

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

Schedule of Main Modifications (Part 2 of 3)

NB: The main modifications are expressed in the conventional form of ~~striking through~~ 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 |
|--------|---------------------------------------|--|---|
| MM264 | 64 | Paragraph 5.50 | <p>Amend Paragraph 5.50 to read as follows:</p> <p>'The emerging findings from the parking strategy study (which does not differentiate future demand in terms of long or short stay) suggest a net deficit-increase of just three spaces by 2036 in central Ipswich of fewer than ten spaces. Geographically, the areas of deficit are in the vicinity of the railway station and office quarter around Russell Road, the Waterfront and in the north of the town centre. The Council is preparing an Ipswich Area Parking Plan to indicate how new, permanent parking provision will be made to replace the existing temporary spaces, in accordance with the evidence. In doing so, the Council will have regard to the County Council's draft Transport Mitigation Study Strategy for the Ipswich Strategic Planning Area and emerging action plan to ensure that parking is considered as part of a comprehensive approach to sustainable travel into central Ipswich.'</p> |
| MM265 | 64 | Paragraph 5.51 | <p>Amend Paragraph 5.51 to read as follows:</p> <p>'The principle reflected through this policy is to allocate sites to meet the need for additional capacity in locations at the key entry points of the town centre. This approach seeks to limit drivers 'churn' looking for appropriate spaces and needing to drive across the town centre. These could be single sites offering both long and short stay or they could be separate sites, outside the parking core if they are long stay car parks, and inside the core if they are short stay car parks.'</p> |
| MM266 | 65 | Paragraph 5.52 | <p>Amend Paragraph 5.52 to read as follows:</p> |

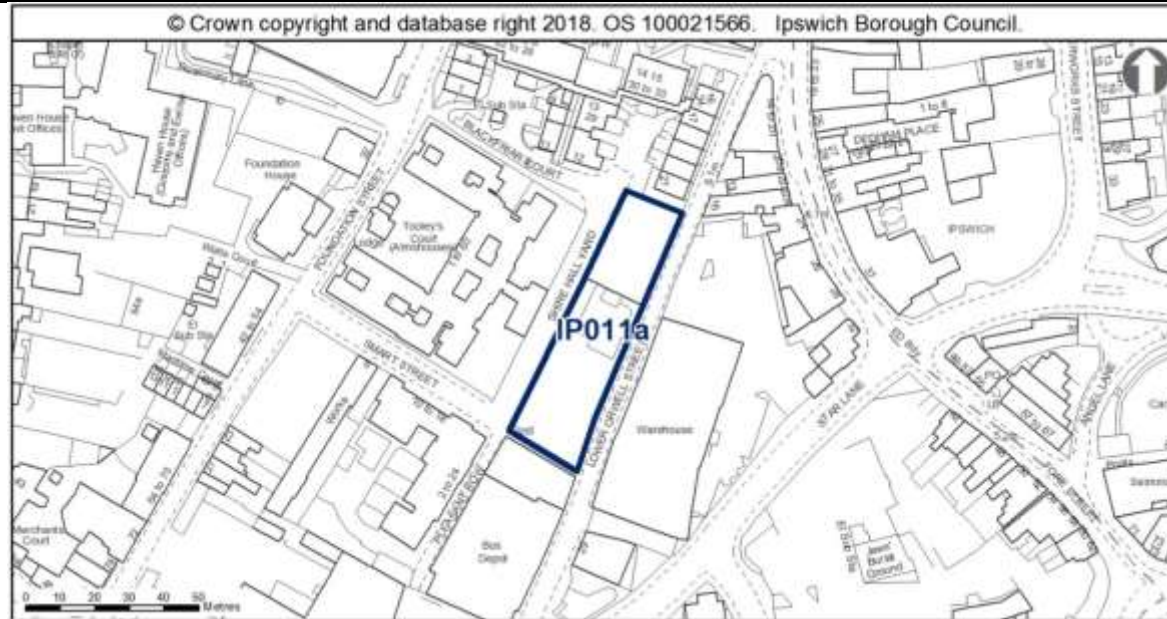
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| | | | <p>'The policy aims to strike an appropriate balance between providing sufficient, correctly priced car parking to encourage shoppers and visitors into Ipswich town centre, without adding to the burden of congestion or undermining sustainable travel options. Whilst short stay temporary car parking has been allowed on a number of sites awaiting redevelopment within the town centre, it is considered that any more would undermine work to encourage mode switching. Therefore, the policy does not permit additional provision of such car parking. <u>And the number of existing temporary permissions will reduce as the multi-storey development identified in the plan takes place, and through the decision to not support further temporary permissions. This will result in ensuring greater control of parking spaces overall to meet the Council's strategy ensuring that long-stay parking avoids the need to enter the core of the town centre.'</u></p> |
| MM267 | N/A | New Paragraphs | <p>Insert two new paragraphs after paragraph 5.52 to read as follows:</p> <p><u>'The policy approach to long stay car parking is to ensure that there is no net gain in the number of spaces over the plan period. In order to support the Suffolk County Council Transport Mitigation Strategy, there will also need to be a mechanism in place to link the new parking provision becoming available to the cessation of temporary provision. The Council will achieve this through conditioning planning permissions for new car parking provision to release new spaces only as temporary permissions expire.</u></p> <p><u>This needs to be linked to the equivalent number of new parking spaces provided so that there is no net gain of additional parking spaces in each zone identified in the strategy.'</u></p> |
| MM268 | N/A | New Policy | <p>Insert a New Policy Housing Allocations in the IP-One Area to read as follows:</p> <p><u>'New Policy Housing Allocations in the IP-One Area</u></p> <p><u>The following sites are allocated for residential development as indicated in New Table. 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.</u></p> |

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

- **New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003);**
- **New Policy Bus Depot, Sir Alf Ramsey Way (IP004);**
- **New Policy West End Road Surface Car Park (IP015);**
- **New Policy Key Street/Star Lane/Burton's (IP035);**
- **New Policy Former Civic Centre, Civic Drive (Westgate) (IP040);**
- **New Policy Land between Cliff Quay and Landseer Road (IP042);**
- **New Policy Commercial Building, Star Lane (IP043);**
- **New Policy Land at Commercial Road (IP047);**
- **New Policy Land between Old Cattle Market and Star Lane (IP054b);**
- **New Policy Land east of West End Road (IP119);**
- **New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132);**
- **New Policy Silo, College Street (IP136);**
- **New Policy The Island Site (IP037); and**
- **New Policy The Mint Quarter (IP048a-d).**

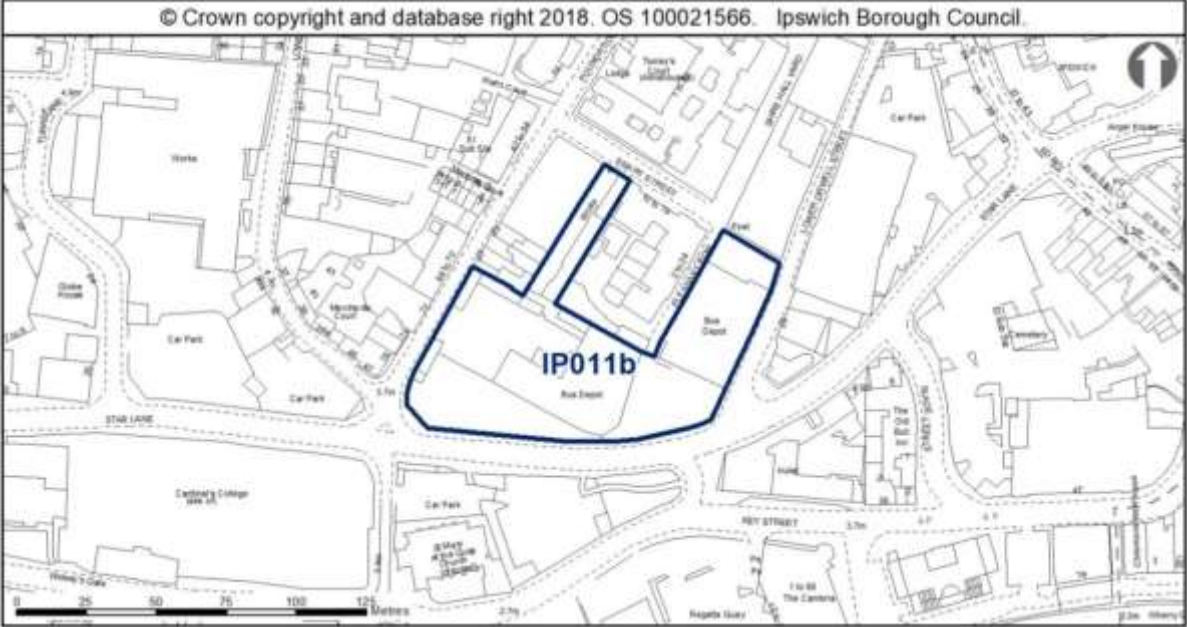
New Table Land allocated for residential use in the IP-One Area

| Site ref. | Site name and development description | Site size ha | Indicative capacity (homes) | Capacity evidence |
|----------------------|--|----------------------|------------------------------------|---|
| <u>IP011a</u> | <u>Lower Orwell Street former Gym & Trim (formerly listed as Smart Street/Foundation Street),</u> | <u>0.15ha</u> | <u>18</u> | <u>110dph on 100% of site DM23</u> |

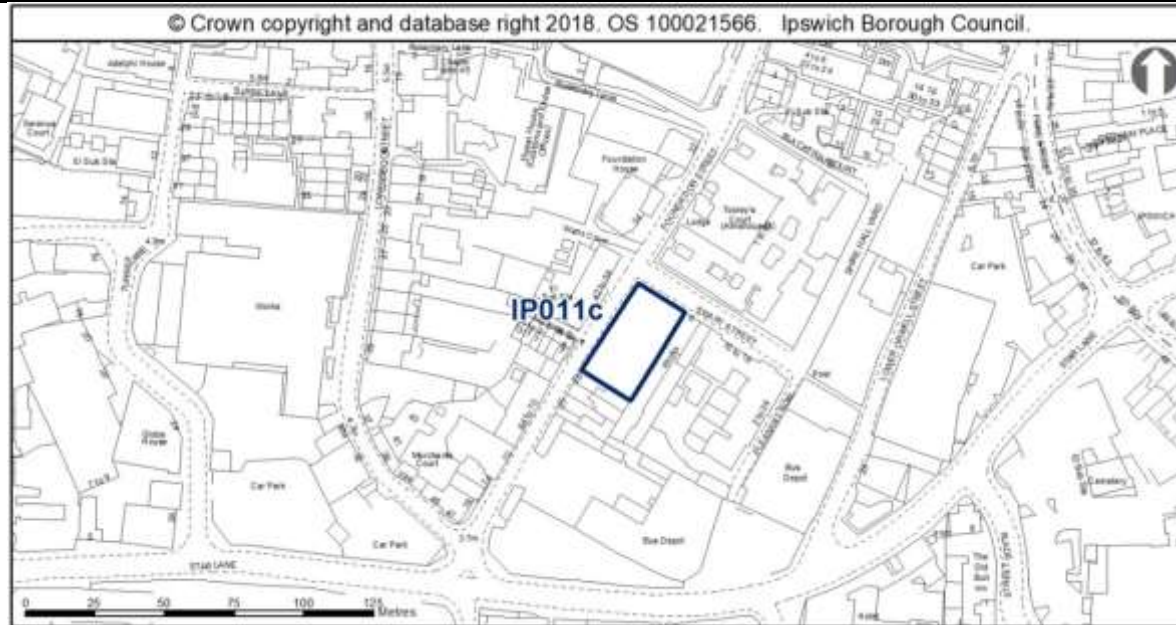


Constraints:

- **An Air Quality Assessment is required;**
- **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 proportionate Heritage Impact Assessment will be required;**
- **The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground. In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit;**
- **The site has high potential for archaeological remains of national significance. An archaeological assessment will be required and proposals should include potential mitigation measures;**
- **The design should have regard for the sensitive historic setting of the site;**

