p><b>Table 3 Land allocated for employment uses <u>outside the IP-One Area</u></b></p> <table border="1"> <thead> <tr> <th>Site</th> <th>Address</th> <th>Site Area ha</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>IP029</td> <td>Land at Bramford Road</td> <td>2.26ha (45%) = 1ha</td> <td>Suitable for employment uses B1(c), B2 and B8 and appropriate <del>employment-generating sui generis uses</del> <del>generating sui generis uses as defined through policy DM33.</del></td> </tr> <tr> <td>IP067b</td> <td>Former British Energy Site</td> <td>4.18</td> <td>Suitable for <del>B1</del> <b>Use Class E(g)</b> (excluding office use <del>B1a</del>) or <b>B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended);</b> 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</td> </tr> </tbody> </table>	Site	Address	Site Area ha	Notes	IP029	Land at Bramford Road	2.26ha (45%) = 1ha	Suitable for employment uses B1(c), B2 and B8 and appropriate <del>employment-generating sui generis uses</del> <del>generating sui generis uses as defined through policy DM33.</del>	IP067b	Former British Energy Site	4.18	Suitable for <del>B1</del> <b>Use Class E(g)</b> (excluding office use <del>B1a</del> ) or <b>B8 Storage and Distribution, as defined by the Use Classes Order 1987 (as amended);</b> 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
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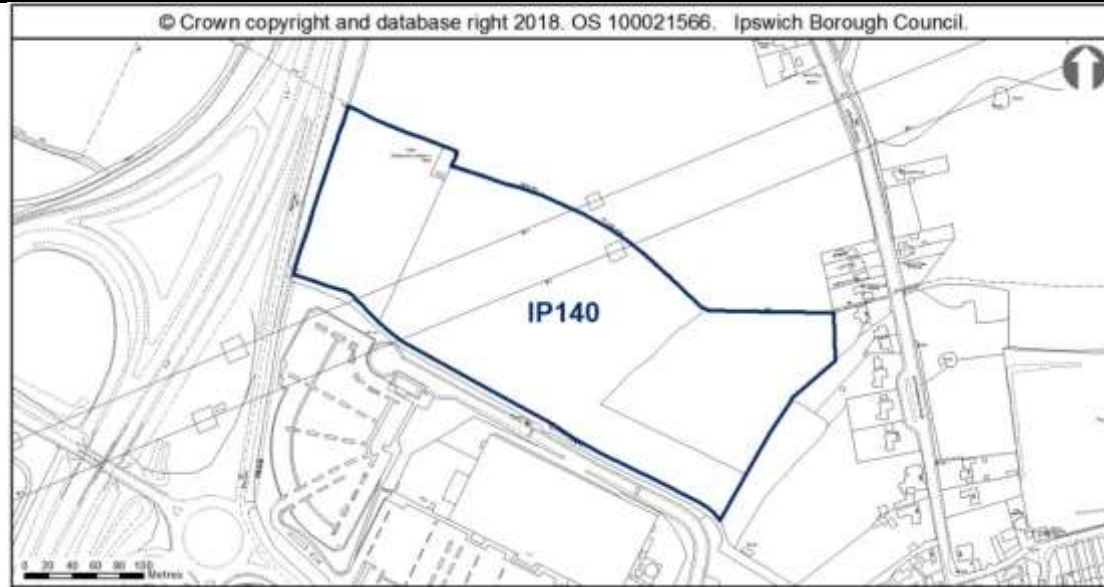


**Constraints:**

- **Potential access constraints will need to be resolved before development can commence;**
- **Any development proposal would need to address any potential odour arising from the nearby sewage works;**
- **The site is within a Landfill Consultation Zone;**
- **The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated 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;**
- **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;**

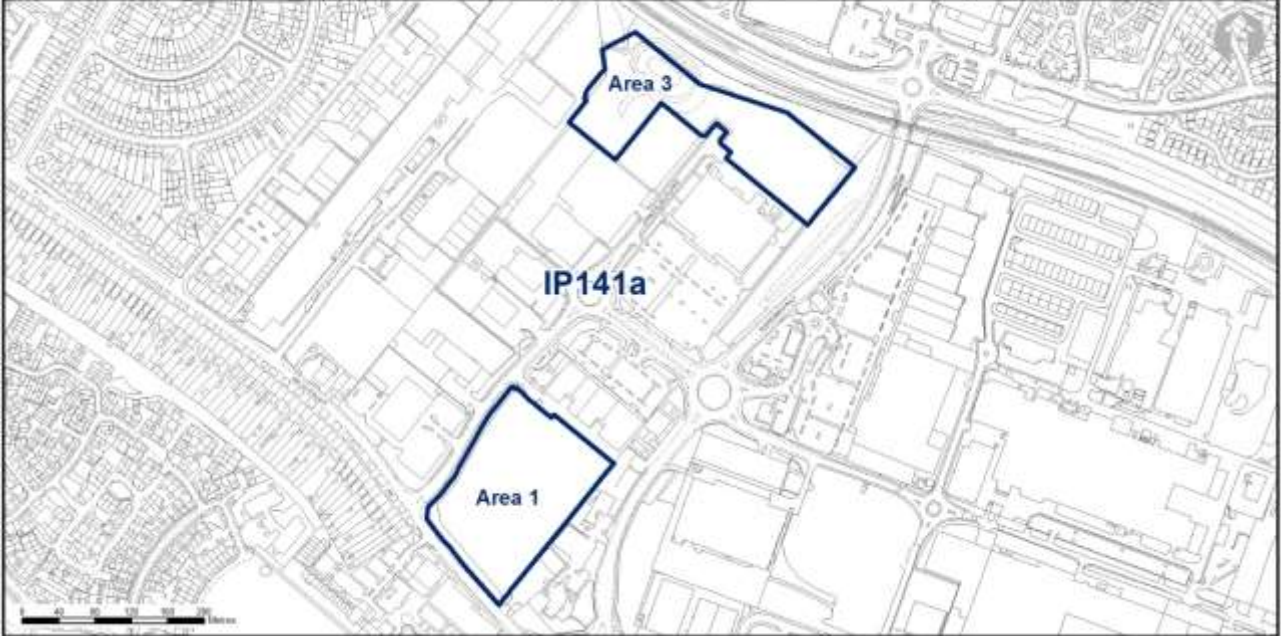


				<ul style="list-style-type: none"> <li>• <u>A preliminary ecological appraisal of the site and reptile survey will be required prior to any vegetation clearance, and mitigation provided where appropriate;</u></li> <li>• <u>An archaeological assessment will be required. Any permission will require a condition relating to archaeological investigation. A desk-based assessment is recommended in the first instance as part of any planning application because of potential paleolithic remains;</u></li> <li>• <u>Water infrastructure and/or treatment upgrades will be required to serve the proposed growth or diversion of assets may be required;</u></li> <li>• <u>A site wide surface water management strategy will be required due to surface water flooding local to site (See Ipswich SFRA October 2020, Section 9.7 and Appendix A Map 11B);</u></li> <li>• <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination;</u></li> <li>• <u>Contamination assessment is required and mitigation delivered to address any findings; and</u></li> <li>• <u>A transport assessment and travel plan will be required.</u></li> </ul>		
			IP094	Land to rear of Grafton House	0.31	Suitable for <u>Class B1a</u> office
			IP140	Land north of Whitton Lane	6.93	Suitable for <u>Use Class E(g)B1, B2 and B8</u> and appropriate employment-generating sui generis uses as defined through policy DM33. Delivery expected in the medium to long term. Should be planned comprehensively as part of a larger scheme with adjacent land in Mid Suffolk but the two areas could come forward in phases. Subject to suitable access being provided.



**Constraints:**

- **Development will need to consider access constraints and impacts on rights of way;**
- **The site allocation is over 5ha and falls within the Minerals Consultation Area. Therefore Minerals Policy MP10 of the SMWLP applies;**
- **Development will need to support wildlife ecological networks and recreational green corridor functions associated with the 'green trail';**
- **A noise assessment will be required and appropriate mitigation delivered depending on the use;**
- **Ecological surveys will be required for flora, bats, hazel dormouse, reptiles and amphibians, breeding birds and priority species and appropriate mitigation delivered to enhance local ecology;**
- **A proportionate heritage impact assessment is required;**
- **An archaeological assessment will be required;**
- **A comprehensive planning approach is required with land north of the site within Mid Suffolk District;**

			<ul style="list-style-type: none"> <li>• <u>A site wide surface water management strategy will be required;</u></li> <li>• <u>A transport assessment and travel plan will be required;</u></li> <li>• <u>A pipeline traverses the site. It could affect the layout through easement or require diversion; and</u></li> <li>• <u>The development scheme will need to include a comprehensive landscaping strategy to help screen new development from Whitton Conservation Area, whilst also responding to the open landscape of the neighbouring Mid Suffolk District to the north.</u></li> </ul>			
		IP141a	<table border="1"> <tr> <td data-bbox="629 464 1133 619">Land at Futura Park, Nacton Road</td> <td data-bbox="1133 464 1335 619">4.78</td> <td data-bbox="1335 464 2123 619">Suitable for <del>employment uses</del> <u>Use Class E(g) (excluding office) B1b, B1c, B2, B8 and appropriate sui generis uses as defined through policy DM33.</u></td> </tr> </table>	Land at Futura Park, Nacton Road	4.78	Suitable for <del>employment uses</del> <u>Use Class E(g) (excluding office) B1b, B1c, B2, B8 and appropriate sui generis uses as defined through policy DM33.</u>
Land at Futura Park, Nacton Road	4.78	Suitable for <del>employment uses</del> <u>Use Class E(g) (excluding office) B1b, B1c, B2, B8 and appropriate sui generis uses as defined through policy DM33.</u>				
			<p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p>  <p><b>Constraints:</b></p>			

				<ul style="list-style-type: none"> <li>• <u>A Tree Preservation Order is on place on the site, these will require tree protection works during construction (an application for tree works may be required);</u></li> <li>• <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u></li> <li>• <u>The site is adjacent to the railway wildlife corridor and buffer. Surveys for reptiles, bats and detailed terrestrial invertebrate surveys will be required;</u></li> <li>• <u>Improvements to the existing water supply and foul sewerage networks to enable development will be required;</u></li> <li>• <u>A transport assessment and travel plan will be required;</u></li> <li>• <u>Development should address both Nacton Road and Crane Boulevard with active frontages, and avoid being set back from the highway by extensive car parking to allow for a greater street scene impact;</u></li> <li>• <u>Development along Nacton Road should include a landscape buffer to contribute to the leafy, suburban character of the area to the west and biodiversity net gain; and</u></li> <li>• <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></li> </ul>		
			IP150e	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	Class B1a office, leisure, small scale retail as part of a mixed use scheme of 73 dwellings
				<b>Total</b>	<b>28.34ha</b> <b>15.89ha</b>	
MM183	39	Paragraph 4.23	<p>Amend paragraph 4.23 to read as follows:</p> <p><del>Final Draft</del> Core Strategy <del>p</del>Policy CS13 sets a target of approximately 9,500 jobs to be provided 2018-2036 through a number of measures, including the allocation of at least 23.2ha of land for employment development. In the interest of ensuring a range and choice of sites across the Borough and the plan period, <del>this policy</del> the Plan allocates land for employment equivalent to <u>a total of 28.34ha Borough-wide, of which 15.89ha lies outside the IP-One Area and is allocated through this policy.</u> A higher quantum of employment land than the minimum requirement is also <u>necessary to ensure sufficient land is available to meet demand arising from the town's sub-regional economic role, as reflected in the Suffolk Growth Framework and NALEP Economic Strategy for Norfolk and Suffolk.'</u></p>			

MM184	39	Paragraph 4.24	<p>Amend paragraph 4.24 to read as follows:</p> <p>'All the employment sites allocated through the adopted Local Plan 2017 have been reviewed and only those included where the Council is confident development can be delivered over the plan period and, in the vast majority of cases, where the Employment Land Supply Assessment 2018 concludes that the sites are of good quality. The Council has investigated the constraints affecting such sites and will be proactive in supporting their delivery. <del>The constraints are identified on the site sheets included at Appendix 3A and need to be taken into account by prospective developers.</del>'</p>
MM185	40	Paragraph 4.26	<p>Amend paragraph 4.26 to read as follows:</p> <p>'The sites allocated are reserved for Class <del>B</del> <u>E(g), B2 and B8</u> uses as identified in the Use Classes Order 1987 (as amended and updated), other than where a mix of uses or appropriate employment-generating sui generis uses are specified in Table 3 above. On those sites allocated for a mix of uses including employment, the proportions indicated in the policy represent the Council's preferred outcome and form the basis of supply calculations. However, the figures are indicative other than in the case of open space requirements and community facilities, to help ensure that developments can be viably delivered. Appropriate employment-generating sui generis uses are defined through policy DM33 and will need to comply with other plan policies including DM18. <del>Appendix 3 provides additional information about the sites allocated through this policy.</del>'</p>
MM186	40	New Paragraph	<p>Insert three new paragraphs after Paragraph 4.26 to read as follows:</p> <p><u>'Early consultation with the Suffolk County Council Minerals and Waste Team should take place on sites IP067b and IP140. Site IP067b is in a Landfill Consultation Zone and within 250m of a safeguarded waste use site. Site IP140 is over 5ha in size and falls within the Minerals Consultation Area.'</u></p>

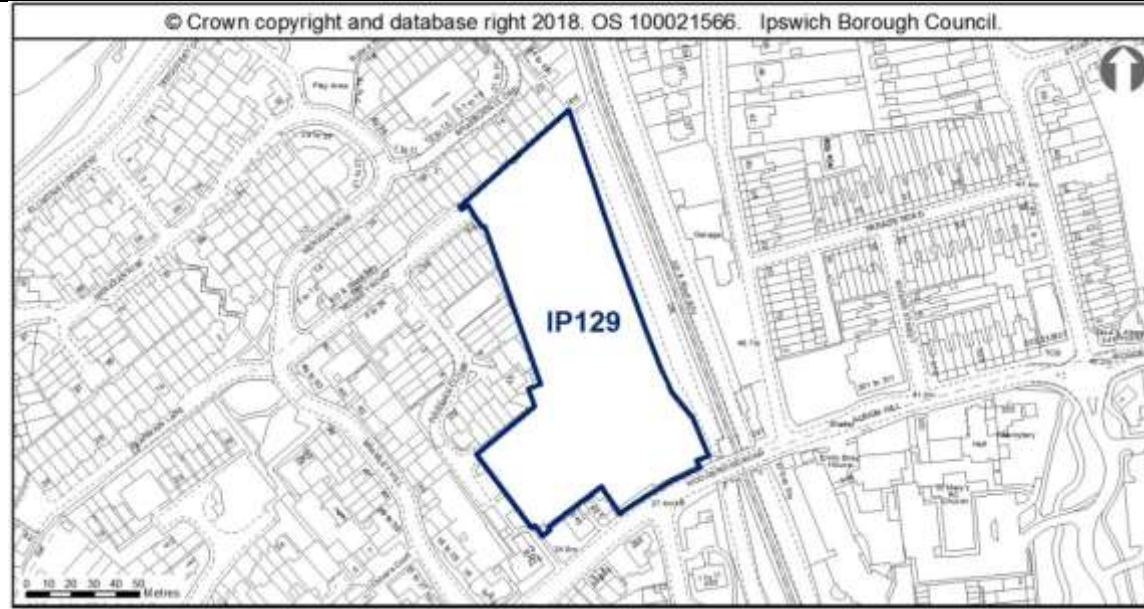
			<p><u>Potential access constraints have been identified in relation to Site IP067b. The developer of this site should undertake early consultation with the Highway Authority (Suffolk County Council) to resolve this. This site is also within close proximity to the nearby sewage works and so early discussions with Environmental Health Officers at Ipswich Borough Council should be undertaken to address odour matters.</u></p> <p><u>There is a pipeline which traverses Site IP140 which could affect the layout of any development through easement or require diversion. Consequently, early discussions with National Grid should take place who will also be consulted on any planning application for this site.'</u></p>
MM187	41	Paragraph 4.27	<p>Delete Paragraph 4.27 in its entirety as follows:</p> <p><del>'Open space is essential to the quality of life in Ipswich. Core Strategy Review policies CS16 and DM5 protect open spaces and the policy below adds site specific detail to this by identifying sites and allocating new open spaces.'</del></p>
MM188	41	Policy SP6	<p>Delete Policy SP6 Land Allocated and Protected as Open Space, in its entirety as follows:</p> <p><del><b>'Policy SP6 Land allocated and protected as open space</b></del></p> <p><del><b>Existing open spaces are defined on the policies map. Within the defined open spaces, Core Strategy Review policy DM5 shall apply.</b></del></p> <p><del><b>Site IP083 The banks of the River upriver from Princes Street is allocated for public open space. Any development shall retain the river path and its setting.</b></del></p> <p><del><b>Development of the following sites shall include more than the minimum amount of on-site public open space provision required through policy DM6, as specified in Table 4 below:</b></del></p> <p><del><b>Table 4 Sites proposed for a mix of uses including open space</b></del></p>

				<b>Site</b>	<b>Address</b>	<b>Preferred Options Ref</b>	<b>%Open Space</b>	<b>%Other Uses</b>	
				IP029	Land opposite 674-734 Bramford Rd	UC030	67% Open Space	33% Employment; also potential link road	
				IP032	King George V Field, Old Norwich Rd	UC033	20% Open space/playing pitches	80% Housing	
				IP033	Land at Bramford Rd (Stocks Site)	UC034	50% Open Space	50% Housing	
				IP037	Island Site	UC038	15% Open Space	70% Housing, 5% existing boat-related uses, small scale retail/café/restaurant	
				IP047	Land at Commercial Road	UC048	15% Public Open Space and enhanced river path	80% housing, 5% retail.	
				IP048	Mint Quarter / Cox lane Regeneration Area	UC051	20% open space — could span the parts of the site east & west of Cox	80% Housing, primary school on east side, retail on west side, car parking.	



							Lane (and car parking).		
				IP061	Former school site Lavenham Road	UC064	40% Open Space	60% Housing— development to deliver improvement to remainder of open space	
				IP142	Land at Duke Street	UC259	25% open space	75% Housing	
MM189	42	Paragraphs 4.28 to 4.31	Delete Paragraphs 4.28 to 4.31 in their entirety as follows:  <del>4.28— On some sites there is a requirement to provide more than the standard amount of open space. This may be because the land is currently used as open space and therefore the loss needs to be compensated through improvements to what remains, or because the land is in effect used as open space even though it has previously been earmarked for development, and is in an area of open space deficit. Improvements to the remainder of the open space could include making it more usable, accessible, biodiverse or multi-functional.</del>  4.29— Paragraph 8.184 of the Final Draft Core Strategy indicates broadly which areas of the Borough are short of open space against the current standards. There are no parts of the Borough which currently have a surplus of all types of open space. Site IP083 is located at the boundary of the Central and South West areas. The Central area currently has a significant deficit of natural and semi-natural green space.  4.30— The open spaces protected by this policy include all the different types shown on the policies map including playing fields, allotments and country parks.						