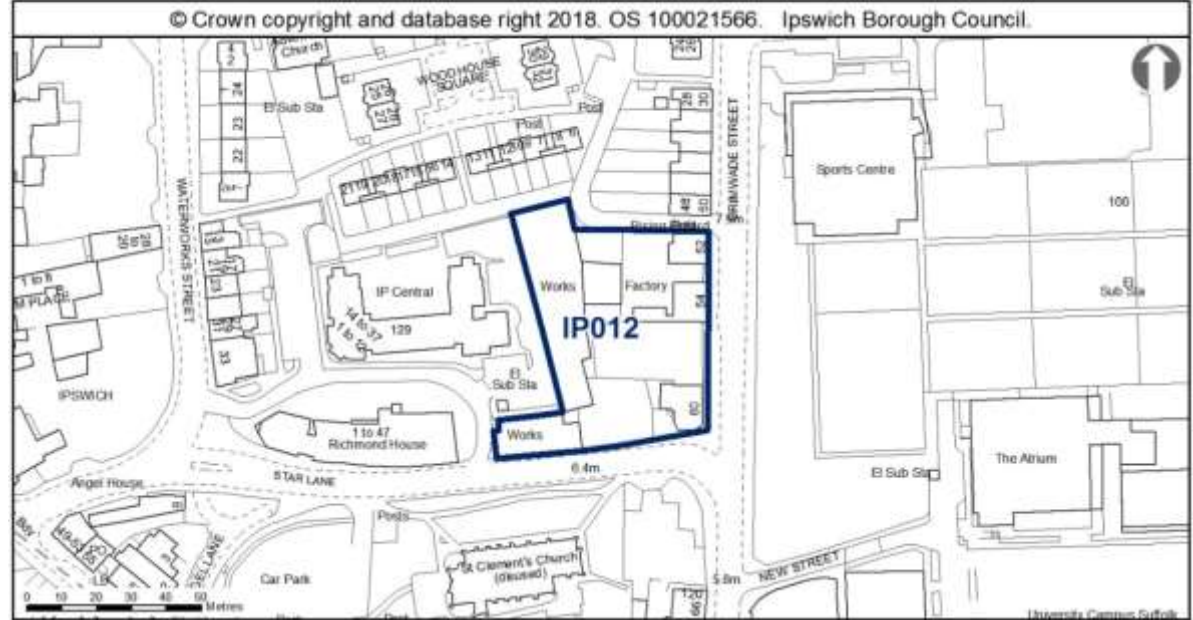
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| | | | <ul style="list-style-type: none"> • <u>The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development; and</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> | | | |
| | | <p>IP011b</p> | <p>Smart Street, Foundation Street (South)</p> | <p>0.62</p> | <p>56</p> | <p>90dph (DM23a lower end of range)</p> |
| | | | <p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> <ul style="list-style-type: none"> • <u>The bus depot needs to be relocated before development can commence;</u> • <u>An Air Quality Assessment is required;</u> • <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 site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> | | | |

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|--|--|--|---------------|--|-------------|----------|---|
| | | | | <ul style="list-style-type: none"> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>A proportionate Heritage Impact Assessment will be required;</u> • <u>The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground. In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit;</u> • <u>The site has high potential for archaeological remains of national significance. An archaeological assessment will be required and suitable mitigation measures;</u> • <u>The design of the development would be expected to be of high quality to make a positive architectural statement;</u> • <u>Development of the allocation site should use a varied approach to massing and layout to avoid enclosing the former Smart Street School, which is included on the Local List (Buildings of Townscape Interest SPD);</u> • <u>A transport assessment and travel plan will be required and any potential access constraints should be resolved prior to the submission of any planning application;</u> • <u>Tree Preservation Orders are on place on the site, these will require tree protection works during construction (an application for tree works may be required); and</u> • <u>An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> | | | |
| | | | <u>IP011c</u> | <u>Smart Street, Foundation Street (North)</u> | <u>0.08</u> | <u>7</u> | <u>90dph (DM23a lower end of range)</u> |



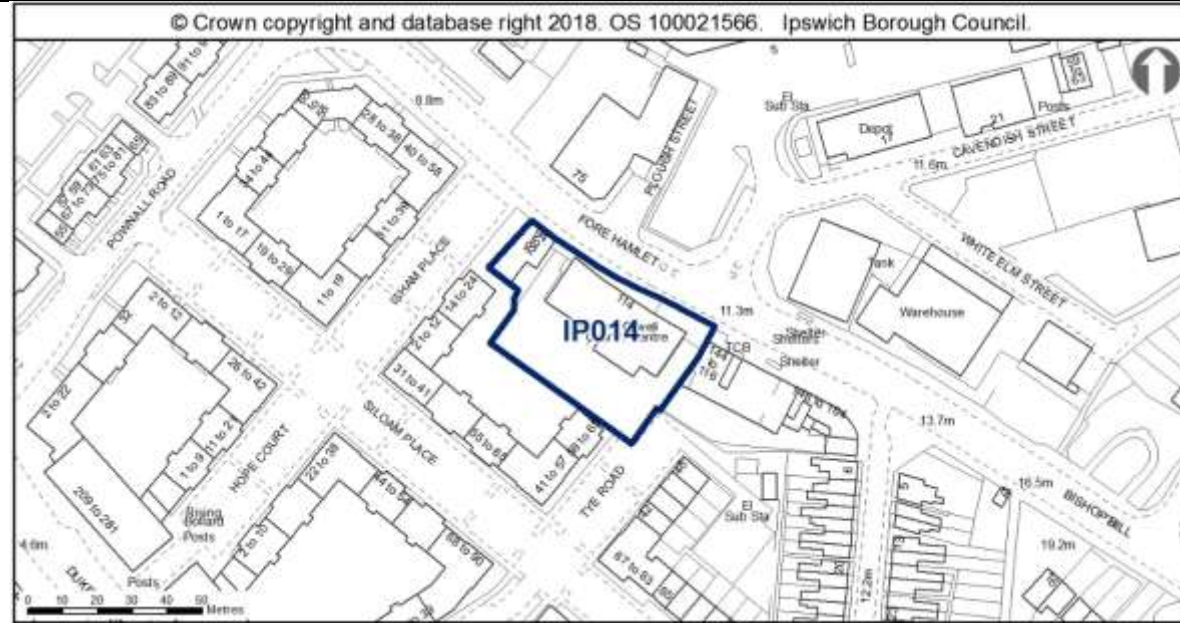
Constraints:

- **An Air Quality Assessment is required;**
- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **Tree Preservation Orders are on place on the site, these will require tree protection works during construction (an application for tree works may be required);**
- **A proportionate Heritage Impact Assessment will be required;**
- **The site has potential for archaeological remains of national significance outside of the scheduled areas. An Archaeological Assessment will therefore be required;**
- **The site layout should allow for improvements to the ~~Star Lane~~ street frontages such as footway and cycleway provision or widening, and tree planting;**
- **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 site sheet in**

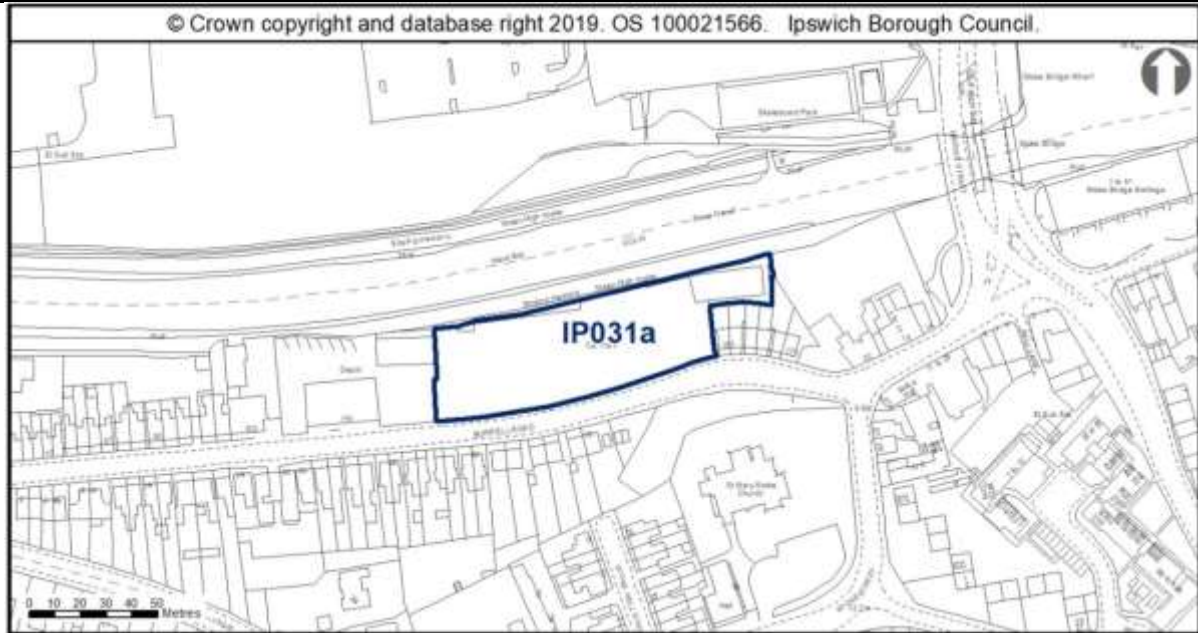
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| | | | <p>Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</p> <ul style="list-style-type: none"> • Development of the site must have regard for the highly sensitive setting of this allocation site, with particular regard to the setting of the Central Conservation Area, Smart Street School and Tooley’s Almshouses. • Development proposals must be of a high quality design, respecting the existing two storey scale of development along Foundation Street; and • Design must address both Foundation Street and Smart Street with active, engaging frontages. | | | | |
| | | <p>IP012</p> | <table border="1" data-bbox="763 501 2076 544"> <tr> <td data-bbox="763 501 1211 544">Peter’s Ice Cream</td> <td data-bbox="1211 501 1368 544">0.32</td> <td data-bbox="1368 501 1547 544">35</td> <td data-bbox="1547 501 2076 544">110dph (DM23a higher end of range).</td> </tr> </table>  <p>Constraints:</p> <ul style="list-style-type: none"> • A transport assessment and travel plan will be required and any potential access constraints should be resolved prior to the submission of any planning application; • An Air Quality Assessment is required; | Peter’s Ice Cream | 0.32 | 35 | 110dph (DM23a higher end of range). |
| Peter’s Ice Cream | 0.32 | 35 | 110dph (DM23a higher end of range). | | | | |

- A contaminated land assessment will be required;
- The site is within the area of archaeological importance. An Archaeological Assessment will therefore be required;
- A proportionate Heritage Impact Assessment will be required;
- A site wide surface water management strategy is required;
- Development of the site should ensure that the design of the proposal addresses both Star Lane and Grimwade Street, and should look to reinstate an active street scene;
- The development of the site is a backdrop to the grade II* St Clements Church and therefore requires a high quality, bespoke approach to design;
- Opportunities should be taken to improve the public realm; and
- An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.

IP014 **Hope Church** **0.21** **25** **120dph (DM23a, higher end of range)**



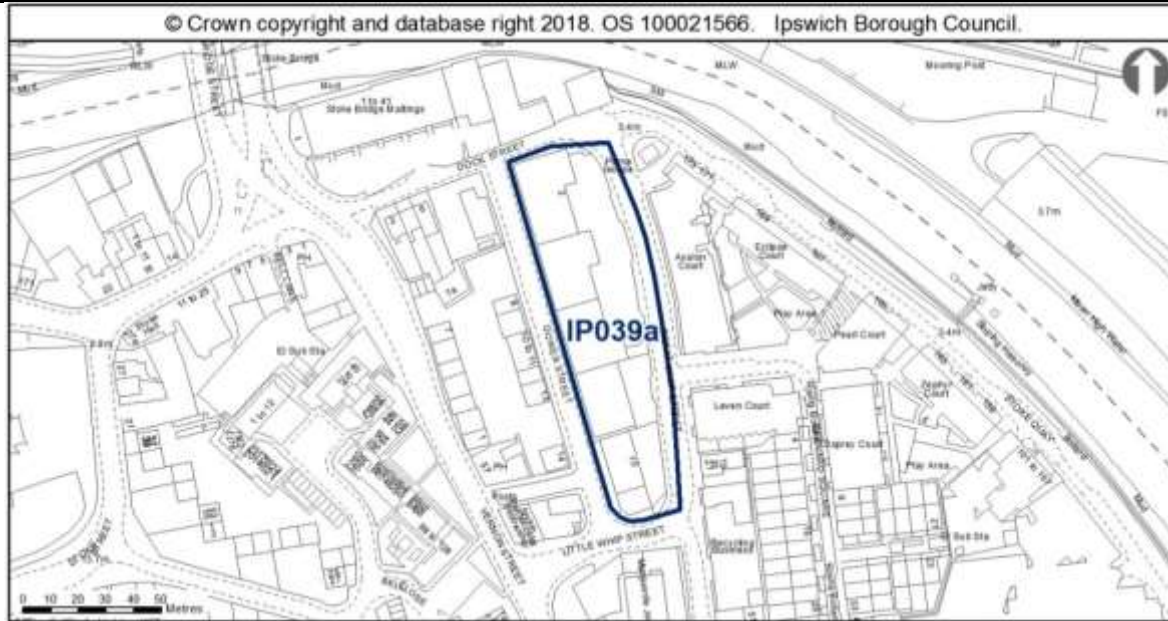
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| | | | | <p><u>Constraints:</u></p> <ul style="list-style-type: none"> • <u>Redevelopment is dependent on the appropriate relocation of existing uses;</u> • <u>A site wide surface water management strategy is required;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>An Air Quality Assessment is required;</u> • <u>The 19th century dwellinghouse should be incorporated into the design proposal;</u> • <u>The scale and massing of the proposed development should address the change in topography as Fore Hamlet transitions into Bishop Hill;</u> • <u>The layout of the scheme should reflect the existing development to complete the courtyard block of Isham Place and Siloam Place and include details for the soft landscaping of the courtyard;</u> • <u>An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <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> | | | |
| | | | <u>IP031a</u> | <u>Car Park, Burrell Road</u> | <u>0.44</u> | <u>20</u> | <u>45dph (DM23b).</u> |



Constraints:

- **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 site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);**
- **An Air Quality Assessment is required;**
- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **Development would need to support the wildlife function of the wildlife corridor function of the river which is a County Wildlife Site;**
- **The site is within an Area of Archaeological Importance. Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on the proposed groundworks, conditions on consent informing these assessments may be appropriate,**

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| | | | | <p><u>to inform archaeological investigation and mitigation, including paleo-environmental investigation;</u></p> <ul style="list-style-type: none"> • <u>A proportionate Heritage Impact Assessment will be required;</u> • <u>Development should have regard to the domestic scale of existing architecture within the Stoke Conservation Area;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <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; and</u> • <u>The site allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u> | | | |
| | | | <u>IP039a</u> | <p><u>Land between Gower Street & Gt Whip Street</u></p> | <u>0.48</u> | <u>45</u> | <u>95dph (DM23a lower-mid range)</u> |

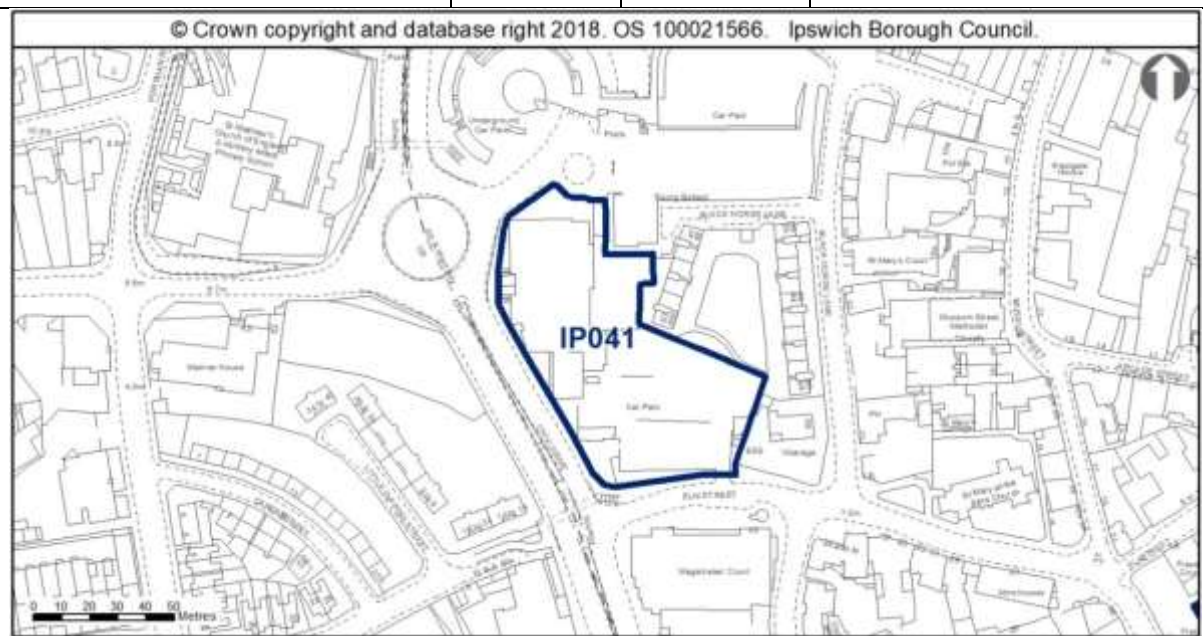


Constraints:

- **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);**
- **The need for An Air Quality Assessment should be assessed;**
- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **The site is immediately adjacent to a large Area of Archaeological Importance. An Archaeological Assessment will therefore be required;**
- **A proportionate Heritage Impact Assessment will be required;**
- **Development needs to respect the transition between the more built up character of the quay and domestic scale of architecture to the east;**
- **Development should address all four boundaries with active and engaging frontages;**

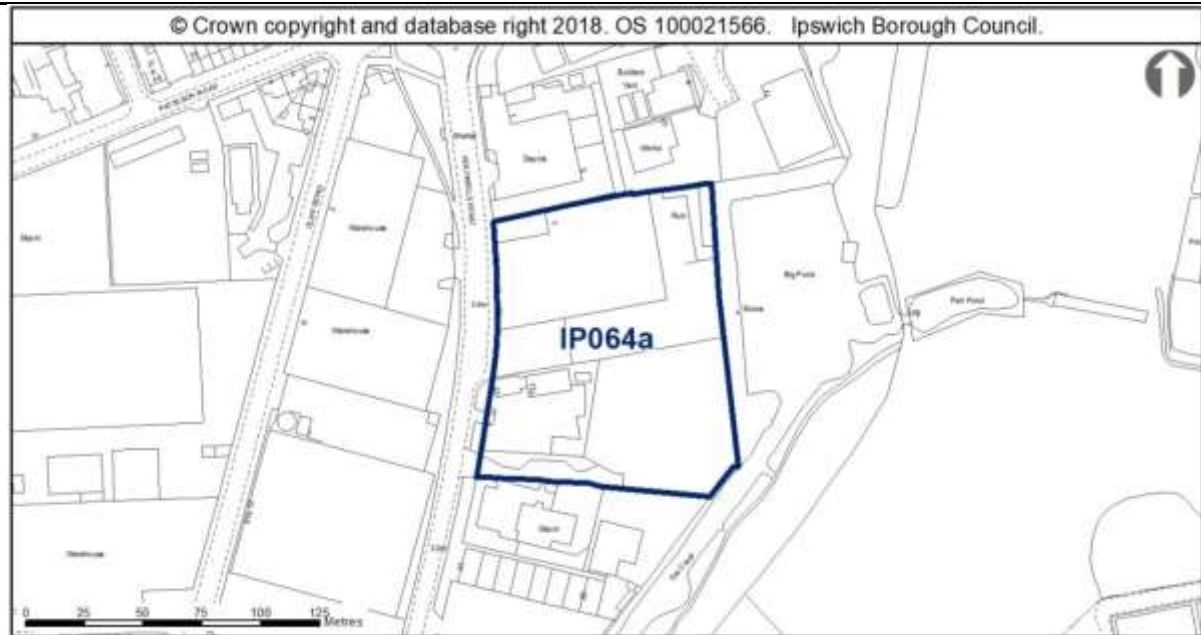
- A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and
- The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.

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| <u>IP041</u> | <u>Former Police Station, Civic Drive</u> | <u>0.52</u> | <u>58</u> | <u>110dph (DM23a) higher end of range).</u> |
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Constraints:

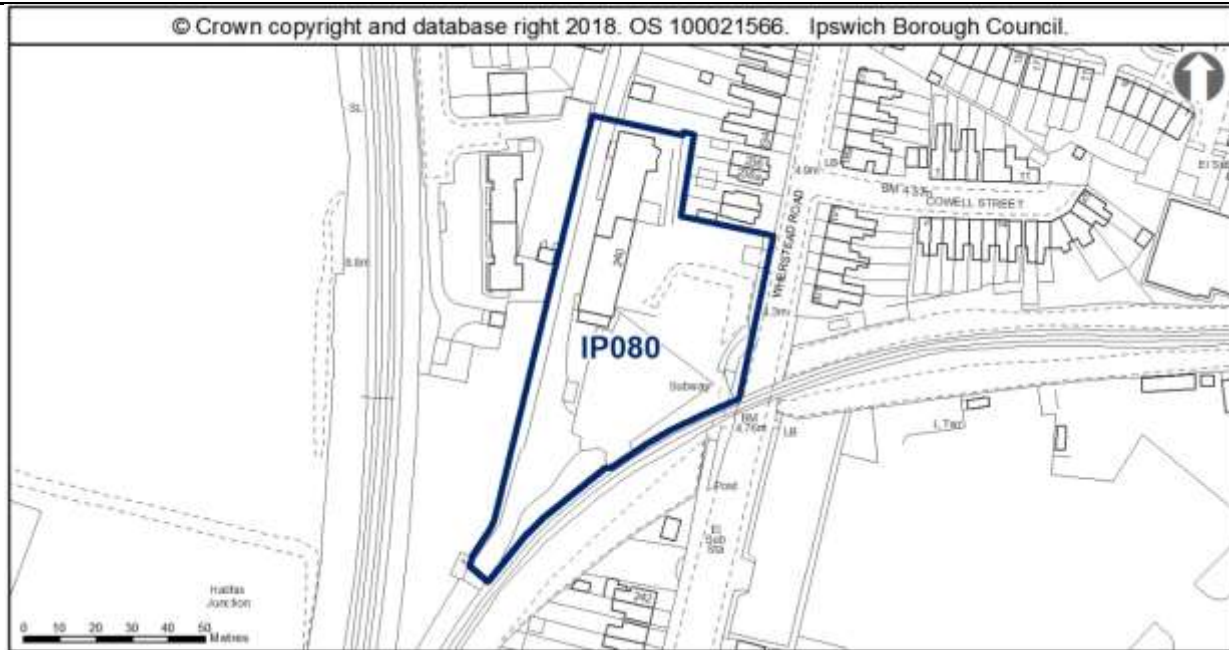
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| | | | | <ul style="list-style-type: none"> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of 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);</u> • <u>Residential development should be designed so as not to be adversely affected by noise from the Wolsey Theatre;</u> • <u>The site is adjacent to the Central Conservation Area and Burlington Road Conservation Area. Development must protect or enhance the setting of the Conservation Areas;</u> • <u>An Archaeological Assessment is required as the site lies within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413); and</u> • <u>A transport assessment and travel plan will be required.</u> | | | |
| | | | <u>IP064a</u> | <u>Land between Holywells Road and Holywells Park</u> | <u>1.20</u> | <u>66</u> | <u>45 dph (DM23b within IP-One Area and close to Waterfront</u> |



Constraints:

- **Redevelopment is dependent on the appropriate relocation of existing uses**
- **The site is within 250m of the access to a safeguarded minerals facility, the relationship with the safeguarded facility would need to be considered as part of the master planning and design of the allocation;**
- **A contaminated land assessment will be required and mitigation delivered to address any findings, including the potential for indirect impacts from water contamination, particularly during construction;**
- **An AQMA assessment is required;**
- **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);**
- **Setting impacts on Holywells Park should be considered;**

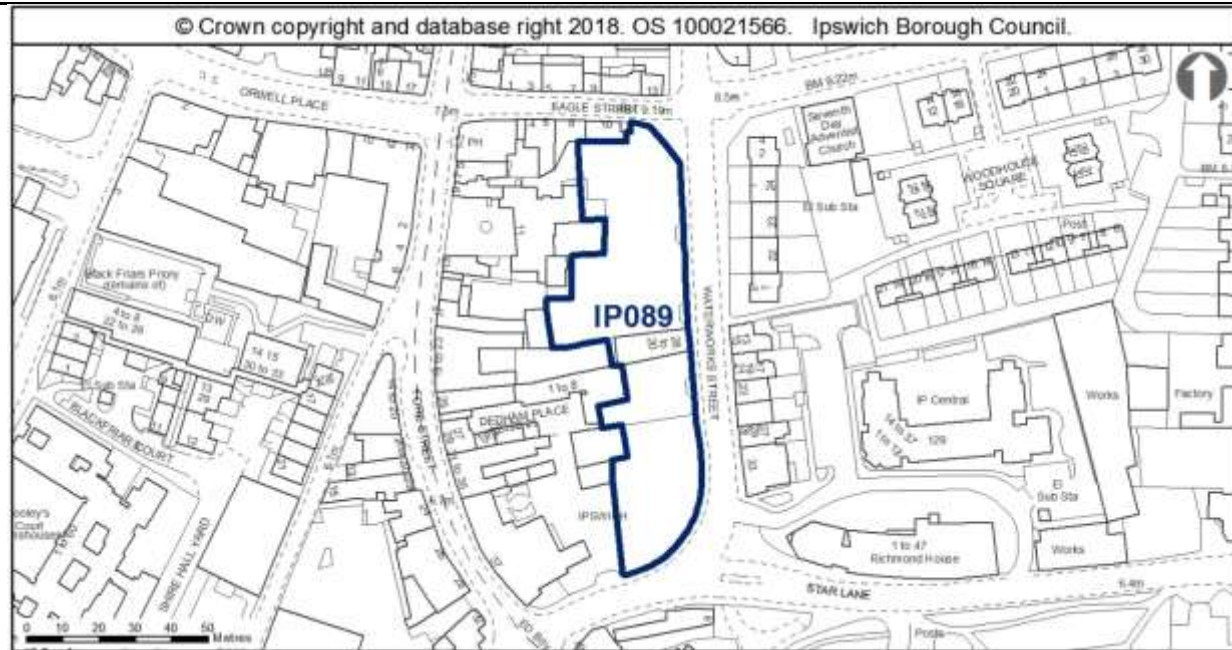
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| | | | | <ul style="list-style-type: none"> • <u>Desk based assessment should be undertaken ahead of any planning application, which will inform the nature and timing of any archaeological field assessment required;</u> • <u>A proportionate Heritage Impact Assessment will be required and this must include the consideration of the conservation of historic features;</u> • <u>Redevelopment must explore scope for additional non-vehicular access into Holywells Park;</u> • <u>Development should be of a domestic scale so as not to be visible in views out of the Holywells Park Conservation Area to the west;</u> • <u>The development of the site should introduce an active and engaging frontage to Holywells Road;</u> • <u>As the site is located adjacent to Holywells Park CWS the eastern boundary should be buffered from any development;</u> • <u>Any new greenspace should strengthen the local ecological network by siting adjacent to the Park;</u> • <u>Due to the proximity of the park, the lighting scheme should be designed to prevent light spillage into this area. Bats are particularly sensitive to increased light levels, so it is important to maintain dark corridors to support local ecological networks;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and</u> • <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> | | | |
| | | | <u>IP080</u> | <u>240 Wherstead Road</u> | <u>0.49</u> | <u>27</u> | <u>55dph (DM23b). Linear layout would allow for slightly higher than average density.</u> |