			4.31 — The Waterfront does not currently have public open green space provision. This is addressed through the policy by allocating land for this use at site IP047 and within the Island Site redevelopment. Appendix 3 provides additional information about the sites allocated through this policy.’
MM190	43	Policy SP7	<p>Amend Policy SP7 Land Allocated for Leisure Uses or Community Facilities, to read as follows:</p> <p><b>‘Policy SP7 Land Allocated for Leisure Uses or Community Facilities</b></p> <p><b>Land is allocated for leisure uses or community facilities <del>as specified in Table 5 below, on stand alone sites or as part of larger development sites set out within other policies in the Plan.</del> In addition, Site IP129 BT Depot, Woodbridge Road is allocated as a SEND Free School. The development of this site would require:</b></p> <ul style="list-style-type: none"> <li>a) <b><u>a condition relating to archaeological investigation;</u></b></li> <li>b) <b><u>a noise assessment and appropriate mitigation for noise from the adjacent railway line;</u></b></li> <li>c) <b><u>a site-specific Flood Risk Assessment which takes into account the findings of the Ipswich SFRA October 2020 and appropriate mitigation (see SFRA Section 10);</u></b></li> <li>d) <b><u>an outline surface water management strategy;</u></b></li> <li>e) <b><u>a transport assessment and travel plan; and</u></b></li> <li>f) <b><u>a habitat and ecological survey.</u></b></li> </ul>



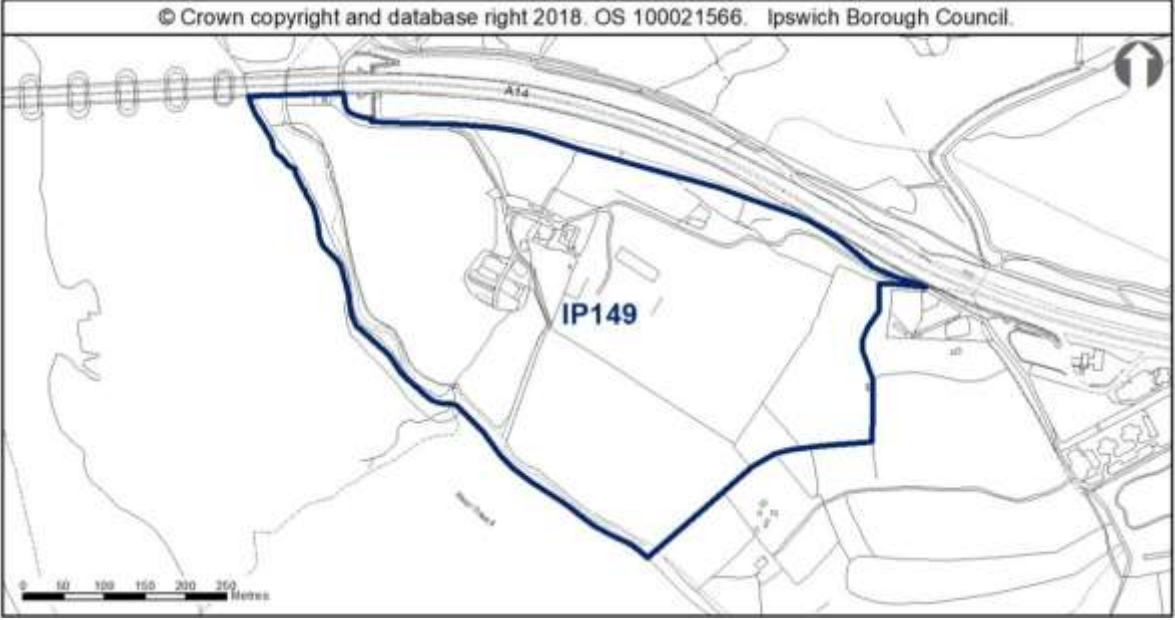
Development would also need to secure ecological enhancements, and provide a biodiversity net gain; and support the wildlife corridor function of the railway and strengthen the local ecological network by enhancement of onsite habitats adjacent this feature. Any lighting scheme should be designed to prevent light spillage into this area.

**Table 5: List of sites proposed for leisure uses or community facilities'**

Site	Address	% Com- munity 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	
				IP129	BT Depot, Woodbridge Road	100%	SEND Free School		

				IP150b	Land at Ravenswood (7.8ha)	100%	Sports park	Housing adjacent	
MM191	44	Paragraph 4.34	<p>Amend paragraph 4.34 to read as follows:</p> <p>'The full infrastructure needs of the Borough are being identified and costed in an Infrastructure Delivery Plan as a stepping stone towards putting in place a Community Infrastructure Levy for Ipswich. Key infrastructure is identified through Chapter 10 of the Final Draft Core Strategy, <del>which will be supported by a separate Infrastructure Delivery Plan.</del>'</p>						
MM192	44	Paragraph 4.36	<p>Amend paragraph 4.36 to read as follows:</p> <p>'The need for community infrastructure associated with the Ipswich Garden Suburb development is dealt with through the Core Strategy Review and supplementary planning document. <del>Appendix 3 provides additional information about the sites allocated through this policy.</del>'</p>						
MM193	45	Policy SP8	<p>Amend Policy SP8 Orwell Country Park Extension, to read as follows:</p> <p><b>'Policy SP8 Orwell Country Park Extension</b></p> <p><b>Site IP149 (24.7ha) Land at Pond Hall Carr and Farm is allocated as an extension to Orwell Country Park, to provide better management of visitors to this part of the Orwell Estuary Special Protection Area.</b></p> <p><b><u>The development of the Country Park extension will need to:</u></b></p> <p><b><u>a) manage recreational pressures on the Orwell Estuary;</u></b></p> <p><b><u>b) be supported by an appropriate EIA;</u></b></p> <p><b><u>c) ensure that the uses are compatible with the sensitivity of the site; and,</u></b></p> <p><b><u>d) ensure any infrastructure associated with public footpaths is appropriate for the site and allows for disabled access as far as is practicable.</u></b></p>						

			
MM194	46	Policy SP9	<p>Delete Policy SP9 Safeguarding Land for Transport Infrastructure as follows:</p> <p><b><del>'Policy SP9 – Safeguarding land for transport infrastructure</del></b></p> <p><b><del>Development of the following sites for the uses allocated through other policies in this plan shall incorporate provision for transport infrastructure, as specified in Table 6 below.</del></b></p> <p><b><del>The park and ride site at Anglia Parkway is safeguarded for future re-use for park and ride. The Council will investigate the feasibility of park and ride on part of IP152 Airport Farm Kennels.</del></b></p> <p><b><del>Table 6: List of development sites which will include provision for transport infrastructure</del></b></p>

			<b>Site</b>	<b>Address</b>	<b>Site Area (ha)</b>	<b>Allocation</b>
			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.
			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.
			IP037	Island Site	6.02	Additional vehicular access needed to enable the site's development. 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>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>
MM195	46 & 47	Paragraphs 4.40 – 4.55	Delete paragraphs 4.40-4.55 as follows:  ' <del>4.40— It is important that provision is made for needed transport infrastructure within certain development sites. The aspiration to provide a pedestrian and cycle bridge over the railway at site IP010 (a or b) to link residential areas to the north with the District Centre is not a firm proposal at present in the Local Transport Plan, but the Highway Authority has identified the potential benefits of a link and the opportunity presented by the two IP010 sites. Therefore, pending further work on its deliverability, development at the IP010 sites should not preclude its possible future provision.</del>  4.41— The River Strategy identifies the aim of providing a river crossing between Hadleigh Road and Boss Hall for pedestrians and cyclists. The Elton Park site is considered the most suitable location to link up with future development at the Former Sugar Beet Factory site in Babergh.			

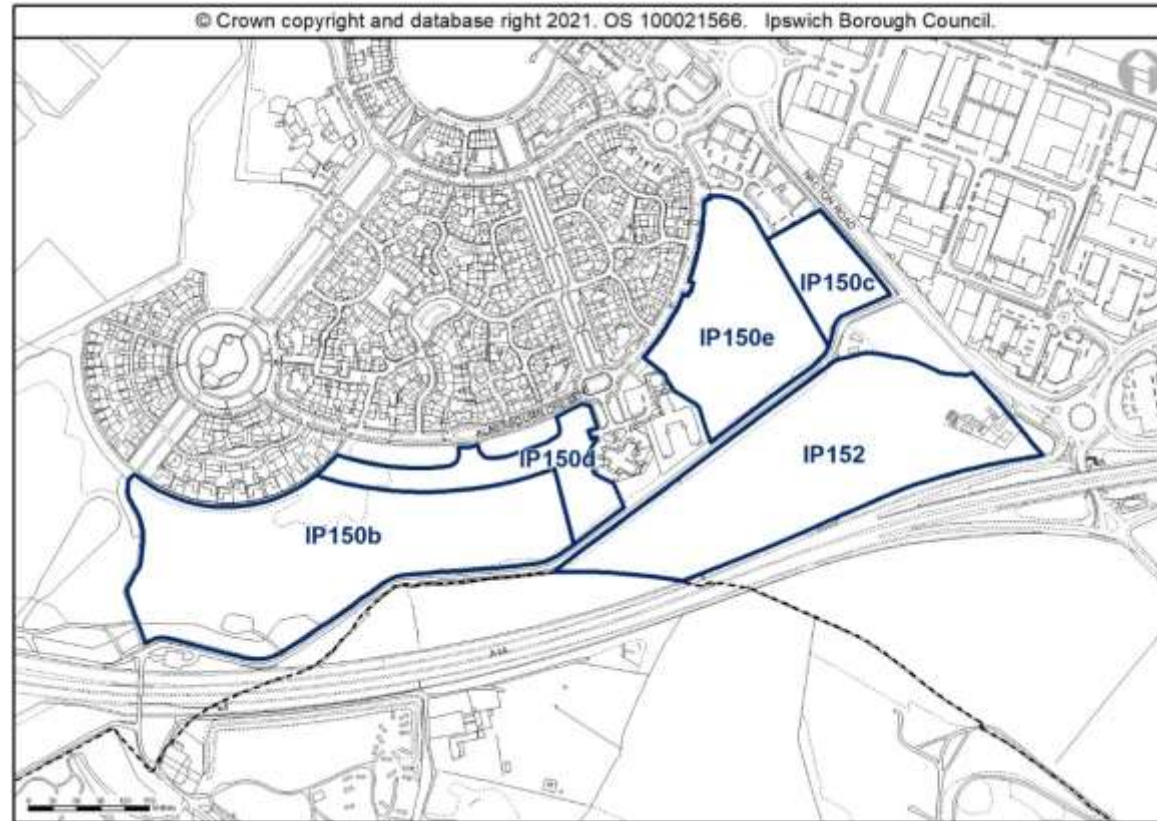
			<p>4.42 — The Island site is an outstanding development opportunity at the Waterfront. Access improvements will be needed to enable its redevelopment.</p> <p>4.43 — The provision of a road link through site IP029, land opposite 674-734 Bramford Road, to join Bramford Road and Europa Way could help to ease pressure on the Bramford Road/Sproughton Road junction. It was included as a proposal in the 1997 Ipswich Local Plan, but has not to date been implemented. The potential impacts of the link on the traffic network are subject to testing and need to be clearly understood. However, in the interim, development of the site should not preclude its future provision.</p> <p>4.44 — The park and ride site at Anglia Parkway, Ipswich is currently disused. However, it remains laid out as a park and ride facility and is safeguarded for that use in future. Once lost, sites are difficult to replace. The need for and deliverability of additional park and ride at IP152 Airport Farm Kennels will be explored as a potential measure to address congestion, accessibility and air quality.</p> <p>4.55 — The Council is working with the Highway Authority and neighbouring authorities to agree a Transport Mitigation Strategy and detailed action plan to support modal switch and sustainable travel choices in the Ipswich area, which is needed to support growth. Core Strategy policy CS20 outlines the potential measures the action plan will draw from.'</p>
MM196	N/A	New Policy	<p>Insert a New Policy Sustainable Travel Infrastructure Outside the IP-One Area, after paragraph 4.38 to read as follows:</p> <p><b><u>'New Policy Sustainable Travel Infrastructure Outside the IP-One Area</u></b></p>



			<p><b><u>The Council will seek opportunities to deliver specific sustainable travel infrastructure improvements outside the IP-One Area through safeguarding sites/routes where necessary, new developments and/or seeking funding opportunities.</u></b></p> <p><b><u>Throughout the Borough, development should improve linkages to the rights of way network, including cross boundary links, where opportunities exist to do so.</u></b></p> <p><b><u>Pedestrian and cycle measures are supported outside the IP-One Area, specifically:</u></b></p> <ul style="list-style-type: none"> <li><b><u>a) A pedestrian and cycle bridge across the River Gipping in West Ipswich; and,</u></b></li> <li><b><u>b) A pedestrian and cycle bridge across the railway line at Felixstowe Road District Centre.</u></b></li> </ul> <p><b><u>The park and ride site at Anglia Parkway is safeguarded for future re- use for park and ride.'</u></b></p>
MM197	N/A	New Paragraphs	<p>Insert three new paragraphs after New Policy Improving Pedestrian and Cycling Routes to read as follows:</p> <p><u>'The Council adopted a Cycling Strategy supplementary planning document in July 2016. Opportunities to implement the strategy will be sought through development proposals and any funding opportunities that arise as a result of the preparation by the Highway Authority of a Walking and Cycling Infrastructure Plan. The river path is a key route for active travel which links into adjacent districts. Currently the route is obstructed in the vicinity of Boss Hall to cyclists and people with reduced mobility by a structure formerly needed for the operation of a sluice gate. Opportunities will be sought to secure its removal.</u></p> <p><u>Where land within development sites is needed for walking and cycling infrastructure, it is safeguarded through policies relating to that specific development.</u></p> <p><u>The park and ride site at Anglia Parkway, Ipswich is currently disused. However, it remains laid out as a park and ride facility and is safeguarded for that use in future. Once lost, sites are difficult to replace.'</u></p>

MM198	N/A	New Paragraph	<p>Insert a New Paragraph, before the supporting text to New Policy Sites off Nacton Road, South Ravenswood, to read as follows:</p> <p><u>'The NPPF states the benefits of mixed use developments in terms of promoting social interaction and making the most effective use of land. Policy CS2 of the Ipswich Local Plan sets out a spatial strategy which requires major development in the town centre, Portman Quarter, Waterfront and district centres to incorporate a mix of uses, to help achieve integrated, vibrant and sustainable communities. The following policies allocate sites for a mix of uses as specified, outside the IP-One Area.'</u></p>
MM199	N/A	New Policy	<p>Insert a New Policy Sites off Nacton Road, South Ravenswood after the new paragraphs following New Policy Improving Pedestrian and Cycling Routes, to read as follows:</p> <p><b><u>'New Policy Sites off Nacton Road, South Ravenswood</u></b></p> <p><b><u>Five separate sites are allocated on 21.75ha of land south of Ravenswood for a mix of uses and identified on the Policies Map as follows:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Land south of Ravenswood (IP150b): 7.8ha for outdoor sport or recreational uses within Use Class F2(c);</u></b></li> <li>• <b><u>Land South of Ravenswood adjacent to Nacton Road (IP150c): 1.18ha, for employment uses in Use Class E(g)(ii &amp; iii) and sui generis employment uses in accordance with Policy DM33;</u></b></li> <li>• <b><u>Land south of Ravenswood facing Alnesbourn Crescent (IP150d): 1.8ha for residential use with an indicative capacity of 34 dwellings at low density on around 50% of the site;</u></b></li> <li>• <b><u>Land south of Ravenswood east of Mansbrook Boulevard (IP150e): 3.6ha for residential use – indicative capacity of 126 dwellings at low density on the whole of the site; and</u></b></li> </ul>

- **Airport Farm Kennels (IP152): 7.37ha, for employment uses in Use Classes B2, B8 and E(g)(ii & iii) and sui generis employment uses in accordance with Policy DM33. Ipswich Borough Council and Suffolk County Council will explore the feasibility of using a small section of the site for Park and Ride provision to support sustainable transport measures over the plan period.**