Constraints:

- **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;**
- **The layout should support the wildlife corridor function of the railway line and strengthen the local ecological network by enhancement of onsite habitats adjacent to this feature. As such any residential lighting scheme should be designed to prevent light spillage into this area;**
- **An ecological appraisal of this site should be undertaken prior to any clearance of vegetation, along with any specific surveys highlighted in the report;**
- **Contamination assessment required and mitigation delivered to address any findings;**
- **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**

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| | | | | <p><u>surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u></p> <ul style="list-style-type: none"> • <u>Noise from the adjacent railway line will require appropriate mitigation;</u> • <u>Any permission will require an archaeological condition, subject to development details. This site is in the vicinity of Palaeolithic deposits, including the SSSI of the Stoke Bone Bed (IPS 163, IPS 468). It will require desk-based assessment in the first instance;</u> • <u>Transport Assessment is required including consideration of the possibility of providing a pedestrian and cycle link through to Wherstead Road from the existing housing to the west and improve the appearance of the subway ;</u> • <u>The allocation is within 250m of the access to the safeguarded minerals facility; and</u> • <u>The site features a steep rise in topography from Wherstead Road, which would require careful consideration in the development of this site, to avoid the erection of buildings on site levels which would overshadow or dominate the existing development.</u> | | | |
| | | | <u>IP089</u> | <u>Waterworks Street</u> | <u>0.31</u> | <u>23</u> | <u>90dph less 5 existing units (DM23a lower end of range)</u> |

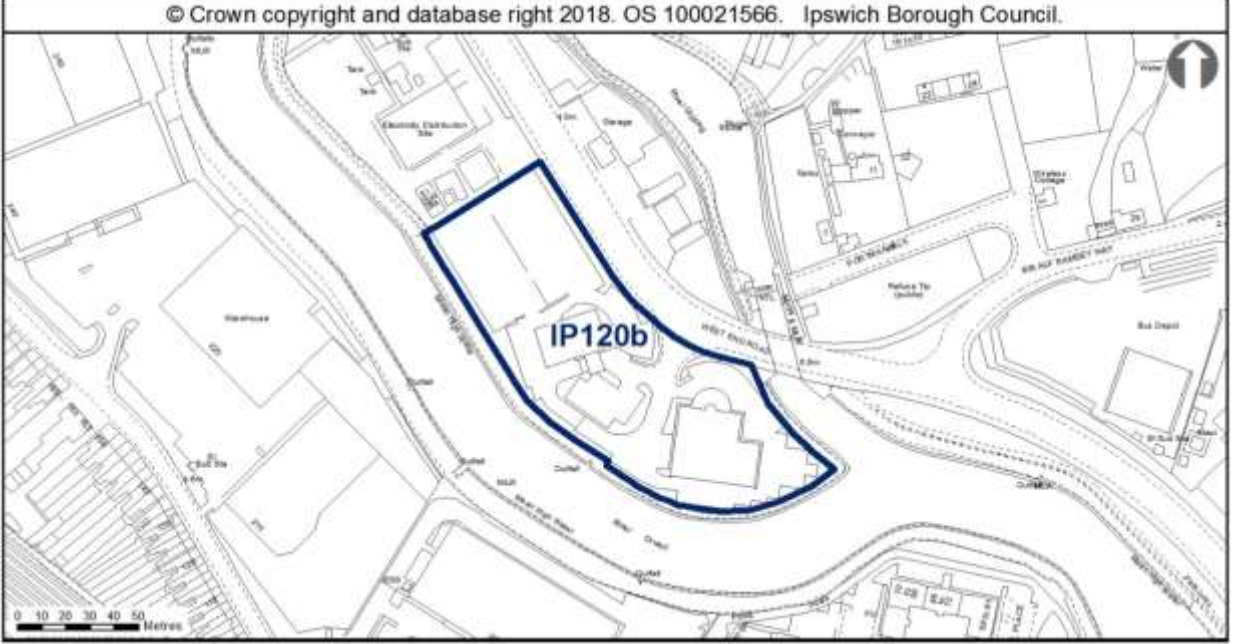


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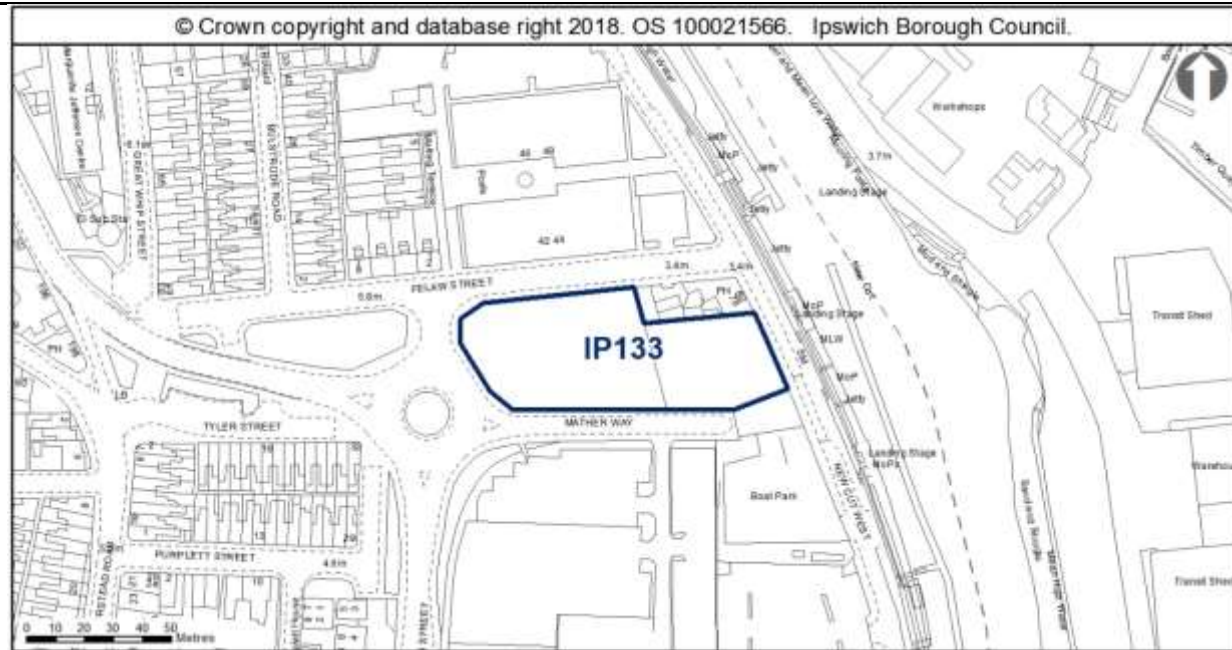
- **The site is partly within Central Conservation Area and adjacent to listed buildings and requires a proportionate heritage impact assessment;**
- **Development proposals therefore must have due regard to the sensitive historic context of this allocation site and include a frontage onto Waterworks Street;**
- **Tree Preservation Orders are in 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);**
- **Contamination assessment required and mitigation delivered to address any findings;**
- **Travel Plan and Transport Assessment required because of proximity to a AQMA;**
- **A site-wide surface water management strategy will be required because of surface water flooding in the locality (see Ipswich SFRA October 2020 Section 9.7 and Appendix A, Map 11B);**

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| | | | <ul style="list-style-type: none"> • <u>An Archaeological Assessment would be required because this site is a large area on the edge of the Anglo-Saxon and Medieval core and within the Area of Archaeological Importance (IPS 413);</u> • <u>In addition, the buildings are known to have supported bat species and therefore a bat survey including assessment of potential bat roosting features of the lime tree on the site is required;</u> • <u>and</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> | | | | |
| | | IP096 | <table border="1" data-bbox="757 464 2074 502"> <tr> <td data-bbox="757 464 1211 502">Car Park Handford Road East</td> <td data-bbox="1211 464 1368 502">0.22</td> <td data-bbox="1368 464 1547 502">22</td> <td data-bbox="1547 464 2074 502">100dph (DM23a lower end of range)</td> </tr> </table> <div data-bbox="770 502 1995 1157"> </div> <p data-bbox="770 1201 925 1230">Constraints:</p> <ul data-bbox="770 1241 2074 1390" style="list-style-type: none"> • <u>The design and layout needs to support the wildlife corridor function of the canal which is also a County Wildlife Site and Local Nature Reserve;</u> • <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</u> | Car Park Handford Road East | 0.22 | 22 | 100dph (DM23a lower end of range) |
| Car Park Handford Road East | 0.22 | 22 | 100dph (DM23a lower end of range) | | | | |

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| | | | | <p><u>surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u></p> <ul style="list-style-type: none"> • <u>Contamination assessment required and mitigation delivered to address any findings;</u> • <u>An Archaeological Assessment would be required;</u> • <u>A proportionate heritage impact assessment is required as the site is opposite the Burlington Road Conservation Area;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>Care should be taken to ensure that the proposed building addresses the elevation to the east onto Alderman Road which should contribute positively to the public space; and care should also be taken to utilise the canal to the south, addressing the canal frontage; and</u> • <u>New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the tree belt along the southern boundary adjacent to the Alderman Canal CWS which should be assessed for their potential to support bat roosting. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.</u> | | | |
| | | | <u>IP098</u> | <u>Transco, south of Patteson Road</u> | <u>0.57</u> | <u>62</u> | <u>110dph (DM23 higher end of range)</u> |

| | | | | | | | | |
|---|---|-------------------|---|--|--|---|-------------------|---|
| | | | | <ul style="list-style-type: none"> Proposals should ensure that new buildings have active elevations to both Pattenon Road and Cliff Road which provide visual interest to the street scene, avoiding repetitive fenestration schemes and external finishes and reflect the historic setting of the site; and A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8. | | | | |
| | | | <p>IP120b</p> | <table border="1"> <tr> <td data-bbox="757 384 1211 651"> <p>Land west of West End Road</p> </td> <td data-bbox="1211 384 1382 651"> <p>1.03 (80% to avoid development adjacent to sub station)</p> </td> <td data-bbox="1382 384 1568 651"> <p>103</p> </td> <td data-bbox="1568 384 2078 651"> <p>125dph (DM23a lower end of range)</p> </td> </tr> </table> | <p>Land west of West End Road</p> | <p>1.03 (80% to avoid development adjacent to sub station)</p> | <p>103</p> | <p>125dph (DM23a lower end of range)</p> |
| <p>Land west of West End Road</p> | <p>1.03 (80% to avoid development adjacent to sub station)</p> | <p>103</p> | <p>125dph (DM23a lower end of range)</p> | | | | | |
| <p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  <p>Constraints:</p> | | | | | | | | |

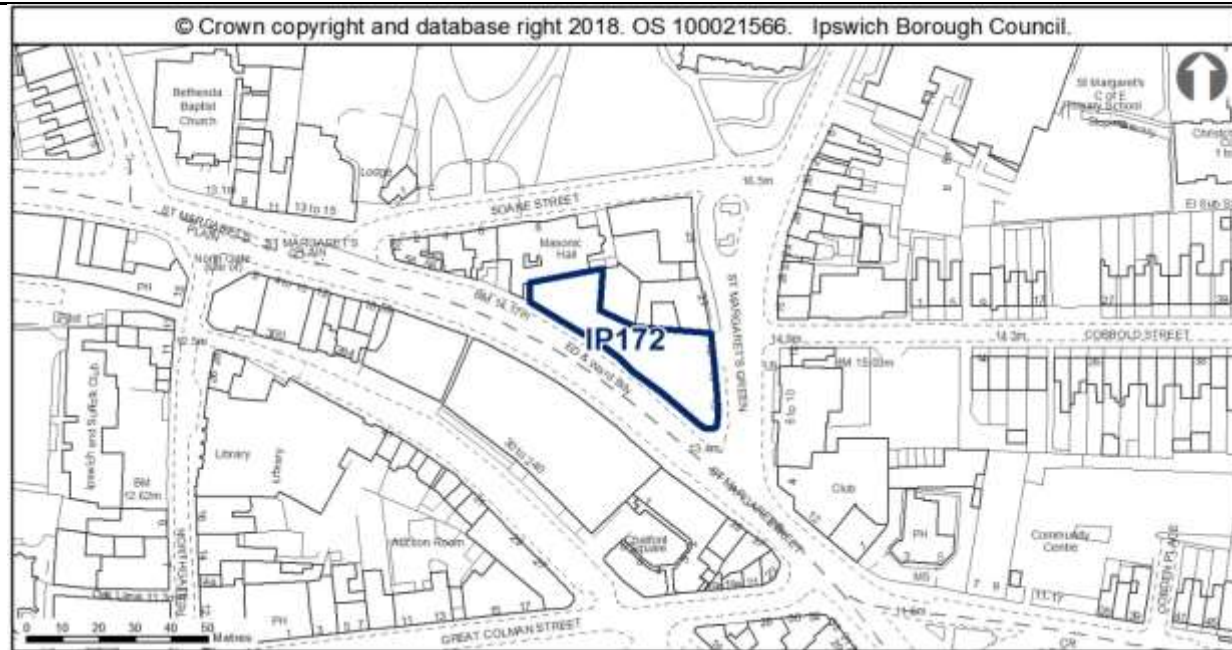
| | | | | | | | |
|--|--|--|--------------|---|-------------|-----------|--|
| | | | | <ul style="list-style-type: none"> • <u>Redevelopment is dependent on the appropriate relocation of existing uses;</u> • <u>A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F);</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>Development should provide access to the river frontage and positively relate to residential development across the river;</u> • <u>The local ecological network should be enhanced through enhancement of existing onsite habitats;</u> • <u>The adjacent River is a County Wildlife Site. It is also a key part of the Wildlife Network and further bird surveys should be undertaken;</u> • <u>Scrub alongside the river provides valuable habitat for birds and as much as possible should be retained;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>Development should visually buffer the nearby substation and leave appropriate easement;</u> • <u>Depending on the nature of the proposed groundworks, a condition relating to a programme of archaeological work may be applied, with desk-based assessment and paleoenvironmental assessment in the first instance;</u> • <u>Development must take account of the river corridor buffer (10m); and</u> • <u>Proposals would need to address both principal frontages.</u> | | | |
| | | | <u>IP133</u> | <u>South of Felaw Street</u> | <u>0.37</u> | <u>45</u> | <u>120dph DM23 (Based on 10/00418/VC for 47 dwellings expired Feb 2014 & pre-application discussion)</u> |



Constraints:

- **New development should retain as much of the existing habitat as possible and integrate it within the landscaping scheme;**
- **A proportionate Heritage Impact Assessment will be required as the site is within the Central Conservation Area. Development proposals will be required to protect or enhance the Conservation Area;**
- **The site is within the Area of Archaeological Importance. An Archaeological Assessment will therefore be required;**
- **On-site open space will be required in accordance with Policy DM6;**
- **This site is located adjacent to the River Orwell County Wildlife Site. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme. Greenspaces should be interlinked to provide functional ecological corridors for a range of species**

| | | | | | | | |
|--|--|--|---------------------|--|--------------------|-----------------|--|
| | | | | <p><u>and as much as possible they should connect with wider offsite ecological networks, particularly the River Orwell County Wildlife Site;</u></p> <ul style="list-style-type: none"> <u>• A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> <u>• 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;</u> <u>• A bespoke approach to design will be required, to both respect the height of the Steamboat Tavern; whilst also being of a scale and design which contributes positively to the Wet Dock, visible in views across the Conservation Area;</u> <u>• Development must respond to the Grade II listed maltings, and be of an appropriate scale so as not to provide a tunnel effect to Felaw Street;</u> <u>• The design of new development should address Mather Way and the roundabout to the west with a distinctive landmark design; and</u> <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) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B).</u> | | | |
| | | | <u>IP172</u> | <u>15-19 St Margaret's Green</u> | <u>0.08</u> | <u>9</u> | <u>DM23 110dpH. Planning permission for student accommodation lapsed and unlikely to proceed (08/00511/FUL)</u> |

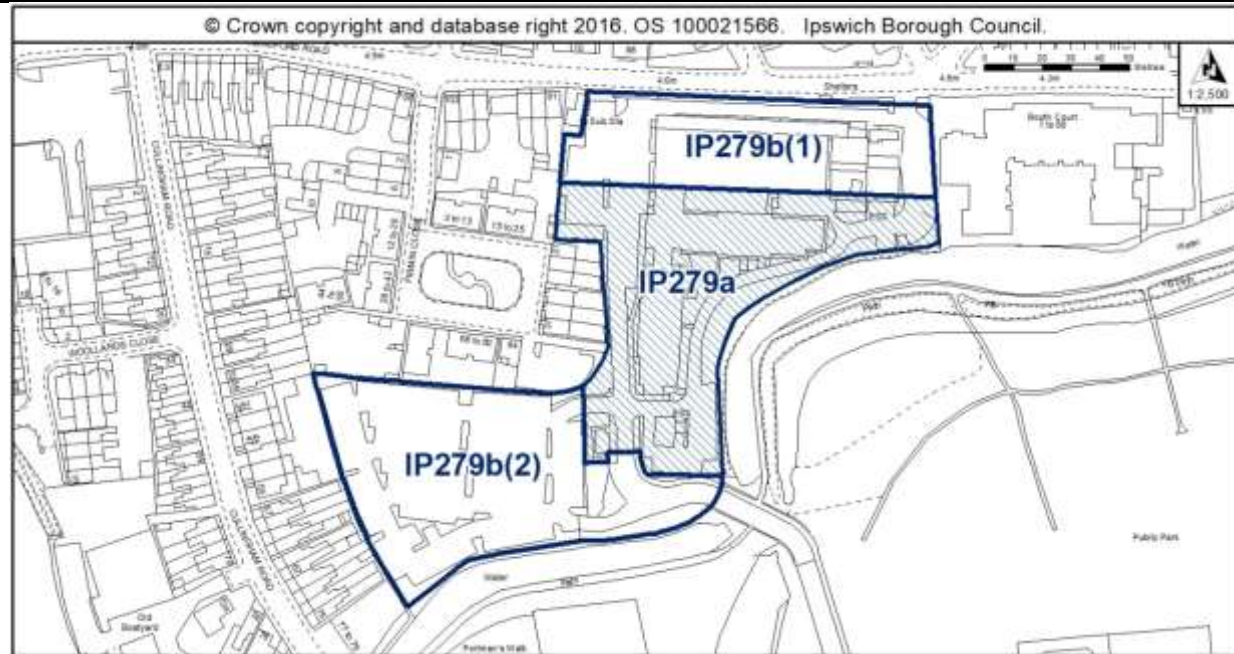


Constraints

- An Air Quality Assessment is required as the site is located within an AQMA;
- A contaminated land assessment will be required and mitigation delivered to address any findings;
- The site is within the Central Conservation Area and will need to protect or enhance it. A proportionate Heritage Impact Assessment will be required;
- The site is within the Area of Archaeological Importance and close to a Scheduled Monument. An Archaeological Assessment will therefore be required;
- Development should reflect the scale of historic buildings and should provide an active frontage which engages with both St Margaret's Green and St Margaret's Street; and
- Development should be of a distinctive design which turns the corner of the junction to provide a landmark building.

| | | | | | | | |
|--|--|--|-----------------------|---|--------------------|------------------|---|
| | | | <p>IP279B1</p> | <p>Land north of Former British Telecom Office, Bibb Way</p> | <p>0.44</p> | <p>35</p> | <p>Based on master planning work with IP279A</p> |
| | | | | | | | |
| <p>Constraints:</p> <ul style="list-style-type: none"> • <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> • <u>Development will be required to address the canal frontage appropriately;</u> • <u>Development should provide public cycle and pedestrian access through from Bibb Way to Handford Road;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <u>An Archaeological Assessment will be required;</u> • <u>A site wide surface water management strategy is required;</u> | | | | | | | |

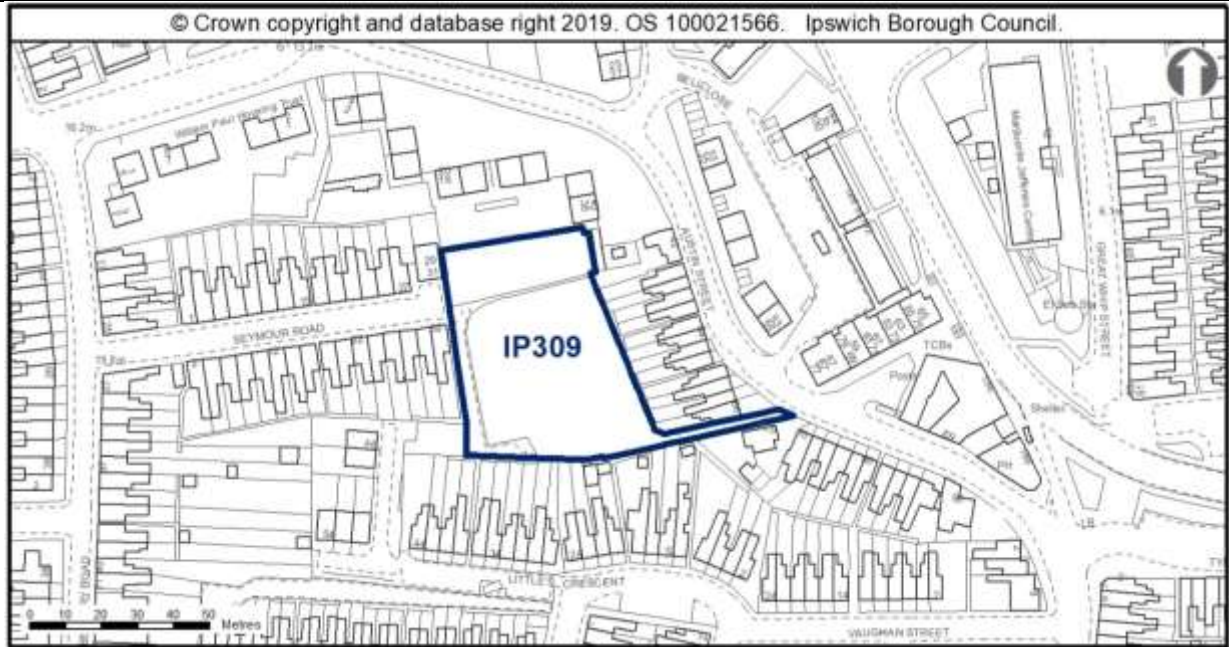
| | | | | | | | |
|--|--|--|----------------|--|-------------|-----------|--|
| | | | | <ul style="list-style-type: none"> • <u>A transport assessment and travel plan will be required;</u> • <u>The site is adjacent to the Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve;</u> • <u>The site may have wildlife interest an ecological and reptile survey will be needed;</u> • <u>Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>Any future greenspace should be incorporated into future development, unless other means of biodiversity enhancement are appropriate;</u> • <u>An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application;</u> • <u>Development should improve pedestrian and vehicular access between Handford Road and Portman’s Walk along Bibb Way to improve permeability through the town; and</u> • <u>New development should respect the domestic scale of adjacent architectural influences.</u> | | | |
| | | | <u>IP279B2</u> | <u>Land south of Former British Telecom Office, Bibb Way</u> | <u>0.61</u> | <u>37</u> | <u>Based on master planning work with IP279A</u> |



Constraints:

- **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);**
- **Development will be required to address the canal frontage appropriately;**
- **Development should provide public cycle and pedestrian access through from Bibb Way to Handford Road;**
- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **An Archaeological Assessment will be required;**
- **A site wide surface water management strategy is required;**
- **A transport assessment and travel plan will be required;**

| | | | | | | | |
|--|--|--|--------------|---|-------------|-----------|--|
| | | | | <ul style="list-style-type: none"> • <u>The site is adjacent to the Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve;</u> • <u>The site may have wildlife interest an ecological and reptile survey will be needed;</u> • <u>Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced;</u> • <u>A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>Any future greenspace should be incorporated into future development, unless other means of biodiversity enhancement are appropriate;</u> • <u>An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>Development must also include pedestrian/cycle access along the river to allow for a continuous route to connect to the site IP355;</u> • <u>Development should improve pedestrian and vehicular access between Handford Road and Portman’s Walk along Bibb Way to improve permeability through the town; and</u> • <u>New development should respect the domestic scale of adjacent architectural influences.</u> | | | |
| | | | <u>IP309</u> | <u>Former Bridgeward Social Club, 68a Austin Street</u> | <u>0.28</u> | <u>15</u> | <u>54dph DM23 b. (Higher end based on proximity to local centre)</u> |



Constraints:

- **A transport assessment and travel plan will be required, Austin Street should be for pedestrian and cycleway use only. Vehicular traffic should be via Seymour Road;**
- **Prior to any development a Preliminary Ecological Appraisal should be undertaken alongside any specific detailed survey recommended in that report, due to the nature of the site the report should also include the potential for invasive species; and**
- **A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.**