**New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.**

**The Masterplan shall:**

			<p>a. <u>Agree a Brief and Vision for the development, identifying how the development will integrate with the existing Ravenswood neighbourhood;</u></p> <p>b. <u>Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;</u></p> <p>c. <u>Include a Strategic Framework for the land uses;</u></p> <p>d. <u>Identify access and sustainable transport measures to be put in place and triggers for their provision;</u></p> <p>e. <u>Include appropriate and complementary sustainable drainage, landscape, open space and ecology strategies to be applied across the entire South Ravenswood area allocations;</u></p> <p>f. <u>Establish urban design principles for:</u></p> <ul style="list-style-type: none"> <li>• <u>Scale and massing;</u></li> <li>• <u>Character and appearance of different land use areas (residential, employment, recreational use, and park and ride);</u></li> <li>• <u>Public space including pedestrian routes;</u></li> <li>• <u>Development within or adjacent to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty;</u></li> </ul> <p>g. <u>Identify other development constraints; and</u></p> <p>h. <u>Identify appropriate phasing of development, including the necessary infrastructure, through an implementation plan.</u></p> <p><u>In addition, development of each of the sites shall be expected to comply with the following requirements:</u></p> <p>—</p> <p>i. <u>Identify how each development relates and complies with the South Ravenswood Master Plan;</u></p>
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			<ul style="list-style-type: none"> <li>ii. <u>Deliver a high quality, climate change resilient design, which reflects the importance of this gateway site into Ipswich and its setting close to the AONB in accordance with Policies CS1, DM1, DM2, DM11 and DM12;</u></li> <li>iii. <u>Provide a mix of housing that reflects local housing needs, including provision of affordable housing on site and the provision of self-build plots and accessible housing in accordance with Policies CS8, CS12 and DM12;</u></li> <li>iv. <u>Include a transport assessment, travel plan and car parking strategy including EV charging in accordance with Policies DM21 and DM22;</u></li> <li>v. <u>Provide high-quality pedestrian and cycle access to support access to services and facilities within and beyond Ravenswood in accordance with Policies CS5, DM12 and DM21;</u></li> <li>vi. <u>An archaeological assessment will be required, and any necessary mitigation identified to be addressed at an appropriate stage in the planning process in accordance with Policy DM14;</u></li> <li>vii. <u>Site-specific Flood Risk Assessment(s) will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and the incorporation of sustainable drainage measures (see SFRA Section 9.7 and site sheet in Appendix F) in accordance with Policy DM4;</u></li> <li>viii. <u>Provision of structural landscaping to the western and southern edges of the area, an appropriate edge in relation to open spaces and countryside beyond the site in accordance with Policies CS4, DM8, DM9, DM10 and DM11;</u></li> <li>ix. <u>Ecological surveys will be required including for breeding birds, reptiles, invertebrates, bats and badgers. These will be required before any vegetation is cleared, and mitigation measures will need to be identified and implemented where appropriate;</u></li> <li>x. <u>Project level HRA will need to check the site design and ensure urbanisation effects and any other issues relating to the particular close proximity to the Stour and Orwell Estuaries SPA/Ramsar are addressed (above and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are</u></li> </ul>
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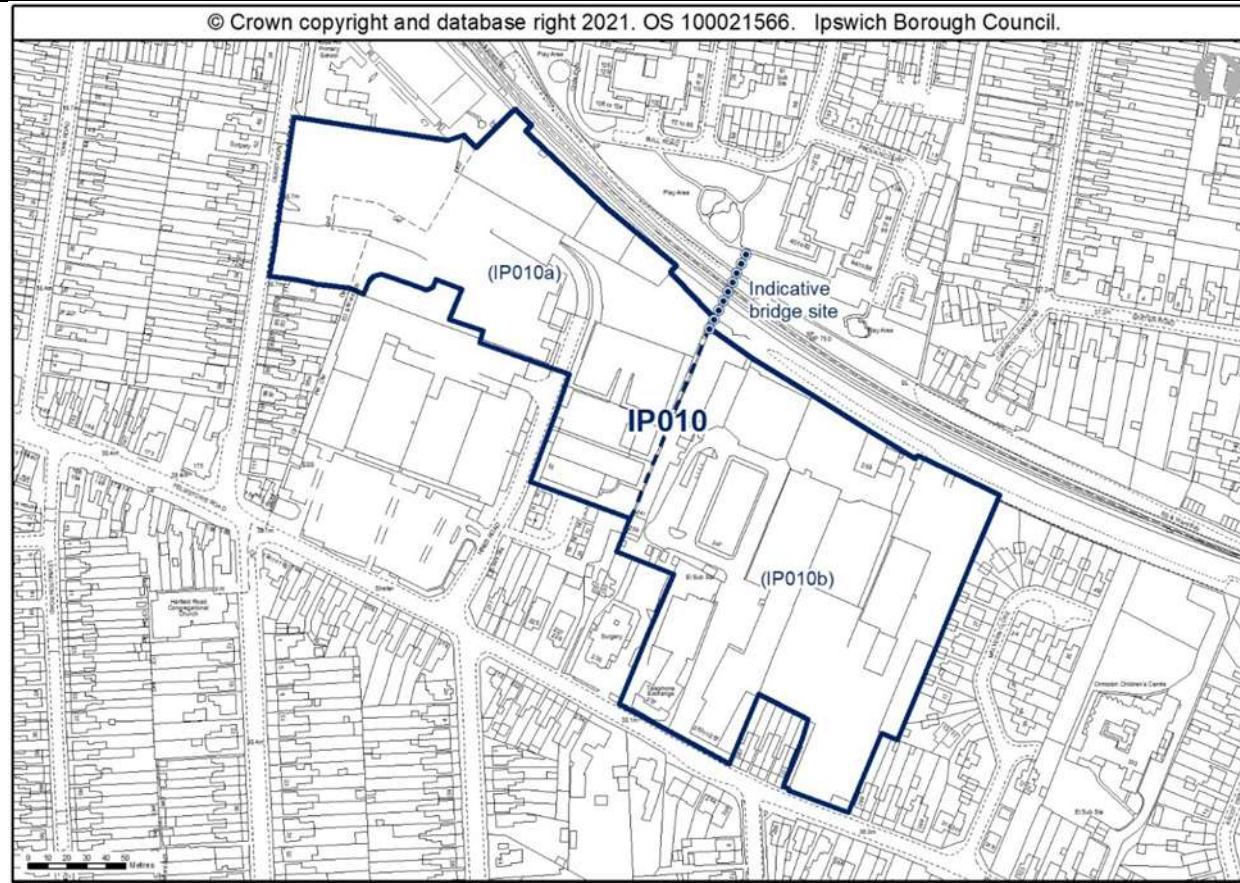
			<p><b><u>ruled out, alone or in-combination. Requirements for Suitable Alternative Natural Greenspace to be provided if necessary;</u></b></p> <p><b><u>xi. Provide biodiversity net gains, protection and enhancement of habitats and ecological networks in accordance with Policy DM8;</u></b></p> <p><b><u>xii. New development at site IP152 should retain as much of the existing habitat, including mature oaks and hedgerows, as possible and integrate it within a landscaping scheme, in accordance with Policy DM9;</u></b></p> <p><b><u>xiii. Development must not result in an unacceptable loss of amenity for existing or future residents, in accordance with Policies DM18 and DM3 and will be required to mitigate appropriately noise or air quality impacts arising from development or the adjacent A14;</u></b></p> <p><b><u>xiv. Sites IP150b and IP152 are over 5ha and fall within the Minerals Consultation Area;</u></b></p> <p><b><u>xv. S106 contributions, as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and to comply with the master plan;</u></b></p> <p><b><u>xvi. Provision of public art, and</u></b></p> <p><b><u>xvii. Provide access to superfast broadband in accordance with Policy DM34.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and accord with guidance within adopted Supplementary Planning Documents.'</u></b></p>
MM200	N/A	New Paragraphs	<p>Insert 18 new paragraphs after the New Policy Sites off Nacton Road, South Ravenswood, to read as follows:</p> <p><u>'The existing neighbourhood at Ravenswood was subject to a separate master plan (which included UVW - IP150a as the final phase of the neighbourhood). The neighbourhood was developed between 1999 and 2018 via a number of planning permissions and phases relating to the former Ipswich Airfield. It consists of around 1200 dwellings, a</u></p>

		<p><u>primary school and a district centre. The master planning resulted in good facilities and a distinctive design and layout and provided a cohesion to the comprehensive development of the neighbourhood.</u></p> <p><u>This proposed cluster of sites in the emerging plan, known as Land south of Ravenswood, represents an extension towards the A14 strategic corridor, linking the ports to the east of Ipswich to the Midlands. It will be supported by a master planning process to ensure the design quality is sustained and so that the local community can be involved in identifying the design parameters for new development.</u></p> <p><u>The sites will need to be master planned comprehensively to link into cycling, pedestrian and bus route networks and support modal shift, as identified through the Ipswich Strategic Planning Area Transport Mitigation Strategy and other more detailed sustainable transport strategies as may be prepared (for example, the Local Cycling and Walking Infrastructure Strategy).</u></p> <p><u>Master planning will need to satisfactorily address any potential impact on highway junctions, which are already under strain, and identify any (capacity) enhancements needed to avoid cumulative residual severe impact. Opportunities for sustainable access improvements should also be identified, and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich.</u></p> <p><u>To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 (or future update as appropriate), should be incorporated into future development, unless other means of biodiversity enhancement are identified as being appropriate.</u></p> <p><u>The site is in close proximity to the Stour and Orwell SPA/ Ramsar site. Information to inform a project level HRA will be required to demonstrate that urbanisation impacts on the site are prevented.</u></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> <p><u>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</u></p>
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		<p><u>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.</u></p> <p><u>There are drainage constraints, including surface water flooding local to site, which will need to be considered at each planning application stage. See Appendix A Map 11B and site sheet in Appendix F of the Ipswich SFRA 2020 (or appropriate update).</u></p> <p><u>Development proposals on IP150c should look to address Nacton Road with an active frontage able to make a positive architectural statement, in order to signal the entrance to the town from the east, and avoid a design and layout which turns its back to Nacton Road).</u></p> <p><u>New residential development on IP150d could occupy the arc to the south of Alnesbourn Crescent, mimicking the spoke and wheel layout of much of the Ravenswood estate. These units would need to be low density, one plot deep to reflect the character of the area. Ravenswood features distinctive pockets of development, utilising varied architectural approaches and palette of materials, which gives the estate a bespoke character, such as dwellings along Downham Boulevard and Cranberry Square. This individual approach should be employed on the allocation sites IP150d and IP150e to provide a complimentary design which contributes to the character of Ravenswood and avoid replicating some of the plainer neo-Georgian design of Alnesbourn Crescent to the north.</u></p> <p><u>Ravenswood benefits from several sculptures and public art commissions, which individually and collectively enhance local amenity and respond to the high-quality design of the Ravenswood development. Development at Ravenswood should look to introduce further public art within well designed and integrated public spaces across the allocation site.</u></p> <p><u>This large site lies in the vicinity of Prehistoric remains and cropmarks, and as such the masterplan should be informed by appropriate archaeological assessment and mitigation should be included as part of any planning application(s). Developers should seek advice on assessment and mitigation from the Suffolk County Council Archaeological Service.</u></p> <p><u>The Airport Farm Kennels site IP152 includes a known Bronze Age barrow (IPS 027). This indicates that there are other prehistoric archaeological remains of high importance in the vicinity. As such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process, ahead of submitting any planning application. This allocation site is located to the south of Ravenswood and north of the A14. The site wraps around</u></p>
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			<p><u>Halfway House, one of few remaining buildings in the South East Urban Character Area which pre-date the 20<sup>th</sup> century. This site is bounded to the north by trees which are covered by TPOs, as well as further TPOs within the site, which will need to be considered in development proposals.</u></p> <p><u>Any proposals for a park and ride on IP152, should such a use be found feasible within the plan period, would need to include landscaping to soften the impact of hardstanding associated with car parking and bus terminals. Development within Use Classes E(g), B2 and B8 should be well designed and make a positive architectural statement given the prominent gateway location of the site. Development should respect the adjacent Halfway House and should have a layout which allows for a buffer between this existing dwelling house and new development.</u></p> <p><u>Water infrastructure and/or treatment upgrades or a potential diversion of assets will be required to serve the proposed growth.</u></p> <p><u>The two site allocations which measure over 5ha, IP150b and IP152, fall 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 and early consultation with them should take place accordingly.</u></p> <p><u>Applicants should have regard to relevant Ipswich Supplementary Planning Documents (SPDs), notably:</u></p> <ul style="list-style-type: none"> <li>• <u>Space and Design Guidelines SPD</u></li> <li>• <u>Development and Archaeology SPD</u></li> <li>• <u>Suffolk Coast RAMS SPD</u></li> <li>• <u>Ipswich Urban Character SPD</u></li> <li>• <u>Public Open Space SPD</u></li> <li>• <u>Development and Flood Risk SPD</u></li> <li>• <u>Cycling Strategy SPD'</u></li> </ul>
MM201	N/A	New Policy	<p>Insert a New Policy Felixstowe Road (IP010) after the supporting text to New Policy Sites off Nacton Road, South Ravenswood, to read as follows:</p> <p><b><u>'New Policy Felixstowe Road (IP010)</u></b></p>



**Land is allocated (5ha) for mixed residential and employment uses and a primary school extension as identified on the Policies Map at Felixstowe Road (IP010).**

**The primary use is residential with an indicative capacity of 137 dwellings at medium density on around 60% of the site.**

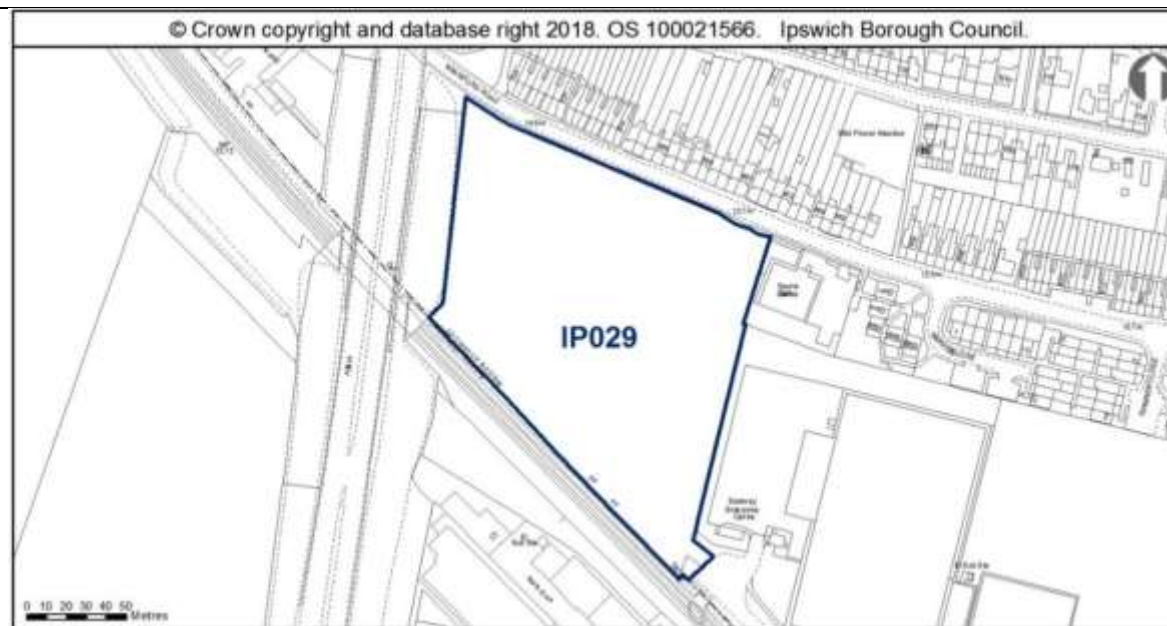
		<p><b><u>The secondary uses include the retention of some existing employment uses which are compatible with residential use and is 0.8ha of land for an extension to Rose Hill primary school in the north-western part of the site.</u></b></p> <p><b><u>Land should be reserved as part of the development to facilitate development of a cycle and pedestrian bridge to link the District Centre with the housing to the north of the railway.</u></b></p> <p><b><u>Any development proposal will be expected to accord with the following criteria:</u></b></p> <p><b><u>a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B ) in accordance with Policy DM4;</u></b></p> <p><b><u>b. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;</u></b></p> <p><b><u>c. A noise assessment will be required in accordance with Policy DM18;</u></b></p> <p><b><u>d. An ecological survey including flora, reptiles, bats and badgers will be required prior to any vegetation clearance, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></b></p> <p><b><u>e. The design and layout should support the wildlife corridor function of the railway in accordance with Policy DM10;</u></b></p> <p><b><u>f. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;</u></b></p> <p><b><u>g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></b></p> <p><b><u>h. Access to the residential portion of the site will need to consider the needs of existing commercial units;</u></b></p> <p><b><u>i. The proposed extension to Rose Hill Primary School should reflect the distinctive character of the existing school buildings onto Derby Road;</u></b></p>
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			<p><b><u>j. The residential development should respect the established grid layout of the Rosehill area, and follow the perimeter block form with active frontages facing the streets, employing architectural details to create pockets of distinguishable housing to ensure the design of the new development is high quality and distinctive;</u></b></p> <p><b><u>k. 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;</u></b></p> <p><b><u>l. Development of the site should consider the enhancement of pedestrian links to the school avoiding main roads in the interests of highway safety;</u></b></p> <p><b><u>m. Works to the TPO trees may be required and therefore an application for works will be necessary. These trees will require protection during construction in accordance with Policy DM9;</u></b></p> <p><b><u>n. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;</u></b></p> <p><b><u>o. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development and in line with the requirements of Policy CS17; and</u></b></p> <p><b><u>p. Provide access to superfast broadband in accordance with Policy DM34.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD. Applicants should demonstrate how they have taken account of the guidance in the California Area Ipswich Urban Characterisation Study SPD.</u></b></p>
MM202	N/A	New Paragraphs	<p>Insert 11 new paragraphs after the New Policy Felixstowe Road (IP010), to read as follows:</p> <p><u>'Redevelopment of the eastern portion of the site is dependent on existing uses being relocated. Whilst the Council would welcome redevelopment of the whole site, it is expected that the British Telecom building and Hughes will</u></p>

		<p><u>remain in place. The design and layout of the scheme will need to consider the highway safety of all vehicles accessing the site, with particular regard to the needs of the existing commercial units.</u></p> <p><u>Expansion is needed at Rose Hill School. The site must contribute to the Rose Hill Primary School expansion. As this site would be expected to deliver housing within a short 3 year period and SCC typically collect S106 monies prior to occupation, delivery of the school expansion would likely take place in the years immediately following the delivery of all the dwellings (2031). It should be noted that the County Council's education forecasts only look ahead 5 years, so it is possible the education capacity will be different when the site comes forward. However, having the land available to expand the school provides the best opportunity for providing additional school capacity.</u></p> <p><u>The site is an area of possible contamination and contamination assessment will be required. There is a row of three TPO trees on the boundary of the site an application for works to the trees will be required. The site is adjacent to the railway line and therefore a noise assessment will be required.</u></p> <p><u>Design and layout would need to support the wildlife corridor function of the railway. An ecological survey (including flora, reptiles, bats and badgers) will be needed prior to any vegetation clearance and mitigation where appropriate. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</u></p> <p><u>In terms of archaeology, this site lies close to prehistoric and Palaeolithic remains on Foxhall Road (IPS 056). Depending on the nature of ground works, a condition may be recommended for archaeological works, with a desk-based assessment in the first instance.</u></p> <p><u>A transport assessment and travel plan will be required. Land should be reserved as part of the development to facilitate development of a cycle and pedestrian bridge to link the District Centre with the housing to the north of the railway. A pedestrian and cycle bridge over the railway to link residential areas to the north with the District Centre is not a firm proposal at present in the Local Transport Plan, but the Highway Authority has identified the</u></p>
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		<p><u>potential benefits of a link and the opportunity presented by the site. The detailed design and location of this bridge is to be agreed in conjunction with the Local Planning Authority and the Highway Authority. Development of the site would be required to make a financial contribution towards the pedestrian and cycle bridge over the railway, which would be proportionate to the scale of development proposed. This would be supplemented by infrastructure grants. Therefore, pending further work on its deliverability, development should not preclude its possible future provision.</u></p> <p><u>The proposed extension to Rose Hill Primary School should reflect the distinctive character of the existing school buildings onto Derby Road, a building with origins in the early 20th Century, which experienced remodelling and extensions in the middle of the century. It features various textured brickwork bonding, canted bays with modern and art deco influences in curved elements and wide windows with a strong horizontal emphasis. The school extension should seek to respond to these architectural influences in the design and appearance of the extension, whilst also being read independently of the existing range to act as a landmark building to signify the gateway to the new development of the allocation site.</u></p> <p><u>The residential development of this allocation site should respect the established grid layout of the Rosehill area, and follow the perimeter block form with active frontages facing the streets, an established characteristic of the area, as identified in the California Urban Characterisation Study SPD. Existing dwellings in the California urban character area are principally red brick terraces and pairs of semi-detached houses, with often a prevailing architectural feature which characterises a particular road or area, such as the position of the front door, the pattern of fenestration, the use of bay windows, which has led to some distinctive areas of development.</u></p> <p><u>This varied approach to employing architectural details to create pockets of distinguishable housing should be incorporated into the development of the allocation site to ensure the design of the new development is high quality and distinctive.</u></p>
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			<p><u>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.</u></p> <p><u>Development of the site should consider the enhancement of pedestrian links to the school avoiding main roads in the interests of highway safety.</u></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 this 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>
MM203	N/A	New Policy	<p>Insert a New Policy Land Opposite 674-734 Bramford Road (IP029) after the supporting text to New Policy Felixstowe Road (IP010), to read as follows:</p> <p><b><u>‘New Policy Land Opposite 674-734 Bramford Road (IP029)</u></b></p>



Land is allocated (2.26ha) for mixed employment and public open space uses and a possible link road joining Bramford Road and Europa Way, subject to impact testing, as identified on the Policies Map on land opposite 674-734 Bramford Road (IP029).