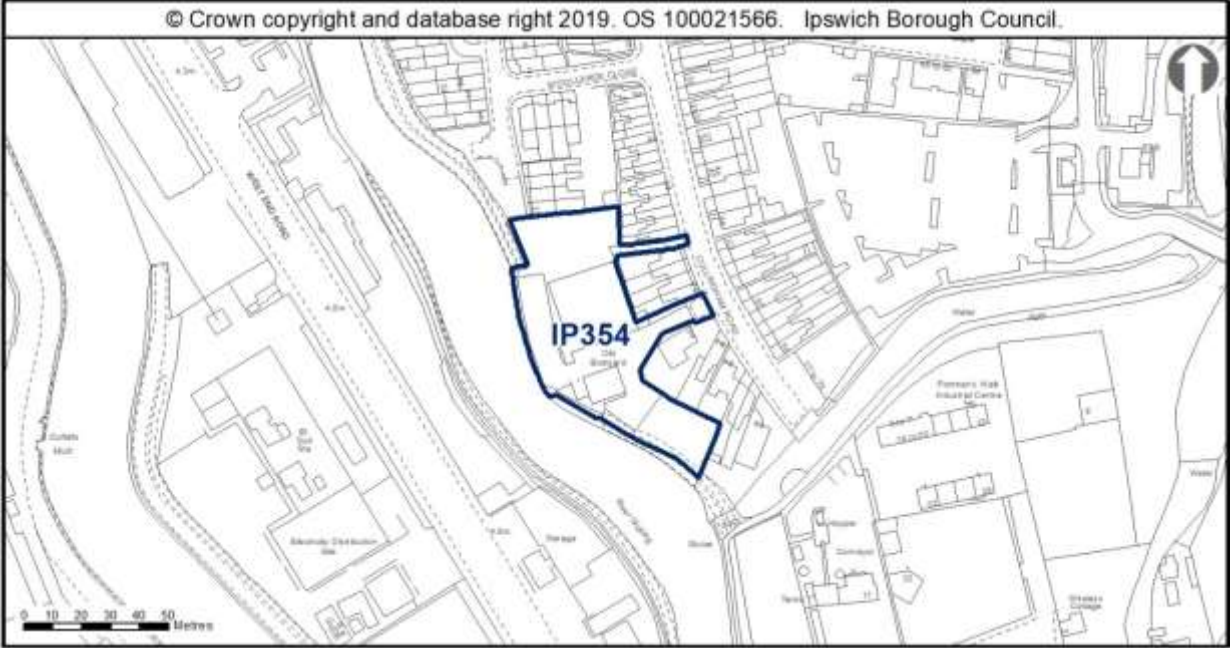
IP354

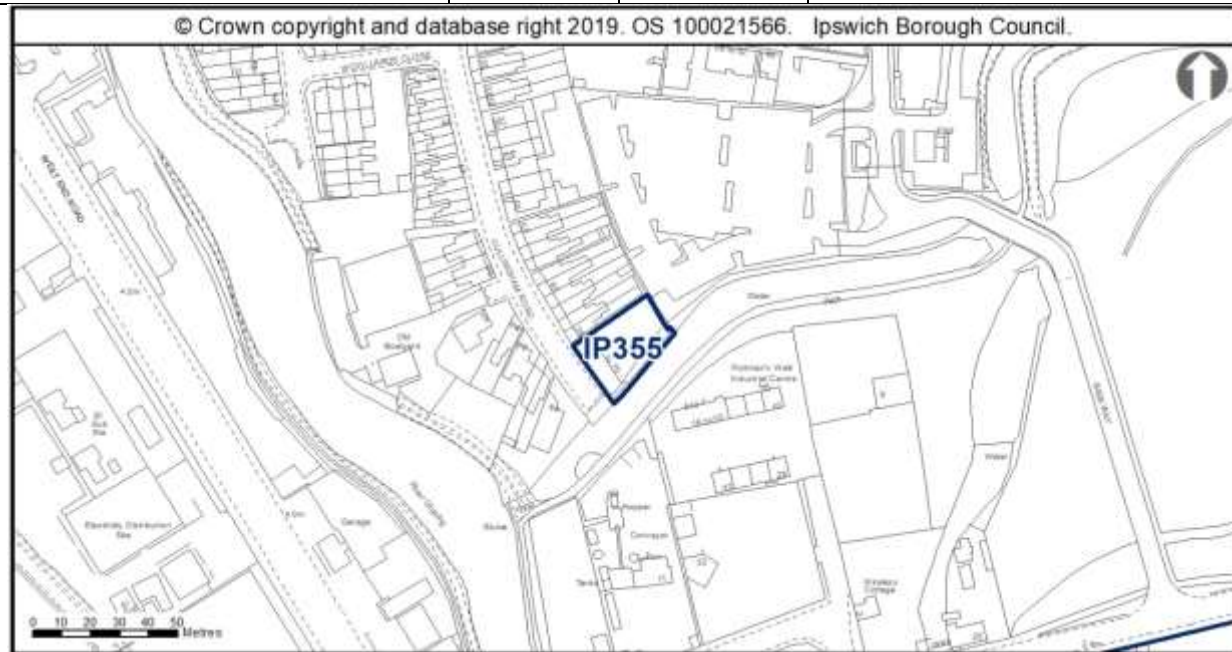
72 (Old Boatyard) Cullingham Road

0.34

14

40dph (Less than 90dph due to site constraints)

| | | | | | | | | | | |
|--|--|--|--|---|--|---------------------|--|---------------------------|------------------------|--|
| | | | |  <p>© Crown copyright and database right 2019. OS 100021566. Ipswich Borough Council.</p> | <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <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> • <u>Development must take account of the River Corridor Buffer (10m); and</u> • <u>The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It is likely that archaeological considerations could be managed through conditions on consent. An Archaeological Assessment will be required.</u> | <p>IP355</p> | <p><u>77-79 Cullingham Road</u></p> | <p><u>0.06</u></p> | <p><u>6</u></p> | <p><u>100dph (based on location in Portman Quarter)</u></p> |
|--|--|--|--|---|--|---------------------|--|---------------------------|------------------------|--|



Constraints:

- **A contaminated land assessment will be required and mitigation delivered to address any findings;**
- **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);**
- **Development must take account of the River Corridor Buffer (10m);**
- **Development must safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way; and**
- **The site lies in the vicinity of Roman remains, likely on reclaimed land. The site lies across Archaeological Character Zones 1d and 2a as set out in the Archaeology and Development SPD. It**

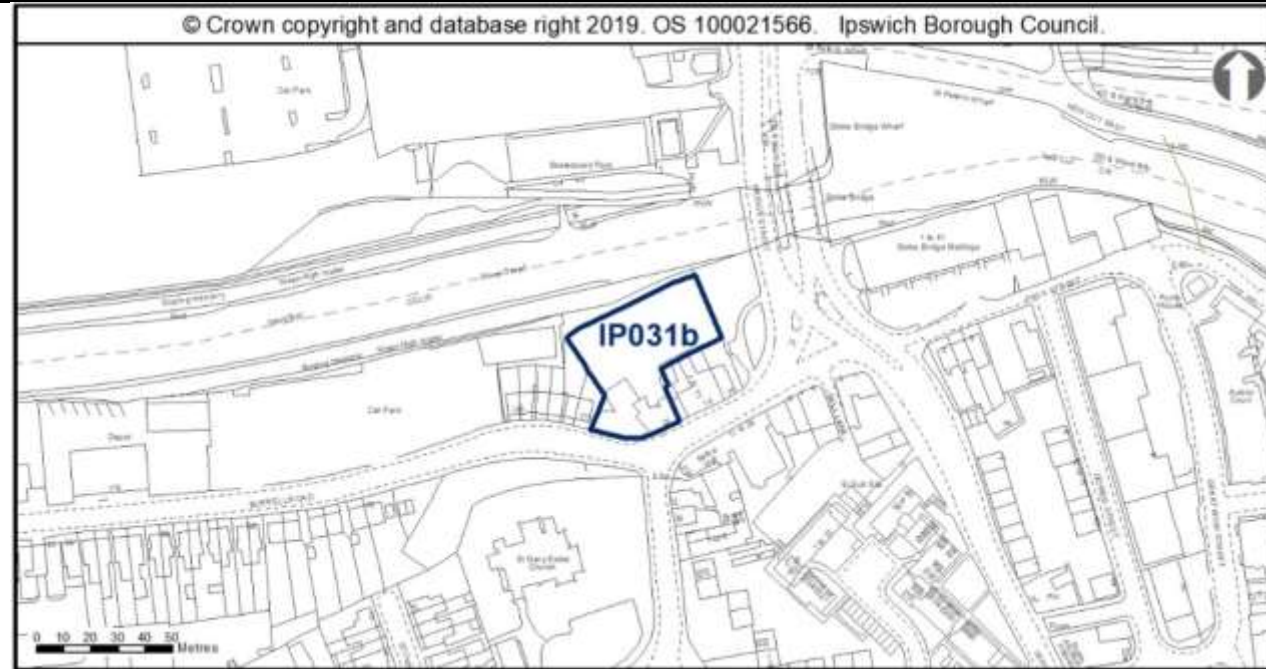
| | | | | | |
|-------|-----|----------------|--|--|------------|
| | | | | is likely that archaeological considerations could be managed through conditions on consent. An Archaeological Assessment will be required. | |
| | | | Total | | 728 |
| MM269 | N/A | New Paragraphs | <p>Insert 8 new paragraphs after New Policy Housing Allocations in the IP-One Area, to read as follows:</p> <p><u>'The indicative capacity of the sites allocated through the New Table of New Policy Housing Allocations in the IP-One Area above is 728 dwellings. These homes will contribute to meeting the minimum housing requirement of 8,280 dwellings by 2036, as identified through Policy CS7 of the Core Strategy and Policies DPD. They will also contribute to the continued regeneration of Ipswich and help to deliver the Local Plan vision and objectives relating to growth and the spatial strategy (objectives 2 and 3).</u></p> <p><u>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.</u></p> <p><u>Development constraints are listed in the policy. Applications for planning permission will need to satisfy the requirements of the Development Management Policies set out in the Core Strategy and Policies DPD. The Local Plan is supported by guidance set out in supplementary planning documents (SPDs), including the Development and Archaeology SPD and the Development and Flood Risk SPD.</u></p> <p><u>In allocating sites for development the Council has followed the sequential approach, to ensure that sites are not allocated in areas with a greater probability of flooding if sites in lower risk areas are available. It has also applied the exception test to ensure that the benefits to the community of development outweigh flood risk, and ensure that development will be safe. Planning applications for sites which lie within Flood Zones 2 and 3 will need to be supported by a 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. In the interim, until the new Development and Flood Risk SPD is adopted, applicants are referred to the new evidence,</u></p> | | |

| | | | |
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| | | | <p><u>which is available through the October 2020 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> <p><u>Housing is a key issue for older people. There is a need to ensure a suitable mix of housing for older people, whether market housing or types of supported housing. The Council encourages new housing to be built to be accessible and adaptable, which makes it easier for people to remain in their own homes as their mobility needs change. In order to create an environment which enables older people to have a good quality of life, the Council supports the implementation of the ‘Lifetime Neighbourhoods’ principle in new development. This concept covers the built environment, access to services and resident empowerment in addition to housing mix and design.</u></p> <p><u>The recommendations of the Ipswich Wildlife Audit 2019 should be taken into account in the future development of sites IP011a, IP011b, IP012, IP014, IP039a, IP064a, IP089, IP096, IP098, IP120b, IP133, IP279b(1), IP279b(2) and IP309, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8.</u></p> <p><u>Where the constraints have identified the need for an Archaeological Assessment on a site, detailed early pre-application discussions with Suffolk County Council Archaeological Service will be required to agree the scope of required assessment and to inform the design. For Sites IP011c and IP012, Historic England should also be included in these early pre-application discussions due to the sensitive setting of these particular sites.</u></p> <p><u>Developers of Sites IP064a and IP080 should undertake early consultation with the Suffolk County Council Minerals and Waste Team as these sites are each within 250m of the access to a safeguarded minerals facility.’</u></p> |
| MM270 | N/A | New Policy | <p>Insert New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area to read as follows:</p> <p><u>‘New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area</u></p> |

As at 1st April 2020, the sites listed in New Table below have planning permission for residential development, student accommodation or mixed use development including residential use, which has not been implemented 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.

New Table Sites with planning permission or awaiting a Section 106 Agreement in the IP-One Area

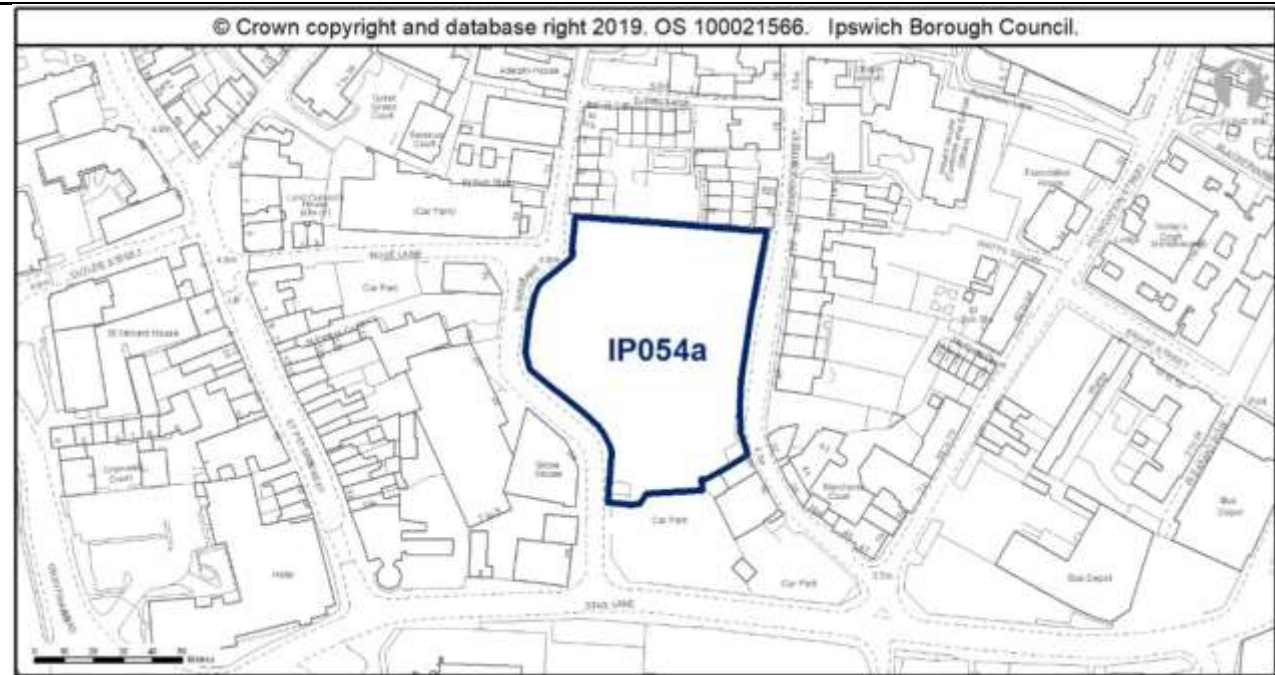
| <u>Site</u> | <u>Address and current situation</u> | <u>Site area ha (% for residential)</u> | <u>Capacity</u> | <u>Evidence</u> | <u>Acceptable Uses</u> |
|---------------|--------------------------------------|---|-----------------|---|------------------------|
| <u>IP031b</u> | <u>22 Stoke Street</u> | <u>0.18</u> | <u>31</u> | <u>100dph (reflective of highly accessible location. Maximum dph due to heritage constraints)</u> | <u>Residential</u> |



Constraints:

- **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);**
- **The need for an air quality assessment should be investigated because the site is close to an Air Quality Management Area;**
- **Possible contamination (former petrol station and car workshop) and Contaminated Land Assessment required and mitigated to address any findings;**
- **Development would need to support the wildlife corridor function of the river which is a County Wildlife Site. A reptile survey should be undertaken and appropriate mitigation to address findings;**

| | | | | | | | | |
|--|--|--|---------------|--|-------------|-----------|---------------------|--------------------|
| | | | | <ul style="list-style-type: none"> • <u>This site is located adjacent to the River Orwell wildlife corridor. Any lighting scheme should be designed to prevent light spillage into this area. The scrub habitat along the riverbanks should be appropriately managed for wildlife. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>This site is within the Area of Archaeological Importance (IPS 413). Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on proposed groundworks, conditions on consent informing these assessments may be appropriate, to inform archaeological investigation and mitigation, including palaeo-environmental investigation;</u> • <u>This site is adjacent to the Stoke Conservation Area and the grade I listed Church of St Mary at Stoke. Careful attention to topography levels to maintain views through to the Conservation Areas. A proportionate Heritage Statement will be required;</u> • <u>Development should have active frontages which address the river to the north, and both Bridge Street and Burrell Road;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>A Transport Assessment and Travel Plan is required; and</u> • <u>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.</u> | | | | |
| | | | <u>IP054a</u> | <u>30 Lower Brook Street</u> | <u>0.56</u> | <u>62</u> | <u>16/01037/FUL</u> | <u>Residential</u> |



Constraints:

- **An Air Quality Assessment will be required;**
- **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);**
- **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);**
- **The site is partly within and also adjoining the Central Conservation Area. It contains a scheduled monument and two grade II listed buildings (18-20 Lower Brook Street). There are also two grade II* churches to the south. A proportionate Heritage Impact Assessment will be required;**
- **The site contains a scheduled monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the scheduled monument will**

need to deliver significant public benefit. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground;

- This site lies within the area of archaeological importance relating to the Anglo-Saxon and medieval town of Ipswich .An archaeological assessment will be required and appropriate mitigation undertaken based on the findings; and**
- A transport assessment and travel plan will be required.**

IP074

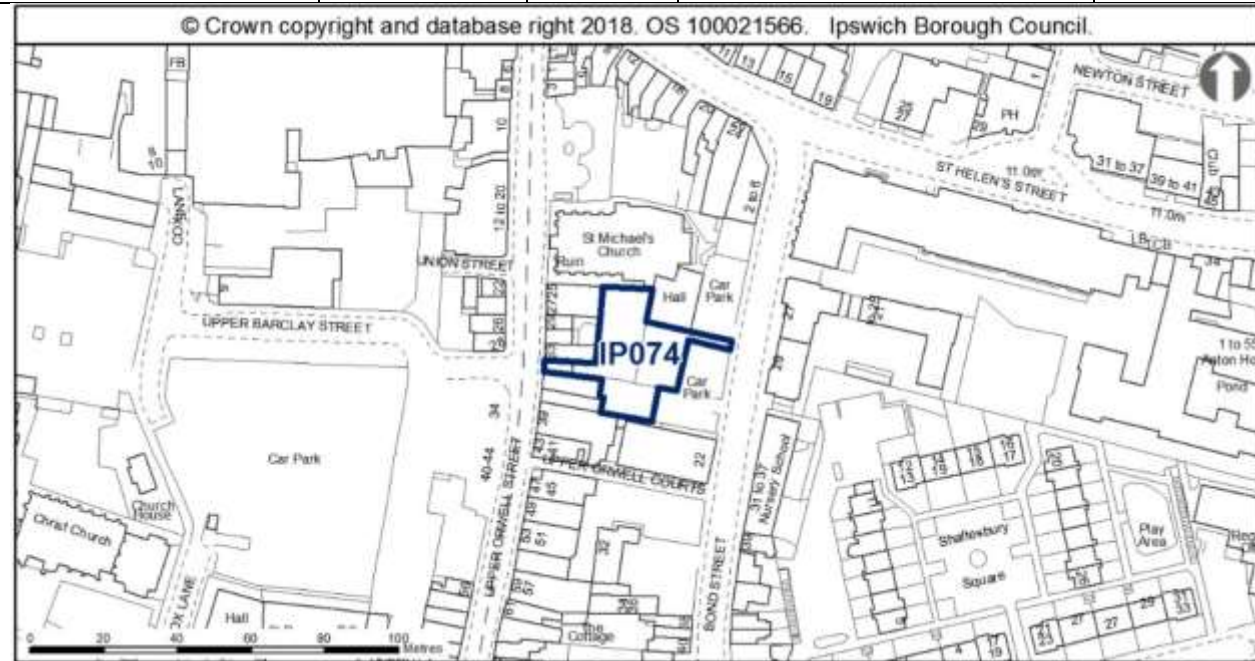
Land at Upper Orwell Street

0.07

9

**16/01179/FUL approved
03.02.17**

Residential



Constraints:

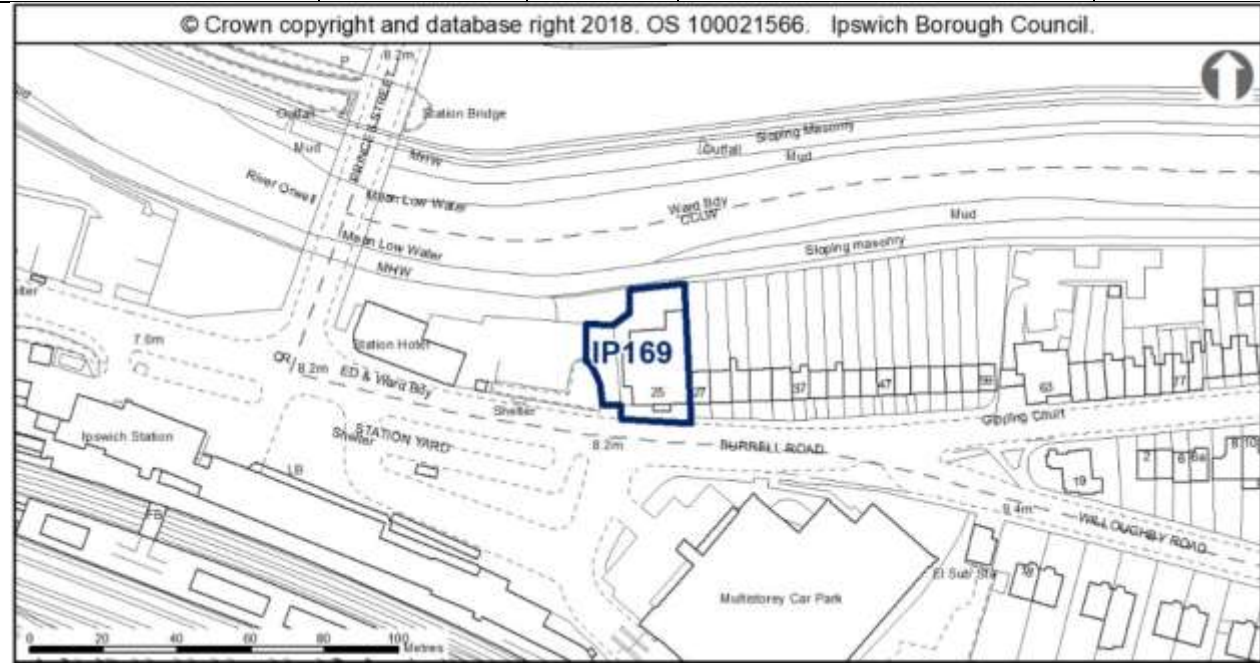
- This site lies in the historic core of the Anglo-Saxon town. No objection in principle to development but it will require a condition relating to archaeological investigation attached to any planning**

| | | | | |
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| | | | | <p><u>consent Archaeological costs have the potential to be relatively high. An archaeological assessment will be required;</u></p> <ul style="list-style-type: none"> • <u>A proportionate Heritage Statement will be required; and</u> • <u>Trees covered by tree preservation Orders are on or abounding the site and will require protection during construction works (an application for Tree Works may be needed).</u> |
| | | | <p>IP084a</p> | <p>County Hall, St Helen's Street</p> <p>0.32</p> <p>40</p> <p>18/01117/FUL awaiting a S106</p> <p>Residential</p> |
| | | | | |
| <p>Constraints:</p> <ul style="list-style-type: none"> • <u>Grade II Listed Building (on the Buildings at Risk Register) and within the St Helens Conservation Area – a proportionate Heritage Impact Assessment will be required.</u> | | | | |

| | | | | | | | | |
|--|------------|---------------------|---|---|------------|----|---|---|
| | | | <ul style="list-style-type: none"> • <u>Within an Area of Archaeological Importance - an archaeological assessment and appropriate mitigation will be required.</u> • <u>Partly within an Air Quality Management Area – an Air Quality Assessment will be required.</u> • <u>Travel Plan required.</u> • <u>Surface Water Drainage Strategy required.</u> • <u>Details of on-site foul water drainage strategy required.</u> | | | | | |
| | | <p>IP142</p> | <table border="1"> <tr> <td data-bbox="616 427 1059 582">Land at Duke Street</td> <td data-bbox="1059 427 1267 582">0.39 (75%)</td> <td data-bbox="1267 427 1417 582">44</td> <td data-bbox="1417 427 1839 582">90dph (DM23a lower end of range) (17/00570/FUL)</td> <td data-bbox="1839 427 2076 582">Residential Including 25% Public Open Space</td> </tr> </table> | Land at Duke Street | 0.39 (75%) | 44 | 90dph (DM23a lower end of range) (17/00570/FUL) | Residential Including 25% Public Open Space |
| Land at Duke Street | 0.39 (75%) | 44 | 90dph (DM23a lower end of range) (17/00570/FUL) | Residential Including 25% Public Open Space | | | | |
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| <p>Constraints:</p> <ul style="list-style-type: none"> • <u>An Air Quality Assessment will be required because of site proximity to an AQMA.</u> | | | | | | | | |

- **Contaminated Land Assessment required and mitigation to address any findings;**
- **Trees covered by tree preservation Orders are on or abounding the site and will require protection during construction works (an application for Tree Works may be needed);**
- **A surface water management strategy will be required due to surface water flooding local to site (see Section 9.7 and Appendix A, Map 11B of the 2020 Ipswich SFRA);**
- **Transport Assessment and Travel Plan required; and**
- **Allocation to provide for public open space (25%).**