The primary use is employment uses in Use Classes E(g)(iii), B2 or B8 and appropriate employment-generating sui-generis uses as defined through Policy DM33 on around 45% of the site.

The secondary use is public open space.

The site offers the potential to provide a link road between Bramford Road and Europa Way. The impacts of such a link are currently being investigated by the Highway Authority. Should the site come forward for development in advance of the outcome being known, the layout should not prejudice the provision of the road.

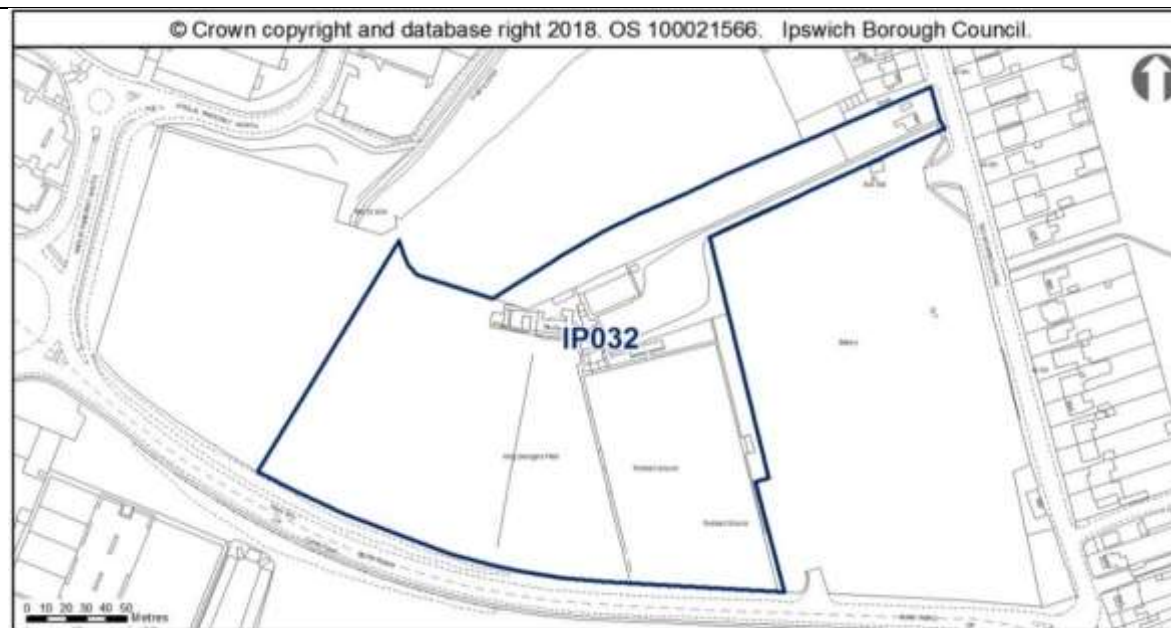
Any development proposal will be expected to accord with the following criteria:



		<p><b><u>a. A site wide surface water management strategy is required in accordance with Policy DM4;</u></b></p> <p><b><u>b. Ecological surveys will be required prior to any vegetation clearance, in particular for plants, reptiles, bats, badgers and breeding birds, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></b></p> <p><b><u>c. Consideration should be given to the likely impact of vegetation clearance upon hedgehogs and new development should retain as much of the existing habitat as possible through integrating it within a landscaping scheme, in particular the hedgerows along the boundaries;</u></b></p> <p><b><u>d. Bridleway 12 is recorded along the site’s western edge; bridleway links are required at the route’s northern end to a) connect to the urban footpath leading to Morgan Drive; and b) eastwards to link to Bramford Lane;</u></b></p> <p><b><u>e. Design and layout of the scheme will need to consider the implications of the adjacent railway line and A14 including potential noise in accordance with Policy DM18;</u></b></p> <p><b><u>f. An archaeological assessment is required and any necessary mitigation measures in accordance with Policy DM14;</u></b></p> <p><b><u>g. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></b></p> <p><b><u>h. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22; and</u></b></p> <p><b><u>i. A site wide surface water management strategy is required in accordance with Policy DM4.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD. Applicants should demonstrate how they have taken account of the guidance for the Gipping and Orwell Valley Ipswich Urban Characterisation Study SPD.’</u></b></p>
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MM204	N/A	New Paragraphs	<p>Insert 11 new paragraphs after the New Policy Land Opposite 674-734 Bramford Road (IP029), to read as follows:</p> <p><u>'The site has existing access constraints, possible contamination and experiences noise from the A14 and railway. These issues will need to be addressed through the application.</u></p> <p><u>Design and layout would need to support the wildlife corridor function of the railway and A14. This site is of at least a medium biodiversity value and detailed surveys could reveal that it has higher ecological significance. Prior to any vegetation clearance, further surveys should continue/be undertaken to assess the wildlife interest, particularly botanical, reptiles, bats, badgers and breeding birds and mitigation implemented as appropriate. Consideration should also be given to the likely impact of vegetation clearance upon the local hedgehog population. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, in particular the hedgerows along the boundaries. The recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</u></p> <p><u>The site offers the potential to provide a link road between Bramford Road and Europa Way. The impacts of such a link are currently being investigated by the Highway Authority. Should the site come forward for development in advance of the outcome being known, the layout should not prejudice the provision of the road. Bridleway 12 is recorded along the site's western edge. Bridleway links are required at the route's northern end to a) connect to the urban footpath leading to Morgan Drive; and b) eastwards to link to Bramford Lane.</u></p> <p><u>The site experiences noise from the railway and road network therefore design and layout will need to address this.</u></p> <p><u>In terms of archaeology, this site lies in the vicinity of Roman (IPS 242, IPS 233) and Prehistoric (IPS 018) sites. No objection in principle to development but any permission will require a condition relating to archaeological investigation.</u></p> <p><u>This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.</u></p> <p><u>A transport assessment and travel plan will be required.</u></p>
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			<p><u>Opposite the allocation site are rows of interwar terraced housing which feature mansard roofs, with shared dormers and chimneys which penetrate the elongated roof slopes. To the east of the site is a hall used as a place of worship. The hall is a fairly utilitarian structure, however features a prominent, steeply pitched entrance porch which contrasts the shallow pitch of the main range.</u></p> <p><u>A contemporary approach to design utilising distinctive roofs forms would be encouraged, with development proposals taking design cues from adjacent architecture, particularly with regard to the unusual and contrasting roof forms which characterise this western end of Bramford Road.</u></p> <p><u>The layout of the proposal should reflect the existing grain of development of linear streets and grids of housing, and should address the retained amenity space as well as Bramford Road.</u></p> <p><u>Soft landscaping and screening could be installed along the southern and eastern boundary to screen this industrial development and enhance the amenity and biodiversity value of the retained open space.'</u></p>
MM205	N/A	New Policy	<p>Insert a New Policy King George V Playing Field, Old Norwich Road (IP032) after the supporting text to New Policy Land Opposite 674-734 Bramford Road (IP029), to read as follows:</p> <p><b><u>'New Policy King George V Playing Field, Old Norwich Road (IP032)</u></b></p>



**Land is allocated (3.74ha) for mixed residential and public open space development as identified on the Policies Map at King George V Playing Field, Old Norwich Road (IP032).**

**The primary use is residential with an indicative capacity of 99 dwellings at low density on around 80% of the site.**

**The secondary use is public open space.**

**The development of the site is conditional upon the prior provision of replacement playing fields and ancillary facilities, such as changing rooms and spectator accommodation, of equivalent or better quality and quantity and with better accessibility and management arrangements, in a suitable location in accordance with Policy DM5.**

**Any development proposal will be expected to accord with the following criteria:**

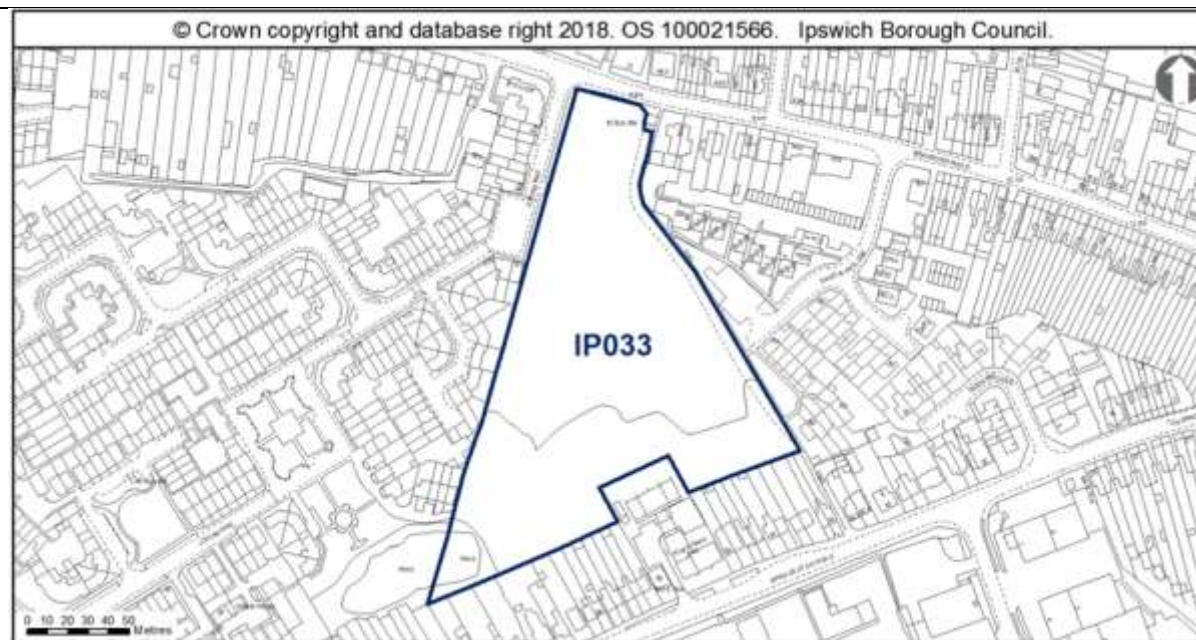
		<p><b><u>a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;</u></b></p> <p><b><u>b. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;</u></b></p> <p><b><u>c. A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;</u></b></p> <p><b><u>d. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;</u></b></p> <p><b><u>e. 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></b></p> <p><b><u>f. A noise assessment will be required in accordance with Policy DM18;</u></b></p> <p><b><u>g. The design of the residential development at the allocation site should respond positively to the architectural approach of the Castle Hill, Whitehouse and Whitton urban character area;</u></b></p> <p><b><u>h. The development should make a positive architectural statement when first entering the borough including through a well detailed boundary treatment to Bury Road;</u></b></p> <p><b><u>i. Ecological surveys including for reptiles will be required prior to any removal of vegetation, and mitigation where appropriate;</u></b></p> <p><b><u>j. Development should retain as much of the higher value existing habitat as possible and integrate it within a landscaping scheme, to deliver locally accessible natural greenspace. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></b></p> <p><b><u>k. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></b></p>
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			<p><b><u>I. An Air Quality Assessment will be required in accordance with Policy DM3;</u></b></p> <p><b><u>m. Works to the TPO trees may be required and therefore an application for works will be necessary. These trees will require protection during construction in accordance with Policy DM9;</u></b></p> <p><b><u>n. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;</u></b></p> <p><b><u>o. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and</u></b></p> <p><b><u>p. Provide access to superfast broadband in accordance with Policy DM34.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.'</u></b></p>
MM206	N/A	New Paragraphs	<p>Insert 14 new paragraphs after the New Policy King George V Playing Field, Old Norwich Road (IP032), to read as follows:</p> <p>'The site will require prior provision of a replacement pitch and ancillary facilities such as changing rooms and spectator accommodation of equivalent or better quality and quantity in the locality and subject to equivalent or better accessibility and management arrangements. Previously there was planning permission in place for replacement pitches and changing facilities to be provided within Mid Suffolk District (reference 0254/13) north of Whitton Sports Centre.</p> <p>The site is potentially contaminated and will require a contaminated land assessment. There are a number of trees on southern boundary protected by a TPO. Footpath 32 is recorded to the west of, but outside, the site. The development should support the diversion of FP32 off the football pitches and fund an upgrade of the route to bridleway or restricted bridleway status to provide for cycling connectivity to Fisk's Lane (Restricted Byway 75).</p>

		<p>In terms of archaeology, the site lies on high ground above the Gipping Valley. It has been subject to geophysical survey, and a desk based assessment has been carried out for both this site and the adjacent site IP005. There is potential for remains of multiple periods on the site and trenched evaluation will be required. There is no objection in principle to development but any permission will require a condition relating to archaeological investigation.</p> <p>The site is close to the Whitton Conservation Area. The Core Strategy and the published development brief for this site and the adjacent IP005 Tooks Bakery require the Conservation Area to be taken into account. Any cumulative impacts on the conservation area with the development of adjacent site IP005 and site IP140 will need to be taken into account.</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. 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 this 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.</p> <p>The Council has published a development brief for this site and the adjacent former Tooks bakery site (reference IP005).</p> <p>Whitton includes numerous listed buildings along Old Norwich Road, and also benefits from Conservation Area designation. To the north of Whitton is the borough boundary, as fields open up to the neighbouring authority of rural Mid Suffolk.</p> <p>Planning permission has recently been granted at the adjacent Tooks Bakery Site IP005, which includes an access to this allocation site through the proposed residential development.</p> <p>The design of the residential development should produce contemporary dwellings utilising textured brick bonds and asymmetric use of cladding to add visual interest and contrast to the scheme.</p> <p>Whilst acoustic mitigation measures may be required along Bury Road, a continuous timber fence or boundary wall has the potential to deaden the street scene, and would prevent the development site making a positive</p>
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			<p>architectural statement when first entering the borough. This boundary should therefore be well detailed, perhaps utilising a textured brick bond to integrate with the new development, and include soft landscaping at the periphery of the site.</p> <p>This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.</p> <p>A transport assessment and travel plan will be required. The traffic impact of access from Bury Road will need to be considered. The Old Norwich Road junction has received Section 106 money via a recent appeal to fund a mitigation scheme. Further contributions may be required to mitigate the impact from this site.</p> <p>Surface water flooding local to the site will need to be considered at planning application stage. See Section 9.7 and Appendix A, Map 11A of the 2020 Ipswich SFRA.</p> <p>Due to the presence of rough grassland around the margins a reptile survey should be carried out prior to any removal of vegetation. New development should retain as much of the higher value existing habitat as possible, for example the hedgerows, and integrate it within a landscaping scheme, to deliver locally accessible natural greenspace. The recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.'</p>
MM207	N/A	New Policy	<p>Insert a New Policy Land at Bramford Road (Stocks site) (IP033) after the supporting text to New Policy King George V Playing Field, Old Norwich Road (IP032), to read as follows:</p> <p><b><u>'New Policy Land at Bramford Road (Stocks site) (IP033)</u></b></p>





**Land is allocated (2.03ha) for mixed residential and public open space uses as identified on the Policies Map on land at Bramford Road (Stocks site) (IP033).**

**The primary use is residential with an indicative capacity of 55 dwellings at medium density on around 50% of the site.**

**The secondary use is public open space which should be planned on the southern part of the site.**

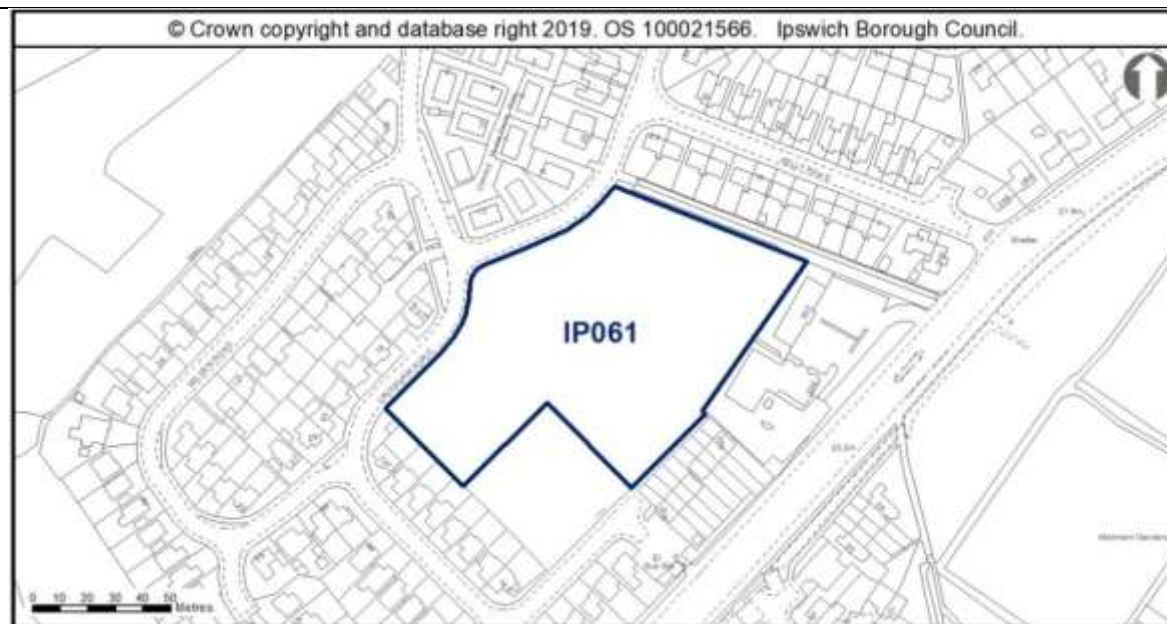
**Any development proposal will be expected to accord with the following criteria:**

**a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see Section 10) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;**

		<p><b><u>b. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;</u></b></p> <p><b><u>c. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;</u></b></p> <p><b><u>d. An ecological (including breeding birds, great crested newt, bats and badgers) and reptile survey will be required prior to any vegetation clearance and mitigation where appropriate in accordance with Policy DM8;</u></b></p> <p><b><u>e. Development should retain a thick, scrubby buffer around the pond. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></b></p> <p><b><u>f. A transport assessment and travel plan will be required and access visibility and junction spacing along Bramford Road will need to be considered in accordance with Policies DM21 and DM22;</u></b></p> <p><b><u>g. Proposals should provide active and engaging frontages onto Bramford Road and Jovian Way, with a layout and design bespoke to the shape of the site;</u></b></p> <p><b><u>h. The layout should ensure that there are links from the site to the existing footpath links bounding the site;</u></b></p> <p><b><u>i. Mitigation will be required to address impacts to the Stour and Orwell Estuaries SPA/Ramsar from recreation, and this can be achieved through contribution to the RAMS;</u></b></p> <p><b><u>j. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and</u></b></p> <p><b><u>k. Provide access to superfast broadband in accordance with Policy DM34.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.'</u></b></p>
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MM208	N/A	New Paragraphs	<p>Insert 10 new paragraphs after the New Policy Land at Bramford Road (Stocks site) (IP033), to read as follows:</p> <p><u>'The site has possible access constraints and possible contamination (former landfill) to the south of the site which should form the public open space area with the housing element forming the northern area, local wildlife site. There are substantial changes in level which will need to be addressed and the design should ensure that there are links from the site to the existing footpath links bounding the site.</u></p> <p><u>An ecological (including breeding birds, great crested newt, bats and badgers) and reptile survey will be needed prior to any vegetation clearance and mitigation where appropriate. Development should retain a thick, scrubby buffer around the pond. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</u></p> <p><u>In terms of archaeology, there were gravel pits across part of the site. Bronze Age and Neolithic finds were recovered (IP018), and Saxon remains were recorded to the south (IPS 499). Evaluation is needed to identify the impact of past land use. There are Saxon sites between this one and the river (IPS 395). There is no objection in principle to development but any permission will require a condition relating to archaeological investigation attached to any planning consent. Early evaluation is advisable.</u></p> <p><u>This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.</u></p> <p><u>A transport assessment and travel plan will be required. Access visibility and junction spacing along Bramford Road will need to be considered.</u></p> <p><u>Surface water flooding local to the site will need to be considered at planning application stage. See Section 9.7 and Appendix A, Map 11A of the 2020 Ipswich SFRA.</u></p> <p><u>This allocation site is a former gravel and sand pit, now vacant and covered by vegetation. The allocation site is a wedge shaped piece of land, enclosed by residential development on its three main boundaries. The site is in the Valley Urban Character Area. Surrounding residential development is varied, with houses along Sproughton Road to</u></p>
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			<p><u>the south being earliest, principally dating from the 1930s, the development off Dandalan Close to the east dating from the 1970s, and housing to the west being more recent off Jovian Way.</u></p> <p><u>The allocation site is bounded by varied 20th century approaches to domestic architecture, although the existing access off Jovian Way would appear to be the principal access to the site, and so a design which would relate to the more contemporary development would probably be most appropriate, but perhaps with a more distinctive appearance than the development off Jovian Way.</u></p> <p><u>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.</u></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 this 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>
MM209	N/A	New Policy	<p>Insert a New Policy Former School Site, Lavenham Road (IP061) after the supporting text to New Policy Land at Bramford Road (Stocks site) (IP033), to read as follows:</p> <p><b><u>‘New Policy Former School Site, Lavenham Road (IP061)</u></b></p>



**Land is allocated (0.9ha) for mixed residential and open space uses as identified on the Policies Map on the Former School Site, Lavenham Road (IP061).**

**The primary use is residential with an indicative capacity of 23 dwellings at medium density on around 60% of the site.**

**The secondary use is public open space.**

**Any development proposal will be expected to accord with the following criteria:**

**a. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;**

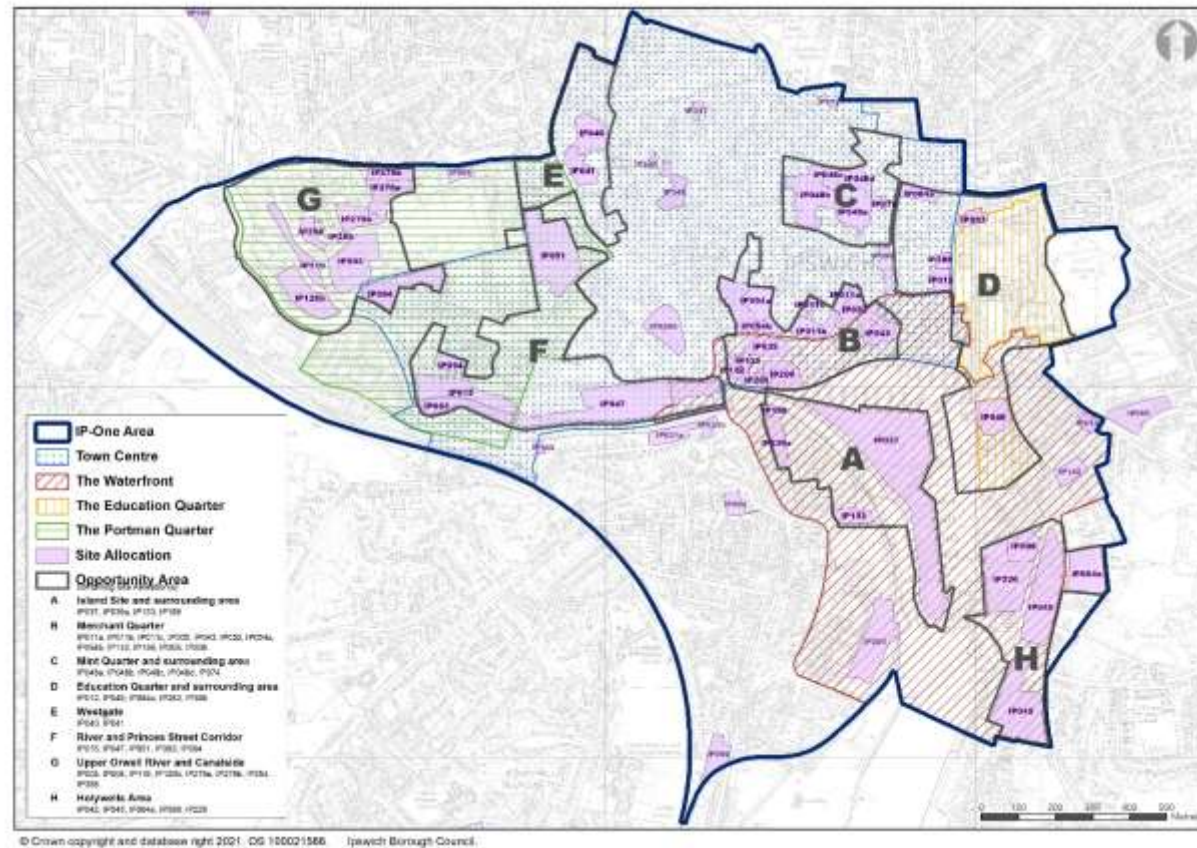
			<p><b><u>b. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;</u></b></p> <p><b><u>c. A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;</u></b></p> <p><b><u>d. New development should retain and enhance as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the hedgerow and mature tree along the northern boundary;</u></b></p> <p><b><u>e. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></b></p> <p><b><u>f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></b></p> <p><b><u>g. The proposed development should respect the scale and layout of existing residential development around Lavenham Road, and address the topographical changes across the allocation site to provide a distinctive development;</u></b></p> <p><b><u>h. S106 contributions as appropriate will be required towards education and early years provision, library provision, utilities, open space, air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development; and</u></b></p> <p><b><u>i. Provide access to superfast broadband in accordance with Policy DM34.</u></b></p> <p><b><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD.'</u></b></p>
MM210	N/A	New Paragraphs	<p>Insert 7 new paragraphs after the New Policy Former School Site, Lavenham Road (IP061), to read as follows:</p> <p><u>'Planning permission (18/00991/FPC) was granted and works have commenced on part of the site (0.18ha) for the development of four general needs housing units and four respite care units with staff and communal areas. Development of the site allocation (0.9ha) will need to ensure that it is compatible with this adjacent permission.</u></p>

		<p><u>In terms of archaeology, this site is in the vicinity of a Bronze Age cremation (IPS017), and Roman and Iron Age finds (IPS 034, IPS 185). It has been subject to geophysical survey and some follow up test pits which identified areas of recent overburden but did not reveal major archaeological features. Trial trenching of this site should be carried out in order to further characterise archaeological remains. Evaluation should be undertaken early in the project management to allow mitigation and investigation strategies to be developed. Sparse remains might be anticipated.</u></p> <p><u>It is also adjacent to the listed building Crane Hall – development will need to have regard to the setting of the listed building.</u></p> <p><u>The proposed development should respect the scale and layout of existing residential development around Lavenham Road, and address the topographical changes across the allocation site to provide a distinctive development.</u></p> <p><u>The public open space type should comply with the Open Space SPD, 2017 and be agreed with the Council’s Parks and Open Spaces Service.</u></p> <p><u>This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.</u></p> <p><u>The site provides a valuable stepping-stone habitat between Chantry Park County Wildlife Site and Gippeswyk Park in combination with London Road Allotments. With sensitive landscaping there is the opportunity to improve the quality of this stepping-stone habitat through enhancement on the remaining on-site habitat. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the hedgerow and mature tree along the northern boundary. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.’</u></p>
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MM211	48	Paragraph 5.1	<p>Amend paragraph 5.1 to read as follows:</p> <p><u>'The IP-One Area</u> is a large area in the centre of Ipswich, which contains a rich mix of uses ranging from shopping, business, public administration and leisure to education and living. It incorporates several smaller areas, each of which has its own identity, character and <u>planning related issues</u>.: <del>the medieval town centre, Waterfront, Education Quarter and Portman Quarter. An Action Plan is needed to help to deliver regeneration where needed and ensure the areas link together and complement one another to provide a strong, attractive and vibrant centre to Ipswich.'</del></p>
MM212	48	Paragraphs 5.2 and 5.3	<p>Delete paragraphs 5.2 and 5.3 in their entirety as follows:</p> <p><del>'The area of central Ipswich that falls within IP-One contains the greatest concentration of the town's designated heritage assets, including a number of important historic and archaeological sites. Much of IP-One is also designated as an Area of Archaeological Importance as it covers the Anglo-Saxon and Medieval town, aspects of which are internationally recognised.</del></p> <p><del>The Final Draft Core Strategy provides the strategic level of policy for centres in Ipswich, particularly through policy CS2 the Location and Nature of Development and CS14 Retail Development. It defines a network of town-district and local centres; recognises the importance of Ipswich town centre as an economic driver and a focus for shopping, cultural and leisure activities, civic functions and community life; and it sets a target for retail floorspace growth. The development management policies of the Core Strategy Review protect the vitality and viability of centres through managing development in defined centres and outside them.'</del></p>
MM213	N/A	New Paragraphs	<p>Insert two new paragraphs after paragraph 5.1 to read as follows:</p> <p><u>'The purpose of the IP-One Area Action Plan (AAP) is to help deliver regeneration where needed and ensure the different quarters of the IP-One Area link together and complement one another to provide a strong, attractive and vibrant centre to Ipswich.</u></p>



			<p><u>The spatial strategy is reflected through the IP-One Area quarters which are based on character areas and define a particular mix of uses –</u></p> <ul style="list-style-type: none"> <li>• <u>Waterfront centred around the Wet Dock;</u></li> <li>• <u>Town Centre containing the Central Shopping Area, cultural and office areas reflecting NPPF ‘main town centre uses’ (and therefore set out through the relevant DM policies);</u></li> <li>• <u>The Portman Quarter to the west of the Town Centre centred on the Ipswich Town football stadium at Portman Road – the area is becoming a more mixed-use neighbourhood with office and residential development; and</u></li> <li>• <u>The Education Quarter to the east of the town centre a hub for further and higher education provision.’</u></li> </ul>
MM214	N/A	New Map and New Paragraphs	<p>Insert the following new map and new paragraphs before paragraph 5.4 as follows:</p> <p><u>‘Map of Quarters and IP-One Area</u></p>

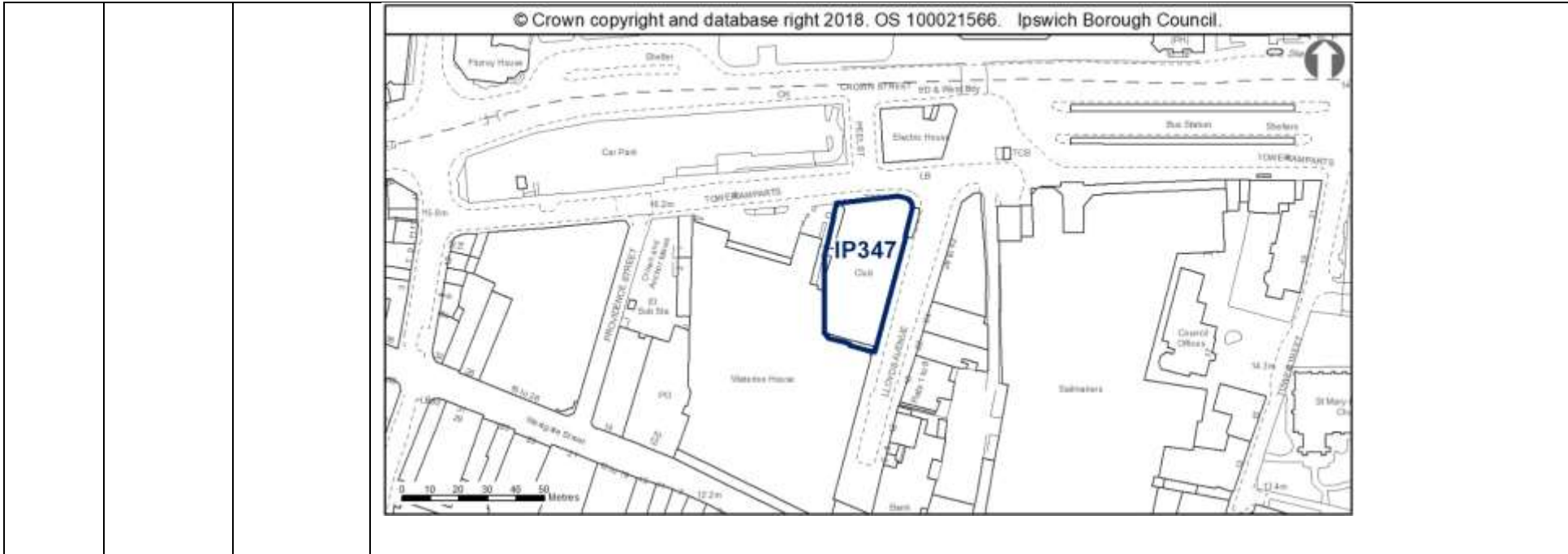


Policies SP11, SP12 and SP13 set out the Councils approach to the location of specific functions within these areas. Within the Waterfront (SP11) new development should contain a mix of uses. Residential, community, office, arts, culture, open space, boat-related and tourism will be permitted. Within the defined Education Quarter (SP12), development for education and ancillary uses such as student accommodation or offices will be permitted. The Portman Quarter (SP13) is defined on the IP-One Area Action Plan Inset Policies Map as a focus for regeneration in the west of the IP-One Area. The Council’s vision for the Portman Quarter is a mixed-use neighbourhood of residential use, open spaces and main town centre uses, excluding retail.

			<p><u>Identifying quarters is a tried and tested approach that provides a focus for regeneration, building on the identified existing distinct characters. For example, in Manchester, China Town and the Northern Quarter.</u></p> <p><u>The eight Opportunity Areas, also within the IP-One Area, identify opportunities to enhance the townscape and public realm. The Opportunity Area policies set out the acceptable uses and development principles for any future development proposals within these areas.</u></p> <p><u>The IP-One AAP approach is justified and effective in delivering development and examples of successes include:</u></p> <ul style="list-style-type: none"> <li>• <u>At the Waterfront, Regatta Quay and Stoke Quay developments, Dance East, and the Gecko Theatre;</u></li> <li>• <u>Portman Quarter the New County Court Suffolk County Council offices; and the IBC own offices at Grafton House; the Bobby Robson Bridge to the Voyage development and the voyage development itself;</u></li> <li>• <u>Suffolk New College and the University of Suffolk and it supports their continued growth including The Hold as a new Suffolk Archive Service centre; and</u></li> <li>• <u>Town centre – Princes street office corridor including new offices for Birketts Solicitors and office redevelopment of the Maltings at Princes Street bridge.</u></li> </ul> <p><u>The IP-One AAP is also effective in supporting funding bids for example the Towns Fund – the AAP forms part of the overview of relevant strategies and policies that the town fund will link to and ensures that grants pursued have an appropriate vision and objectives to deliver.'</u></p>
MM215	48-49	Paragraph 5.5	<p>Amend paragraph 5.5 to read as follows:</p> <p>'The Council's focus is to strengthen the north-south axis, creating better linkages between the town centre and the Waterfront. The Town Centre <del>Opportunity Areas report</del> <u>Retail and Leisure Study (2017)</u> recommended a complementary role for the town centre and the Waterfront and opportunities for improving and strengthening linkages between the two. This will be supported through the delivery of site allocations along <del>Turret Lane, Lower Brook Street, Foundation Street, Lower Orwell Street and the Waterfront.</del> Retail uses on these sites should be</p>

			limited to a small scale as defined through the Core Strategy Review so they do not compete directly with the existing town centre offer.’
MM216	49	Paragraphs 5.7 and 5.8	<p>Delete paragraphs 5.7 and 5.8 in their entirety as follows:</p> <p><del>‘The historic environment within IP-One is addressed in a variety of ways. Within the plan, the site sheets in Appendix 3 identify where there are historic environment constraints which will need to be taken into consideration in the redevelopment of the sites. Core Strategy Review policies CS4 and DM13/DM14 set out the framework for considering the impacts of development on the historic environment through the development management process. The Council will also consider the heritage impacts of allocating the most sensitive sites within IP-One. The Opportunity Area development guidelines in Chapter 6, which focus on areas which are likely to undergo the greatest change, also highlight heritage issues.</del></p> <p><del>IP-One contains parts of several conservation areas: Central, Wet Dock, Stoke and St Helen’s. The Council has produced Conservation Area Character Appraisals for all the conservation areas and these are reviewed every five years. The Council has also adopted an Urban Character supplementary planning document to cover parts of the town outside the conservation areas. Buildings at risk within the Borough are concentrated within IP-One. They are reviewed annually and action is underway to address all the buildings currently at risk, through negotiation with the owners, supporting the preparation of funding bids, compulsory purchase of sites or repairs being undertaken by owners. Grade I and II* buildings in Ipswich are dealt with through the national Heritage at Risk register.’</del></p>
MM217	50	Policy SP10	<p>Amend Policy SP10: Retail Site Allocations, to read as follows:</p> <p><b>‘Policy SP10 Retail Site Allocations <u>in the IP-One Area</u></b></p> <p><b>Sites are allocated in the Central Shopping Area <u>within the IP-One Area</u> for retail development to meet the forecast need for comparison shopping floorspace to 2031 at:</b></p> <p><b>a. <u>New site— IP347 Mecca Bingo, Lloyds Avenue (650 sq m net); and</u></b></p> <p><b>b. <u>IP040 The former Civic Centre, Civic Drive (‘Westgate’) as part of a</u></b></p>

			<p><del>residential-led development (2,050 sq m net);</del>  <del>c. IP048b west part of Mint Quarter as part of a mixed use residential development (4,800 sq m net); and</del>  d. <u>IP348</u> Units in upper Princes Street (675 sq m net).</p> <p>The former British Homes Stores, Butter Market, is safeguarded to include some future A1 retail provision.</p> <p><u>Other retail development will be included as part of mixed use development schemes at Westgate and the Mint Quarter as set out in New Policy Former Civic Centre, Civic Drive (Westgate) and New Policy The Mint Quarter.</u></p> <p><del>The Central Shopping Area is amended to extend to the south west part way down Princes Street and contract at its western extend to exclude the former police station (site IP041) and adjacent housing.</del></p> <p><del>Land is also allocated at the former Co-Op Depot, Boss Hall Road (315 sq m net), to meet the need for comparison shopping floorspace as part of the new Sproughton Road District Centre. Development will be at an appropriate scale for a district centre in accordance with CS14.</del></p> <p>The allocations and the extent of the Central Shopping Area are illustrated on the <del>policies map and the IP-One Area</del> <u>Action Plan Inset Policies Map</u>.</p> <p><u>Any proposal will be expected to comply with the relevant development management policies contained in the Core Strategy DPD.'</u></p>
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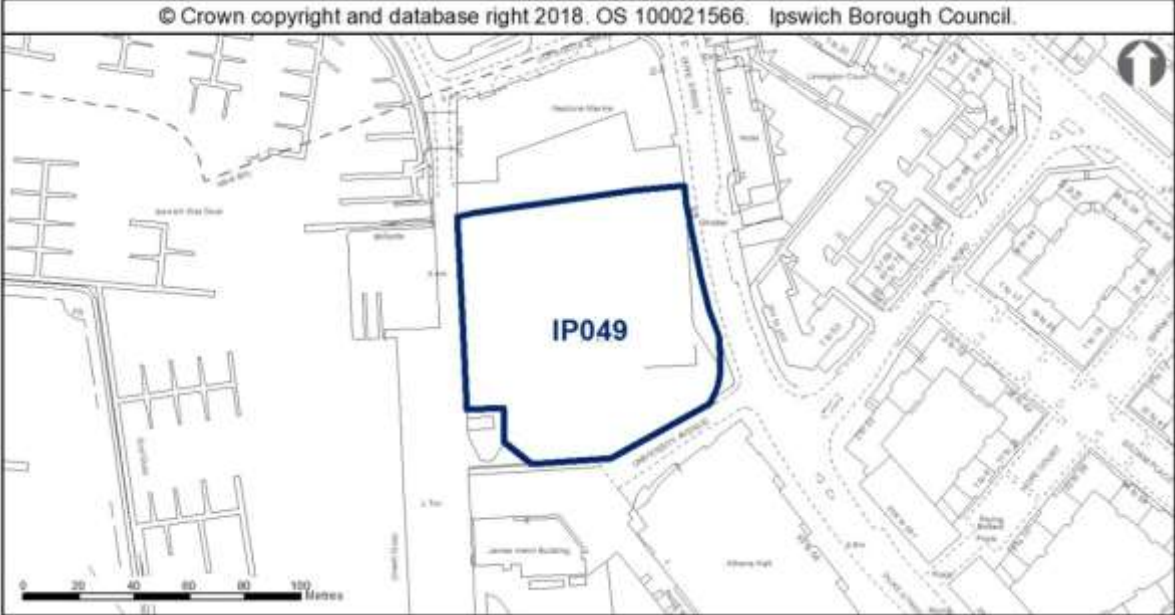


MM218	51	Paragraph 5.13	<p>Amend paragraph 5.13 to read as follows:</p> <p><u>‘New retail floorspace here helps to address the qualitative deficiencies in the town centre, such as the lack of choice of large floor plate shop units. Conditions may be applied to permissions to prevent retail development from changing to alternative uses within Use Class E under permitted development rights, where this would undermine the strategy of the Plan or be contrary to national policy. For example, where change of use from retail to other Class E uses could take place that could harm the vitality and viability of the town centre. Each application will be judged on its own merits as to whether conditions are reasonable and necessary in each instance.’</u></p>
MM219	51	Paragraph 5.14	<p>Delete paragraph 5.14 in its entirety as follows:</p> <p><del>‘A development brief will be prepared to guide the redevelopment of the Mint Quarter.’</del></p>

MM220	51	Paragraph 5.15	<p>Amend paragraph 5.15 to read as follows:</p> <p>'In addition to the new allocations, existing units which are vacant or in <del>A2</del> <u>financial and professional services</u> use are allocated and safeguarded, consisting of the upper part of Princes Street currently primarily in <del>A2</del> <u>financial and professional services</u> use but with two vacant units, and the former BHS store on the Butter Market which has potential for over 3,000 sq m of floor space in a large floorplate building in the primary shopping area.'</p>
MM221	51	Paragraph 5.16	<p>Amend paragraph 5.16 to read as follows:</p> <p>'The allocations above, <u>the Sproughton Road District Centre (315 sqm net) allocated through New Policy Retail Site Allocation (outside the IP-One Area)</u>, and small scale retail floorspace likely to be delivered within mixed use developments in <u>the IP-One Area (840 sq m net)</u>, and the new District Centre allocated at Ipswich Garden Suburb through policy CS10 provide for at least 10,000 sq m (net) of new comparison retail floorspace. The need for retail floorspace will be kept under review.'</p>
MM222	52	Policy SP11	<p>Amend Policy SP11 The Waterfront to read as follows:</p> <p><b>'Policy SP11 The Waterfront</b></p> <p><b>The Waterfront is defined on the IP-One Area <u>Action Plan</u> inset <del>p</del><u>Policies</u> <del>m</del><u>Map</u>. The Waterfront remains the focus for regeneration within central Ipswich to create high quality, mixed use neighbourhoods in accordance with Core Strategy Review <del>p</del><u>Policies</u> CS2 and CS3.</b></p> <p><b>Within the Waterfront, new development should contain a mix of uses. Residential, community, office, arts, culture, open space, boat-related and tourism uses will be permitted. <del>Final Draft</del> Core Strategy <del>p</del><u>Policy</u> DM23 a. shall apply in relation to residential density.</b></p>

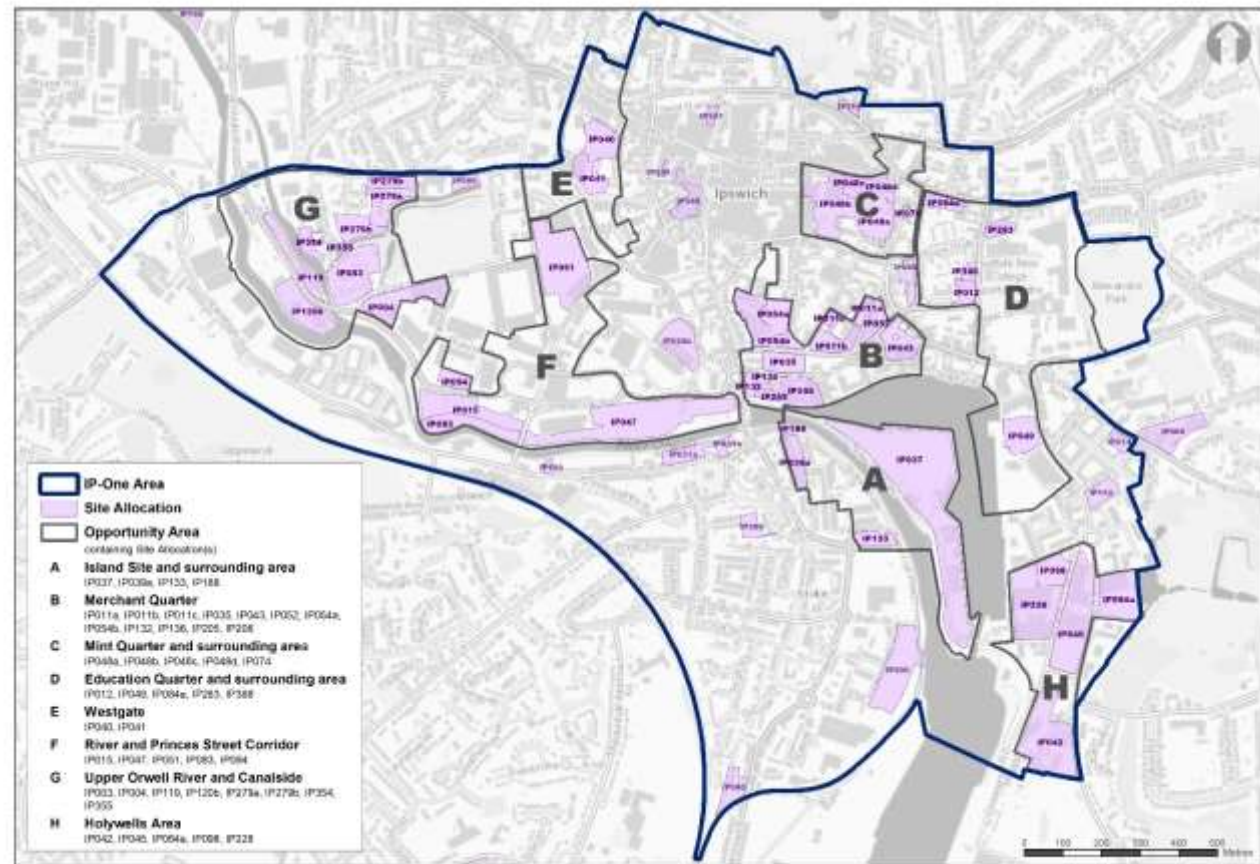


			<p>Where the Waterfront overlaps with the town centre at the northern quays, all the main town centre uses will be permitted with the exception of retail uses, applications for which will be considered against <del>Final Draft</del> Core Strategy <del>p</del>Policy DM312.</p> <p>The Education Quarter is addressed through <del>p</del>Policy SP12 and arts, culture and tourism through <del>p</del>Policy DM28 (formerly SP14).</p> <p><u>Any proposal will be expected to comply with the relevant development management and other policies appropriate to the application.'</u></p>
MM223	54	Policy SP12	<p>Amend Policy SP12 Education Quarter to read as follows:</p> <p><b>'Policy SP12 Education Quarter</b></p> <p>The Education Quarter is defined on the IP-One Area <u>Action Plan</u> <del>Inset</del> <del>p</del>Policies <del>Map</del>, comprising the Suffolk New College campus and the University of Suffolk campus. Within the defined Education Quarter, development for education and ancillary uses such as student accommodation or offices will be permitted.</p> <p>On sites which fall within the Education Quarter and the Waterfront, the Council <u>will consider Waterfront uses positively</u> <del>would consider Waterfront uses on their merits</del>, provided they would not compromise the ability of the University to function or expand and to meet future education needs.</p> <p>Development of site reference IP049 No 8 Shed Orwell Quay will be required to include an element of public car parking in accordance with <del>p</del>Policy SP17.</p>

			
MM224	56	Policy SP13	<p>Amend Policy SP13 Portman Quarter to read as follows:</p> <p><b>'Policy SP13 Portman Quarter</b></p> <p><b>The Portman Quarter is defined on the IP-One Area <u>Action Plan</u> <del>Inset</del> <del>Map</del> as a focus for regeneration in the west of <u>the IP-One Area</u>. The Council's vision for the Portman Quarter is a mixed-use neighbourhood of residential use, open spaces and main town centre uses, (excluding retail), where they accord with <del>Final Draft</del> <u>Core Strategy</u> <del>Policy</del> <u>DM31</u>.</b></p> <p><b><u>Any proposal will be expected to comply with the relevant development management and other policies appropriate to the application.'</u></b></p>
MM225		New Heading	<p>Insert a new heading and two new paragraphs before paragraph 6.1 to read as follows:</p>

		and New Paragraphs	<p><u>'Vision</u></p> <p><u>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.</u></p> <p><u>The Opportunity Area policies set out the acceptable mix of uses and development principles for any future development within these areas.'</u></p>
MM226	67	Paragraph 6.1	<p>Amend paragraph 6.1 to read as follows:</p> <p><u>'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 sites, which together present an important opportunity to enhance the townscape and public realm. The Opportunity Area Policies should be read with consideration to the SP and DM Policies which set out the preferred use of the site. The Opportunity Area Policies set out the vision for the wider area. 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. 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.</u></p> <p><u>The Opportunity Area policies detail the acceptable uses and development principles for each area as a whole, with more individual requirements set out in site specific policies for allocations within these Opportunity Areas.</u></p> <p><u>The eight IP-One Opportunity Areas are as follows:</u></p> <p>A     Island Site <u>and surrounding area</u> <del>(this area includes part of the former Opportunity Area E Over Stoke Waterside)</del></p>

			<p>B Merchant Quarter</p> <p>C Mint Quarter and surrounding area</p> <p>D Education Quarter and surrounding area</p> <p>E Westgate</p> <p>F River and Princes Street Corridor (<del>this area reflects a re-focus of the former Opportunity Area G River Corridor</del>)</p> <p>G Upper Orwell River and Canalside <del>— this is a new area added to reflect potential development sites in this area of IP-One, allocated through policy SP2</del></p> <p>H Holywells Area'</p>
MM227		New Plan	<p>Insert a new plan after paragraph 6.1 as follows:</p> <p><u>'Map illustrating Opportunity Areas A-H, with allocated sites highlighted within each area.'</u></p>



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MM228

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Paragraph 6.2

Amend paragraph 6.2 to read as follows:

‘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. <del>and</del> <u>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.</u>
MM229	70-71	A Island Site, Site Analysis & Development Options Plans	Amend the A – Island Site <u>and surrounding area</u> – Site Analysis and Development Options Plans as set out in Appendix 1 of this schedule.
MM230	N/A	New Policy	<p>Insert New Policy Opportunity Area A – Island Site and surrounding area after ‘A – Island Site. Development Options.’ Plan to read as follows:</p> <p><b><u>‘New Policy Opportunity Area A – Island Site and surrounding area</u></b></p> <p><b><u>Within Opportunity Area A – Island Site and surrounding area defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:</u></b></p> <ul style="list-style-type: none"> <li>a. <b><u>Residential (70% on IP037 and 100% on IP039a, IP133 and IP188), which could include live-work units;</u></b></li> <li>b. <b><u>Marina moorings and shore based facilities at the south end of the Island;</u></b></li> <li>c. <b><u>Marine related industry, including boat building;</u></b></li> <li>d. <b><u>Employment uses in Use Class E(g), including office use;</u></b></li> <li>e. <b><u>Small scale retail, cafes and restaurants;</u></b></li> <li>f. <b><u>Heritage/cultural based visitor attraction; and</u></b></li> <li>g. <b><u>Public open space.</u></b></li> </ul> <p><b><u>Any proposal should accord with the following development principles:</u></b></p>

			<p>(i.) <u>Retention, refurbishment and conversion of historic structures (Public Warehouse, Lock Keepers Cottages and Harbour Masters House);</u></p> <p>(ii.) <u>Reinterpretation of historic lock as focus to new public space;</u></p> <p>(iii.) <u>Protection of predominantly open character of water area;</u></p> <p>(iv.) <u>Generally low to medium rise development (3 ,4 and 5 storeys);</u></p> <p>(v.) <u>High quality public realm/open spaces that integrates with the Flood Barrier public space and viewing points;</u></p> <p>(vi.) <u>Waterfront promenades to Wet Dock and Riverside;</u></p> <p>(vii.) <u>Development to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street;</u></p> <p>(viii.) <u>Layout should not prejudice the potential provision of a full Wet Dock crossing;</u></p> <p>(ix.) <u>Provision of cycle/pedestrian bridge across lock gate and westward pedestrian and cycle access across the New Cut;</u></p> <p>(x.) <u>Layout to facilitate location of new foot/cycle bridge from New Cut to St Peter’s Wharf;</u></p> <p>(xi.) <u>Layout and design to address flood risk;</u></p> <p>(xii.) <u>Development to take account of heritage assets issues including archaeology and the Stoke and Wet Dock Conservation Areas;</u></p> <p>(xiii.) <u>Ensure suitable public transport provision through improved connections between the Island and mainland; and</u></p> <p>(xiv.)<u>Retain existing industrial uses on the Island site.</u></p> <p><u>Development should also take into account the requirements of New Policy The Island Site (IP037) and New Policy Housing Allocations in the IP-One Area for IP039a, IP133 and IP188.’</u></p>
MM231	72	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>Character Assessment</u></p>

		<p>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 <del>Island Waterfront</del> has changed as industrial port activities have given way to <u>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.</u></p> <p><u>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.</u></p> <p><u>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).</u></p> <p><u>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.</u></p> <p><u>Vision</u></p>
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		<p><u>The waterfront should be a focus for high quality residential development which reflects the special interest of the conservation areas and historic environment.</u></p> <p><u>The new development should sit alongside existing successful industrial uses and residential schemes and create a balanced community.</u></p> <p><u>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.</u></p> <p><u>New development should seek to link to existing connections to ensure proposals integrate with the existing character and layout of the surrounding area.</u></p> <p><u>Development Potential</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.'</u></p>
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MM232	72-73	Development Opportunities and Development Principles Table	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="640 311 1865 1316"> <thead> <tr> <th data-bbox="640 311 1252 352"><b>Development Opportunities</b></th> <th data-bbox="1252 311 1865 352"><b>Development Principles</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="640 352 1252 1316"> <p>Mixed use development comprising (percentage is indicative):</p> <ul style="list-style-type: none"> <li>● <del>Residential (70%) could include live-work units</del></li> <li>● <del>Marina moorings and shore based facilities at the south end of the Island</del></li> <li>● <del>Marine related industry including boat building</del></li> <li>● <del>Employment including office use</del></li> <li>● <del>Small scale retail, cafes and restaurants</del></li> <li>● <del>Heritage/cultural based visitor attraction</del></li> <li>● <del>Public open space</del></li> <li>● <del>Conversion of historic buildings</del></li> <li>● <del>Waterfront promenade</del></li> </ul> </td> <td data-bbox="1252 352 1865 1316"> <ul style="list-style-type: none"> <li>● <del>Retention, refurbishment and conversion of historic structures (Public Warehouse, Lock Keepers Cottages and Harbour Masters House)</del></li> <li>● <del>Reinterpretation of historic lock as focus to new public space</del></li> <li>● <del>Protection of key vistas across the island</del></li> <li>● <del>Protection of predominantly open character of water area</del></li> <li>● <del>Generally low to medium rise development (3,4 and 5 storeys)</del></li> <li>● <del>High quality public realm/open spaces</del></li> <li>● <del>Waterfront promenades to Wet Dock and Riverside</del></li> <li>● <del>Development to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street</del></li> <li>● <del>Layout should not prejudice the potential provision of a full Wet Dock crossing</del></li> </ul> </td> </tr> </tbody> </table>	<b>Development Opportunities</b>	<b>Development Principles</b>	<p>Mixed use development comprising (percentage is indicative):</p> <ul style="list-style-type: none"> <li>● <del>Residential (70%) could include live-work units</del></li> <li>● <del>Marina moorings and shore based facilities at the south end of the Island</del></li> <li>● <del>Marine related industry including boat building</del></li> <li>● <del>Employment including office use</del></li> <li>● <del>Small scale retail, cafes and restaurants</del></li> <li>● <del>Heritage/cultural based visitor attraction</del></li> <li>● <del>Public open space</del></li> <li>● <del>Conversion of historic buildings</del></li> <li>● <del>Waterfront promenade</del></li> </ul>	<ul style="list-style-type: none"> <li>● <del>Retention, refurbishment and conversion of historic structures (Public Warehouse, Lock Keepers Cottages and Harbour Masters House)</del></li> <li>● <del>Reinterpretation of historic lock as focus to new public space</del></li> <li>● <del>Protection of key vistas across the island</del></li> <li>● <del>Protection of predominantly open character of water area</del></li> <li>● <del>Generally low to medium rise development (3,4 and 5 storeys)</del></li> <li>● <del>High quality public realm/open spaces</del></li> <li>● <del>Waterfront promenades to Wet Dock and Riverside</del></li> <li>● <del>Development to provide vehicular access (including emergency vehicles) and bridge across New Cut to link to Felaw Street</del></li> <li>● <del>Layout should not prejudice the potential provision of a full Wet Dock crossing</del></li> </ul>
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MM233	74-75	B- Merchant Quarter Site Analysis and Development Options Plans	Amend the B – Merchant Quarter – Site Analysis and Development Options Plans as set out in Appendix 2 of this schedule.		
MM234	N/A	New Policy	<p>Insert New Policy Opportunity Area B – Merchant Quarter after ‘B – Merchant Quarter. Development Options.’ Plan to read as follows:</p> <p><b><u>New Policy Opportunity Area B – Merchant Quarter</u></b></p>		

**Within Opportunity Area B – Merchant Quarter defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:**

- a. **Residential (could include live work units); and,**
- b. **Non-residential use:**
  - **Offices/businesses;**
  - **Cafes/restaurants; and**
  - **Small scale retail.**

**Any proposal should accord with the following development principles:**

- (i.) **Layout to relate to historic street pattern;**
- (ii.) **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;**
- (iii.) **Enhance pedestrian linkage between town centre and waterfront with upgraded public realm;**
- (iv.) **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;**
- (v.) **Development to respect and enhance setting of Listed and historic buildings;**
- (vi.) **Development to address scheduled monuments and archaeology, including conservation principles and, where relevant, mitigation for impacts on archaeological remains and enhancement of public understanding;**
- (vii.) **Development directly affecting scheduled monuments will need to deliver demonstrable public benefit;**
- (viii.) **Replacement site for major EDF electricity sub-station; and**
- (ix.) **Layout and design to address flood risk.**

**Development should also take into account the requirements of New Policies Key Street/Star Lane/Burton's for IP035, Commercial Building, Star Lane for IP043, Land between Old Cattle Market and Star Lane for IP054b, Former St Peter's Warehouse, 4 Bridge Street for IP132, New Policy Housing Allocations in the IP-One Area for IP011a, IP011b, IP011c, IP031a and Policy SP4 Opportunity Sites in the IP One Area for IP052.'**

MM235	76	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>Character Assessment</u></p> <p>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.</p> <p>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. <u>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.</u></p> <p><u>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.</u></p> <p><u>Vision</u></p> <p>The <u>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.</u> The area includes several vacant and underused sites, the redevelopment of which would knit the area together from its present fragmented state.</p>
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		<p><u>New development within the area should have its own unique character reflective of its transitional location.</u></p> <p><u>The Council has adopted a Town Centre and Waterfront Public Realm Strategy SPD which aims to guide the improvement of public spaces and streets.</u></p> <p><u>Development potential</u></p> <p><u>Opportunity Area B is a focus for urban regeneration within the town and represents a significant clustering of sites with development potential.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.'</u></p>
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MM236	76-77	Development Opportunities and Principles Table	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="640 268 1865 1332"> <thead> <tr> <th data-bbox="640 268 1252 311"><b>Development Opportunities</b></th> <th data-bbox="1252 268 1865 311"><b>Development Principles</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="640 311 1252 1332"> <p><del>Mixed use development comprising:-</del>  <del>Residential (could include live work units)</del></p> <p><del>Non-residential use</del></p> <ul style="list-style-type: none"> <li><del>—Offices/businesses</del></li> <li><del>—Cafes/restaurants</del></li> <li><del>—Small scale retail</del></li> </ul> </td> <td data-bbox="1252 311 1865 1332"> <ul style="list-style-type: none"> <li><del>• Layout to relate to historic street pattern.</del></li> <li><del>• 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.</del></li> <li><del>• Enhance pedestrian linkage between town centre and waterfront with upgraded public realm.</del></li> <li><del>• 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.</del></li> <li><del>• Development to respect and enhance setting of Listed and historic buildings.</del></li> <li><del>• Development to address scheduled monuments and archaeology.</del></li> <li><del>• Replacement site for major EDF electricity sub-station.</del></li> </ul> </td> </tr> </tbody> </table>	<b>Development Opportunities</b>	<b>Development Principles</b>	<p><del>Mixed use development comprising:-</del>  <del>Residential (could include live work units)</del></p> <p><del>Non-residential use</del></p> <ul style="list-style-type: none"> <li><del>—Offices/businesses</del></li> <li><del>—Cafes/restaurants</del></li> <li><del>—Small scale retail</del></li> </ul>	<ul style="list-style-type: none"> <li><del>• Layout to relate to historic street pattern.</del></li> <li><del>• 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.</del></li> <li><del>• Enhance pedestrian linkage between town centre and waterfront with upgraded public realm.</del></li> <li><del>• 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.</del></li> <li><del>• Development to respect and enhance setting of Listed and historic buildings.</del></li> <li><del>• Development to address scheduled monuments and archaeology.</del></li> <li><del>• Replacement site for major EDF electricity sub-station.</del></li> </ul>
<b>Development Opportunities</b>	<b>Development Principles</b>						
<p><del>Mixed use development comprising:-</del>  <del>Residential (could include live work units)</del></p> <p><del>Non-residential use</del></p> <ul style="list-style-type: none"> <li><del>—Offices/businesses</del></li> <li><del>—Cafes/restaurants</del></li> <li><del>—Small scale retail</del></li> </ul>	<ul style="list-style-type: none"> <li><del>• Layout to relate to historic street pattern.</del></li> <li><del>• 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.</del></li> <li><del>• Enhance pedestrian linkage between town centre and waterfront with upgraded public realm.</del></li> <li><del>• 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.</del></li> <li><del>• Development to respect and enhance setting of Listed and historic buildings.</del></li> <li><del>• Development to address scheduled monuments and archaeology.</del></li> <li><del>• Replacement site for major EDF electricity sub-station.</del></li> </ul>						

				● Layout and design to address flood risk.	
MM237	78-79	C-Mint Quarter and Surrounding Area Site Analysis and Development Options Plans	Amend the C – Mint Quarter and surrounding area – Site Analysis and Development Options Plans as set out in Appendix 3 of this schedule.		
MM238	N/A	New Policy	<p>Insert New Policy Opportunity Area C – Mint Quarter and surrounding area after ‘C – Mint Quarter. Development Options.’ Plan to read as follows:</p> <p><b><u>‘New Policy Opportunity Area C – Mint Quarter/<del>Cox Lane regeneration area</del> and surrounding area</u></b></p> <p><b><u>Within Opportunity Area C – Mint Quarter and surrounding area defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:</u></b></p> <p>a. <b><u>Residential;</u></b>  b. <b><u>Shoppers short stay car parking (multi storey);</u></b>  c. <b><u>Public open space;</u></b>  d. <b><u>Café/restaurant uses;</u></b>  e. <b><u>Some retail on site IP048b; and,</u></b>  f. <b><u>School.</u></b></p> <p><b><u>Any proposal should accord with the following development principles:</u></b></p>		



			<p>(i.) <u>Improved pedestrian connection with new urban space;</u>  (ii.) <u>Enhanced pedestrian permeability east-west and north-south across the area;</u>  (iii.) <u>Layout to promote active frontages at ground floor level;</u>  (iv.) <u>Development to preserve and enhance setting of Listed and historic buildings;</u>  (v.) <u>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;</u>  (vi.) <u>Development directly affecting scheduled monuments will need to deliver demonstrable public benefit;</u>  (vii.) <u>Development to provide appropriate building scale to historic street frontages and the character of the Conservation Areas;</u>  (viii.) <u>Enhancement of linkage to Regent Theatre through public realm improvements;</u>  (ix.) <u>Provision of major new landscaped public space at focus of scheme; and</u>  (x.) <u>Scheme to promote regeneration of Upper Orwell Street including environmental enhancements.</u></p> <p><u>Development should also take into account the requirements of New Policy Mint Quarter for IP048a and IP048b.'</u></p>
MM239	N/A	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>'Character Assessment</u></p> <p>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.</p> <p><u>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.</u></p>

		<p><u>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.</u></p> <p><u>Vision</u></p> <p><del>Redevelopment of the Mint Quarter presents an opportunity for a mix of predominantly non-retail uses.</del> 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 <u>for shoppers</u> and redeveloped urban blocks with a legible layout of streets and public spaces. 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.</p> <p><u>The Council has adopted a Town Centre and Waterfront Public Realm Strategy SPD which aims to guide the improvement of public spaces.</u></p> <p><u>Development Potential</u></p> <p>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</p>
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			<p>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. <u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>A development brief for the whole site (IP048a and IP048b) will be prepared but development may come forward incrementally.'</u></p>
MM240	80-81	Development Opportunity	Delete the Development Opportunities and Development Principles Table in its entirety as follows:

		<p>ies and Development Principles Table</p>	<p><b>Development Opportunities</b></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>	<p><b>Development Principles</b></p> <ul style="list-style-type: none"> <li>● Pedestrian connection opposite Butter Market 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 respect and enhance setting of Listed and historic buildings.</li> <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>● Development to provide appropriate building scale to historic street frontages and to be</li> </ul>	
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				<p>appropriate in the context of the Conservation Areas.</p> <ul style="list-style-type: none"> <li>• Enhancement of linkage to Regent Theatre.</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>	
MM241	82-83	D- Education Quarter and Surrounding Area Site Analysis and Development Options Plans	Amend the D – Education Quarter and surrounding area – Site Analysis and Development Options Plans as set out in Appendix 4 of this schedule.		
MM242	N/A	New Policy	<p>Insert New Policy Opportunity Area D – Education Quarter and surrounding area after ‘D – Education Quarter and Surrounding Area. Development Options.’ Plan to read as follows:</p> <p><b><u>New Policy Opportunity Area D – Education Quarter and surrounding area</u></b></p> <p><b><u>Within Opportunity Area D – Education Quarter and surrounding area defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:</u></b></p>		

			<p>a. <b>Higher &amp; Further education uses:</b></p> <ul style="list-style-type: none"> <li>• Academic facilities; and,</li> <li>• Support facilities.</li> </ul> <p>b. <b><u>Uses appropriate to the Waterfront:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Hotel;</u></b></li> <li>• <b><u>Car Parking (including public) (site IP049);</u></b></li> <li>• <b><u>Small scale retail, café/restaurant; and,</u></b></li> <li>• <b><u>Offices/business.</u></b></li> </ul> <p><b><u>Any proposal should accord with the following development principles:</u></b></p> <p>(i.) <b><u>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;</u></b></p> <p>(ii.) <b><u>Development to respect and enhance setting of Listed and historic buildings;</u></b></p> <p>(iii.) <b><u>Development to address archaeology and Wet Dock, Central, and St Helen’s Conservation Areas;</u></b></p> <p>(iv.) <b><u>Layout and design to address flood risk; and,</u></b></p> <p>(v.) <b><u>Enhanced pedestrian and cycle permeability through the area and linking into wider networks.</u></b></p> <p><b><u>Development should also take into account the requirements of New Policy Housing Allocations in the IP-One Area for IP012 and Policy SP17 Town Centre Car Parking in the IP-One Area for IP049.’</u></b></p>
MM243	84	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>‘Character Assessment</u></p> <p>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</p>

		<p>Suffolk New College. <u>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.</u></p> <p>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.</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Vision</u></p> <p>The major investment associated with further <u>University of Suffolk and Suffolk New College</u> 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.</p> <p><u>Development Potential</u></p> <p><u>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.’</u></p>
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MM244	84-85	Development Opportunities and Development Principles Table	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="638 268 1865 1318"> <thead> <tr> <th data-bbox="638 268 1249 308"><b>Development Opportunities</b></th> <th data-bbox="1249 268 1865 308"><b>Development Principles</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="638 308 1249 1318"> <p>(percentage is indicative)</p> <p>Higher &amp; Further Education uses (75%)</p> <ul style="list-style-type: none"> <li>• Academic facilities</li> <li>• Support facilities</li> <li>• Student accommodation</li> </ul> <p><u>Residential development</u></p> <p>Hotel</p> <p>Car parking (inc. public)</p> <p>Small scale retail, café/restaurant</p> <p>Offices/business</p> </td> <td data-bbox="1249 308 1865 1318"> <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>• 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.</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> </td> </tr> </tbody> </table>	<b>Development Opportunities</b>	<b>Development Principles</b>	<p>(percentage is indicative)</p> <p>Higher &amp; Further Education uses (75%)</p> <ul style="list-style-type: none"> <li>• Academic facilities</li> <li>• Support facilities</li> <li>• Student accommodation</li> </ul> <p><u>Residential development</u></p> <p>Hotel</p> <p>Car parking (inc. public)</p> <p>Small scale retail, café/restaurant</p> <p>Offices/business</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>• 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.</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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<p>(percentage is indicative)</p> <p>Higher &amp; Further Education uses (75%)</p> <ul style="list-style-type: none"> <li>• Academic facilities</li> <li>• Support facilities</li> <li>• Student accommodation</li> </ul> <p><u>Residential development</u></p> <p>Hotel</p> <p>Car parking (inc. public)</p> <p>Small scale retail, café/restaurant</p> <p>Offices/business</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>• 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.</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>						



MM245	86-87	E- Westgate Site Analysis and Developm ent Options Plans	Amend the E – Westgate – Site Analysis and Development Options Plans as set out in Appendix 5 of this schedule.
MM246	N/A	New Policy	<p>Insert New Policy Opportunity Area E – Westgate after ‘E – Westgate. Development Options.’ Plan to read as follows:</p> <p><b><u>‘New Policy Opportunity Area E – Westgate</u></b></p> <p><b><u>Within Opportunity Area E – Westgate defined on the IP-One Area Action Plan Inset Policies Map the following residential led mix of uses, with some retail on the former Civic Centre Site (IP040) will be acceptable:</u></b></p> <ul style="list-style-type: none"> <li>a. <b><u>Residential;</u></b></li> <li>b. <b><u>Retail;</u></b></li> <li>c. <b><u>Café/restaurant uses;</u></b></li> <li>d. <b><u>Shoppers car parking;</u></b></li> <li>e. <b><u>Improved cultural offering; and,</u></b></li> <li>f. <b><u>Uses which would complement the New Wolsey Theatre.</u></b></li> </ul> <p><b><u>Any proposal should accord with the following development principles:</u></b></p> <ul style="list-style-type: none"> <li>(i.) <b><u>Layout to promote enhanced pedestrian linkage between Westgate Street and the New Wolsey theatre, northwards to Ipswich Museum on High Street and eastwards between the retail allocation and Museum Street;</u></b></li> <li>(ii.) <b><u>Surface level pedestrian/cycle crossing across Civic Drive;</u></b></li> </ul>

			<p>(iii.) <u>Creation of new urban space at Westgate Street;</u></p> <p>(iv.) <u>Redevelopment of the Civic Centre site to incorporate landmark building;</u></p> <p>(v.) <u>Higher density housing to Civic Drive sites (4-6 storeys) as opportunities arise;</u></p> <p>(vi.) <u>Enhanced public realm in Elm Street;</u></p> <p>(vii.) <u>Development to take account of nearby heritage assets and archaeology; and,</u></p> <p>(viii.) <u>Ancillary routes should acknowledge historic routes and features as appropriate (in order to aid public understanding and appreciation of heritage).</u></p> <p><u>Development should also take into account the requirements of New Policy Former Civic Centre, Civic Drive (Westgate) for IP040 and New Policy Housing Allocations in the IP-One Area for IP041.'</u></p>
MM247	88	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>'Character Assessment</u></p> <p>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 <u>police station, much of the site is used for surface level car parking and contributes little to the character of the area.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>

			<p><u>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.</u></p> <p><u>Vision</u></p> <p><u>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.</u></p> <p><u>Development Potential</u></p> <p><u>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.</u></p> <p><u>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.</u></p>		
MM248	88-89	Development Opportunities and	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="636 1318 1771 1396"> <tr> <td data-bbox="636 1318 1178 1396"><del>Development Opportunities</del></td> <td data-bbox="1178 1318 1771 1396"><del>Development Principles</del></td> </tr> </table>	<del>Development Opportunities</del>	<del>Development Principles</del>
<del>Development Opportunities</del>	<del>Development Principles</del>				

		<p>Development Principles Table</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 network</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 St 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>● Enhancement of plaza fronting New Wolsey Theatre, including replacement of redundant water feature</li> <li>● Redevelopment of the Civic Centre site to incorporate landmark building</li> <li>● Higher density housing to Civic Drive, Gt Gipping Street &amp; Curriers Lane sites (4-6 storeys) as opportunities arise – housing on Black Horse Lane now excluded from allocations</li> <li>Enhanced public realm in Elm Street</li> <li>● Development to take account of nearby heritage assets and archaeology</li> </ul>	
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				<ul style="list-style-type: none"> <li>• Ancillary routes should acknowledge historic routes and features as appropriate (in order to aid public understanding and appreciation of heritage).</li> </ul>	
MM249	90-91	F-River and Princes Street Corridor Site Analysis and Development Options Plans	Amend the F – River and Princes Street Corridor – Site Analysis and Development Options Plans as set out in Appendix 6 of this schedule.		
MM250	N/A	New Policy	<p>Insert New Policy Opportunity Area F – River and Princes Street Corridor after ‘F – River and Princes Street Corridor. Development Options.’ Plan to read as follows:</p> <p><b><u>New Policy Opportunity Area F – River and Princes Street Corridor</u></b></p> <p><b><u>Within Opportunity Area F – River and Princes Street Corridor defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:</u></b></p> <ol style="list-style-type: none"> <li><b><u>Leisure;</u></b></li> <li><b><u>Car parking (IP015 and IP051);</u></b></li> <li><b><u>Use Class E(g), including offices;</u></b></li> <li><b><u>Residential uses where appropriate within mixed use developments adjacent to the river; and,</u></b></li> <li><b><u>Public open space.</u></b></li> </ol>		

			<p><b><u>Any proposal should accord with the following development principles:</u></b></p> <p><b><u>(i.) Riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront;</u></b></p> <p><b><u>(ii.) Creation of new townscape east of Portman Road, with well-defined blocks and through routes to improve permeability;</u></b></p> <p><b><u>(iii.) Development of Princes Street as a civic boulevard and gateway to the town centre;</u></b></p> <p><b><u>(iv.) Scale of development medium rise (4-6 storeys) with opportunities for enhanced scale in key locations (where this would not harm the setting of listed buildings and would meet the criteria set out in Policy DM15 Tall Building);</u></b></p> <p><b><u>(v.) Layout and design to address flood risk;</u></b></p> <p><b><u>(vi.) Layout and design to take account of the historic environment including archaeology; and,</u></b></p> <p><b><u>(vii.) Enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor.</u></b></p> <p><b><u>Development should also take into account the requirements of New Policy West End Road Surface Car Park for IP015, New Policy Land at Commercial Road for IP047, New Policy Old Cattle Market, Portman Road for IP051, New Policy Land Allocated and Protected as Open Space in the IP-One Area for IP083 and New Policy Land allocated for Employment Use in the IP One Area for IP094.'</u></b></p>
MM251	92	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>'Character Assessment</u></p> <p>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</p>

		<p>station and Ipswich Town Football ground. The two corridors include many underused or vacant commercial sites <u>as well as surface level car parking</u>, with a generally poor environmental quality and very fragmented townscape.</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Vision</u></p> <p>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.</p> <p><u>Development Potential</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p>The riverside connection to the Waterfront area can be enhanced as a setting for new pedestrian and cycle links <u>and public open space</u>.</p>
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			The area of <u>surface level</u> 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 <u>public open space parkland</u> to the west.'				
MM252		Development Opportunities and Development Principles Table	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1"> <thead> <tr> <th><b>Development Opportunities</b></th> <th><b>Development Principles</b></th> </tr> </thead> <tbody> <tr> <td> <p><del>Office-led mixed use development</del></p> <ul style="list-style-type: none"> <li><del>— Leisure</del></li> <li><del>— Car parking</del></li> </ul> <p><del>Enhanced environment for people arriving at Ipswich by rail</del></p> <p><del>Residential uses where appropriate within mixed use developments adjacent to the river</del></p> </td> <td> <ul style="list-style-type: none"> <li><del>● Riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront</del></li> <li><del>● Creation of new townscape east of Portman Road, with well-defined blocks and through routes</del></li> <li><del>● Development of Princes Street as a civic boulevard and gateway to town centre</del></li> <li><del>● Scale of development medium rise (4-6 storeys) with opportunities for enhanced scale in key locations</del></li> <li><del>● Layout and design to address flood risk</del></li> <li><del>● Layout and design to take account of the historic environment including archaeology</del></li> <li><del>● Enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor</del></li> </ul> </td> </tr> </tbody> </table>	<b>Development Opportunities</b>	<b>Development Principles</b>	<p><del>Office-led mixed use development</del></p> <ul style="list-style-type: none"> <li><del>— Leisure</del></li> <li><del>— Car parking</del></li> </ul> <p><del>Enhanced environment for people arriving at Ipswich by rail</del></p> <p><del>Residential uses where appropriate within mixed use developments adjacent to the river</del></p>	<ul style="list-style-type: none"> <li><del>● Riverside green corridor with enhanced pedestrian and cycle routes to the Waterfront</del></li> <li><del>● Creation of new townscape east of Portman Road, with well-defined blocks and through routes</del></li> <li><del>● Development of Princes Street as a civic boulevard and gateway to town centre</del></li> <li><del>● Scale of development medium rise (4-6 storeys) with opportunities for enhanced scale in key locations</del></li> <li><del>● Layout and design to address flood risk</del></li> <li><del>● Layout and design to take account of the historic environment including archaeology</del></li> <li><del>● Enhancement of pedestrian/cycle access to the station from the town centre and along the river corridor</del></li> </ul>
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MM253	94-95	G-Upper Orwell River and Canalside Site Analysis and Developm ent Options Plans	Amend the G – Upper Orwell River and Canalside – Site Analysis and Development Options Plans as set out in Appendix 7 of this schedule.
MM254	N/A	New Policy	<p>Insert New Policy Opportunity Area G – Upper Orwell River and Canalside after ‘G – Upper Orwell River and Canalside. Development Options.’ Plan to read as follows:</p> <p><b><u>‘New Policy Opportunity Area G – Upper Orwell River and Canalside</u></b></p> <p><b><u>Within Opportunity Area G – Upper Orwell River and Canalside defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:</u></b></p> <p><b><u>a. Riverside residential uses, where appropriate within mixed use developments; and</u></b></p> <p><b><u>b. Non-residential uses could include offices, small scale retail or leisure uses.</u></b></p> <p><b><u>Any proposal should accord with the following development principles:</u></b></p> <p><b><u>(i.) New foot/cycle connection to Handford Road, via Bibb Way or Cullingham Road;</u></b></p> <p><b><u>(ii.) Residential development to adopt perimeter block layout, with landscaped frontages addressing River Gipping, Alderman Canal and wildlife area;</u></b></p> <p><b><u>(iii.) Traffic calming to Sir Alf Ramsey Way;</u></b></p> <p><b><u>(iv.) Layout &amp; design to address flood risk;</u></b></p> <p><b><u>(v.) Cycle and pedestrian connections created where possible across the river and canal;</u></b></p>

			<p>(vi.) <u>Public access to riverside incorporated into layouts and linking to the Waterfront;</u></p> <p>(vii.) <u>Layout and design to take account of the historic environment including archaeology; and,</u></p> <p>(viii.) <u>Development taking place within 10m of the river will only be permitted if it can be clearly demonstrated that it would maintain or enhance the ecological quality of the river corridor in accordance with Policy DM10.</u></p> <p><u>Development should also take into account the requirements of New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way for IP003, New Policy Bus Depot, Sir Alf Ramsey Way for IP004, New Policy Land east of West End Road for IP119 and New Policy Housing Allocations in the IP-One Area for IP096, IP120b, IP279b, IP354 and IP355.'</u></p>
MM255	96	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>'Character Assessment</u></p> <p>This area is characterised by a series of sites in commercial <u>and industrial</u> occupation, grouped around the under-used assets of Alderman Park and the waterside frontages of the Rivers Orwell and Gipping and the Alderman Canal. <u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Vision</u></p>

			<p>The Area # offers opportunities for <u>high quality</u> 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.</p> <p><u>Development Potential</u></p> <p>Redevelopment <del>w</del>should capitalise on the proximity to <del>the</del> <u>Alderman</u> Park and to the river / “canal” side. New developments <del>w</del>should be located to take advantage of views of these amenity assets and to provide natural surveillance. <u>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.</u></p> <p>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.</p> <p>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 <u>significantly enhance the area. assist in reducing anti-social activity.</u></p>				
MM256	96	Development Opportunities and Development Principles Table	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="636 1158 1865 1377"> <thead> <tr> <th data-bbox="636 1158 1252 1238"><del>Development Opportunities</del></th> <th data-bbox="1252 1158 1865 1238"><del>Development Principles</del></th> </tr> </thead> <tbody> <tr> <td data-bbox="636 1238 1252 1377"><del>Riverside residential uses, where appropriate within mixed use developments.</del></td> <td data-bbox="1252 1238 1865 1377"> <ul style="list-style-type: none"> <li data-bbox="1317 1254 1823 1369">● <del>IP003 – medium rise residential development (3 – 4 storeys) north of Sir Alf Ramsey Way with opportunity</del></li> </ul> </td> </tr> </tbody> </table>	<del>Development Opportunities</del>	<del>Development Principles</del>	<del>Riverside residential uses, where appropriate within mixed use developments.</del>	<ul style="list-style-type: none"> <li data-bbox="1317 1254 1823 1369">● <del>IP003 – medium rise residential development (3 – 4 storeys) north of Sir Alf Ramsey Way with opportunity</del></li> </ul>
<del>Development Opportunities</del>	<del>Development Principles</del>						
<del>Riverside residential uses, where appropriate within mixed use developments.</del>	<ul style="list-style-type: none"> <li data-bbox="1317 1254 1823 1369">● <del>IP003 – medium rise residential development (3 – 4 storeys) north of Sir Alf Ramsey Way with opportunity</del></li> </ul>						

			<p>Non-residential uses could include offices, or small scale retail or leisure uses.</p>	<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• IP119 – residential development up to 2–3 storeys; landscape buffer to sub-station and at southern tip.</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</li> </ul>	
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				<p>Gipping, Alderman Canal and wildlife area.</p> <ul style="list-style-type: none"> <li>● <del>Traffic calming to Sir Alf Ramsey Way.</del></li> <li>● <del>Layout &amp; design to address flood risk.</del></li> <li>● <del>Cycle and pedestrian connections created where possible across the river and canal;</del></li> <li>● <del>Public access to riverside incorporated into layouts and linking to the Waterfront.</del></li> <li>● <del>Layout and design to take account of the historic environment including archaeology</del></li> </ul>	
MM257	98-99	H-Holywells Site Analysis and Development Options Plans	Amend the H – Holywells – Site Analysis and Development Options Plans as set out in Appendix 8 of this schedule.		
MM258	N/A	New Policy	<p>Insert New Policy Opportunity Area H – Holywells after ‘H – Holywells. Development Options.’ Plan to read as follows:</p> <p><b><u>New Policy Opportunity Area H – Holywells</u></b></p>		

**Within Opportunity Area H – Holywells defined on the IP-One Area Action Plan Inset Policies Map the following mix of uses will be acceptable:**

- a. **Residential-led development;**
- b. **Riverfront regeneration and associated leisure uses;**
- c. **Secondary employment, community, leisure, arts and cultural development;**
- d. **Public Open Space.**

**Any proposal should accord with the following development principles:**

- (i.) **Provision of enhanced pedestrian/cycle permeability through the opportunity area, connecting the Waterfront with Holywells Park;**
- (ii.) **Facilitate new Wet Dock bridges;**
- (iii.) **Development to address street frontages;**
- (iv.) **Promote regeneration of heritage assets;**
- (v.) **Scale of development generally medium-rise (3-5 storeys), with opportunities for taller buildings at key locations;**
- (vi.) **Maintain views of treed skyline to East towards the Holywells Conservation Area, whilst views out of the conservation area to the west should also be preserved;**
- (vii.) **Protect key view of Cliff Brewery from Helena Road;**
- (viii.) **Reduce impact of Port related traffic, via traffic management & improved public realm;**
- (ix.) **Relocate Cliff Quay access control point south of Cliff Brewery, to improve public accessibility to Riverside and facilitate link between Brewery and Shipyard sites;**
- (x.) **Layout & design to address flood risk; and,**
- (xi.) **Development to address risk from major hazard site (Vopak terminal).**

**Development should also take into account the requirements of New Policy Housing Allocations in the IP-One Area for IP064a and IP098 and Policy SP4 Opportunity Sites in the IP One Area for IP045 and IP226.'**

MM259	100	Existing and New Paragraphs	<p>Amend the existing paragraphs and add new paragraphs to read as follows:</p> <p><u>'Character Assessment</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Vision</u></p> <p>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. <del>The area includes the vacant historic Tolly Cobbold Brewery complex.</del></p>
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			<p>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.</p> <p>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.</p> <p><u>Development Potential</u></p> <p>Proposals for the area <u>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.</u> <del>major Eagle Mill proposals by Persimmon Homes at Cliff Road / Helena Road.</del></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Finding suitable uses for the heritage assets within the Opportunity Area will be vital to its successful regeneration.'</u></p>		
MM260	100-101	Development Opportunity	<p>Delete the Development Opportunities and Development Principles Table in its entirety as follows:</p> <table border="1" data-bbox="633 1345 1865 1388"> <tr> <td data-bbox="633 1345 1249 1388"><b>Development Opportunities</b></td> <td data-bbox="1249 1345 1865 1388"><b>Development Principles</b></td> </tr> </table>	<b>Development Opportunities</b>	<b>Development Principles</b>
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		<p>ies and Development Principles Table</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 east-west through the opportunity area, connecting the Waterfront and Wet Dock Crossing with Holywells Park.</li> <li>● Facilitate new Wet Dock vehicular crossing / bridges</li> <li>● Development to address street frontages</li> <li>● Promote redevelopment of former Shipyard area as “destination”, linked to regenerated Cliff Brewery via new Riverside esplanade</li> <li>● Scale of development generally medium-rise (3-5 storeys), with opportunities for taller buildings at key locations</li> <li>● Maintain views of treed skyline to East</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</li> </ul>	
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				<p>Riverside and facilitate link between Brewery and Shipyard sites</p> <ul style="list-style-type: none"> <li>• Layout &amp; design to address flood risk</li> <li>• Development to address risk from major hazard site (Vopak terminal)</li> </ul>	
MM261	58	Policy SP15	<p>Amend Policy SP15 Improving Pedestrian and Cycle Routes, to read as follows:</p> <p><b>'Policy SP15 Improving Pedestrian and Cycle Routes <u>in the IP-One Area</u></b></p> <p>The Council will support improvements to pedestrian and cycle routes within the IP-One <del>a</del>Area and linking the town centre to residential areas and beyond. It will seek opportunities to deliver the following specific improvements through safeguarding routes where necessary, new developments and/or seeking funding opportunities:</p> <ul style="list-style-type: none"> <li>• The provision of safe cycle and pedestrian access across the lock gates at the entrance to the Wet Dock to create a circular route;</li> <li>• The provision of new foot and cycle bridges across the <del>n</del>New Cut linking Stoke Quay to St Peter's Wharf and the Island site to Felaw Street;</li> <li>• An improved pedestrian environment on key walking routes from the Waterfront to the Central Shopping Area - Turret Lane, Lower Brook Street, Foundation Street and Lower Orwell Street;</li> <li>• Improved pedestrian links through Cardinal Park linking the station and Central Shopping Area;</li> <li>• Enhanced walking and cycling links between the railway station and the Waterfront via the river path;</li> <li>• Improved pedestrian and cycle links from Handford Road to Sir Alf Ramsey Way;</li> <li>• Improved pedestrian and cycle routes linking St Matthew's Church, the New Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street; and</li> <li>• The pedestrianisation of Princes Street North and Upper Brook Street.</li> </ul> <p><del>Throughout the Borough, development should improve linkages to the rights of way network, including cross boundary links, where opportunities exist to do so.</del></p>		

			<p><del>Pedestrian and cycle measures are also supported outside IP-One, specifically:</del></p> <p><del>a. A pedestrian and cycle bridge across the River Gipping in west Ipswich; and</del></p> <p><del>b. A pedestrian and cycle bridge across the railway line at Felixstowe Road District Centre.'</del></p> <p><del>c.</del></p>
MM262	61	Policy SP16	<p>Amend Policy SP16 Transport Proposals in IP-One to read as follows:</p> <p><b>'Policy SP16 Transport Proposals in <u>the IP-One Area</u></b></p> <p>The Council supports the aspiration identified in the Local Transport Plan for the provision of a new Wet Dock Crossing, linking the east bank in the vicinity of Toller Road with the west bank in the vicinity of Felaw Street. The crossing would facilitate access to the Island Site and may provide for through traffic. Its design would maintain boat access through the lock and navigation along the New Cut. The design and layout of development on the Island Site IP037 should not prejudice the future delivery of a Wet Dock Crossing should a firm proposal be included in future updates of the Local Transport Plan. <u>The potential route for a Wet Dock Crossing is shown on the IP-One Area Action Plan Inset Policies Map.</u></p> <p>The Council also supports measures to improve pedestrian and cycle access between the Waterfront and Central Shopping Area.'</p>
MM263	63	Policy SP17	<p>Amend Policy SP17 Town Centre Car Parking to read as follows:</p> <p><b>'Policy SP17 Town Centre Car Parking in <u>the IP-One Area</u></b></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 <u>Area Action Plan Inset Policies Map</u>. Within this area, Core Strategy Review <u>Policy DM22</u> 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; and</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 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, t</del> Temporary car parks will be expected to achieve the same level of quality as permanent ones.'</p>
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