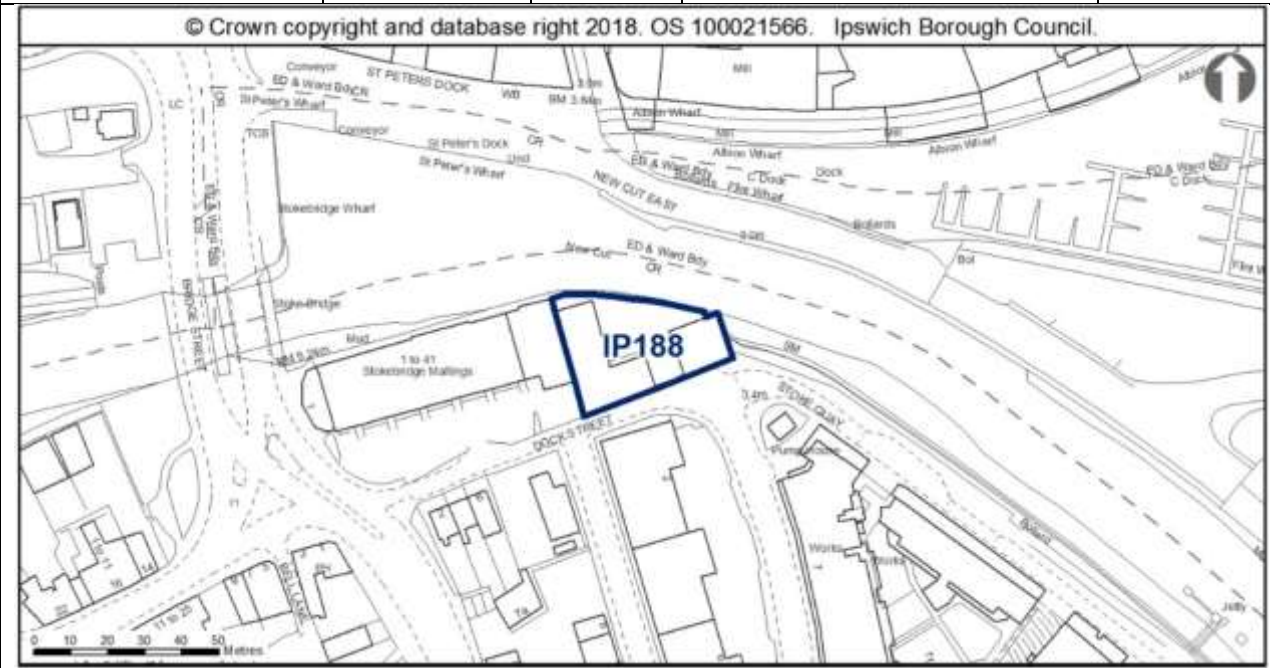
| | | | | | |
|-------|--------------------|------|---|---|-------------|
| IP169 | 23-25 Burrell Road | 0.08 | 4 | 12/00087/FUL approved 22.03.2012. Under construction 4 outstanding. | Residential |
|-------|--------------------|------|---|---|-------------|



Constraints:

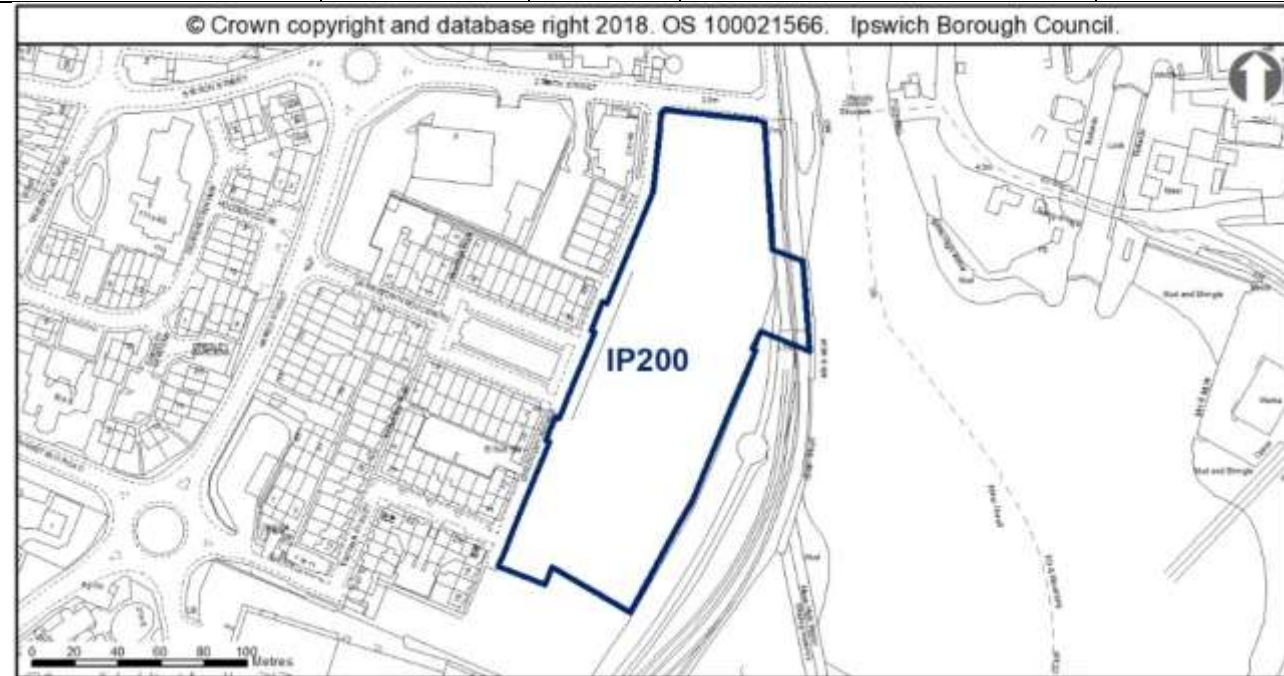
- **A Contaminated Land Assessment will be required and mitigation delivered to address any findings;**
- **A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);**
- **A condition relating to archaeological investigation will be required to be attached to any planning consent. Archaeological monitoring of groundworks is likely to be appropriate;**
- **Development must take account of the River Corridor Buffer (10m); and**
- **A proportionate Heritage Statement will be required.**

| | | | | | |
|--------------|---|-------------|----------|---|--------------------|
| IP188 | Webster's Saleyard site, Dock Street | 0.11 | 9 | 19/00713/FUL approved 01.10.2019 | Residential |
|--------------|---|-------------|----------|---|--------------------|



| | | | | | | | |
|--|--|--------------|--|-------------|-----------|--|--------------------|
| | | | <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A Contaminated Land Assessment will be required and mitigation delivered to address any findings;</u> • <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) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>A proportionate Heritage Statement will be required as the site is within the Stoke Conservation Area;</u> • <u>Need to ensure land is safeguarded to provide a pedestrian and cycle crossing to St Peter's Quay/the Island Site immediately to the east of this site (see Policy SP15);</u> • <u>To enable greater recreational, leisure and sports use of the Gipping and Orwell rivers, provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities should be considered;</u> • <u>Development would need to address the river frontage and support the wildlife corridor function of the river;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>This site is within the Area of Archaeological Importance. An Archaeological Assessment will therefore be required;</u> • <u>An ecological survey including bats will be needed prior to commencement, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8; and</u> • <u>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.</u> | | | | |
| | | <u>IP200</u> | <u>Griffin Wharf, Bath Street</u> | <u>0.79</u> | <u>71</u> | <u>17/00382/FUL approved 11.06.2019 & 20/00747/FUL approved 22.03.2021</u> | <u>Residential</u> |

**Previous pps: 11/00507/FUL
approved 01.09.2011 (132
flats) 05/00819/FUL.**

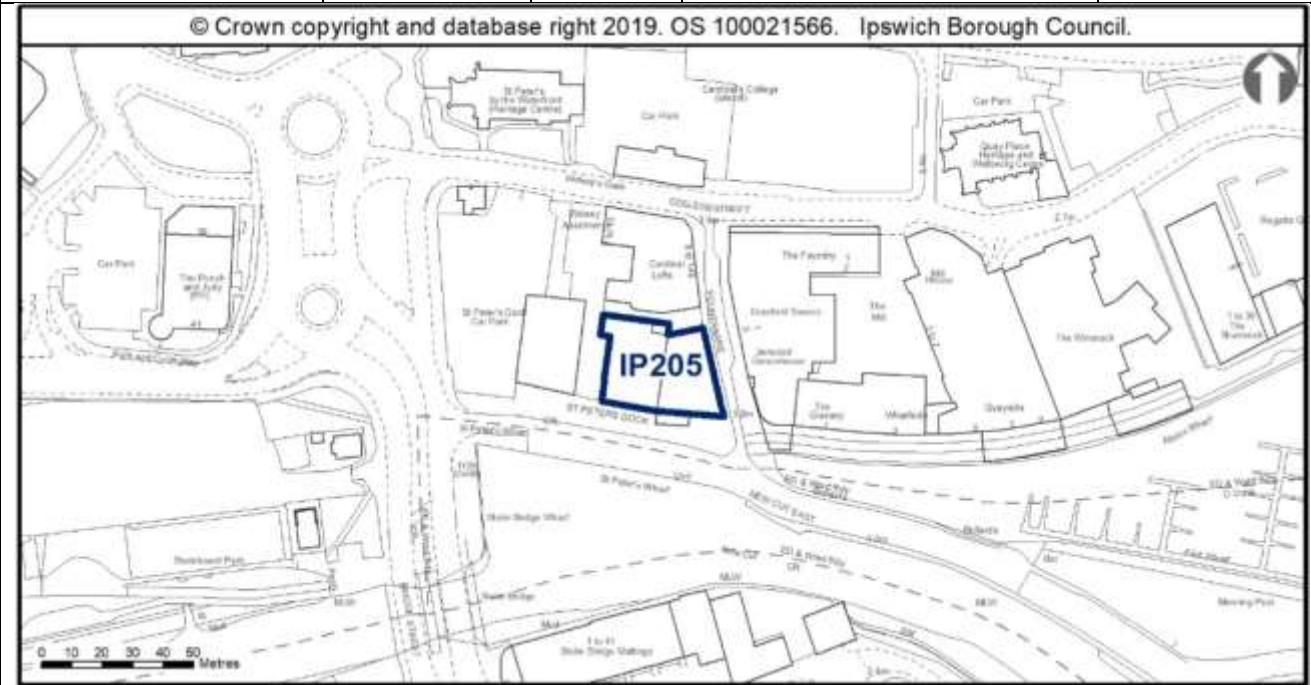


Constraints:

- **Development will require a condition relating to archaeological investigation attached to any planning consent. An archaeological assessment will be required due to proximity to Medieval sites (IPS 145 & IPS 294);**
- **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);**

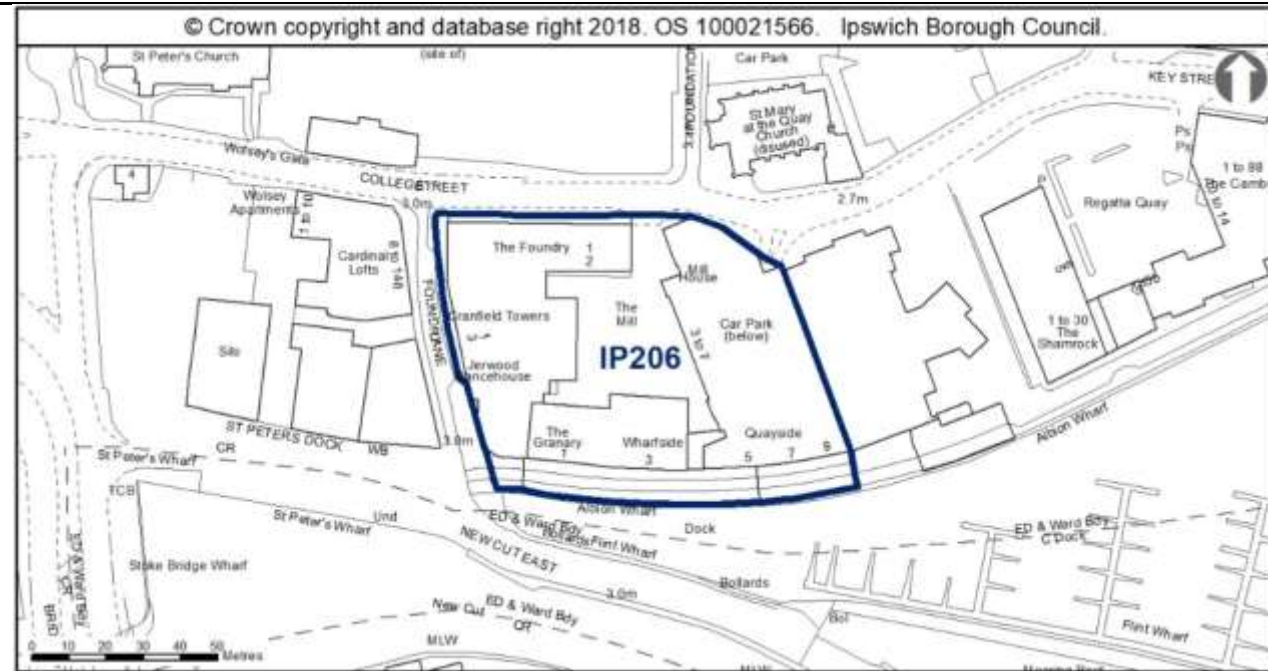
- **A Contaminated Land Assessment will be required and mitigation delivered to address any findings;**
- **Development must take account of the River Corridor Buffer (10m); and**
- **Ecological surveys and appropriate mitigation will be required and to achieve biodiversity net gain;**

| | | | | | |
|-------|--------------------------|------|---|--|-------------|
| IP205 | Burton's, College Street | 0.19 | 9 | 02/01241/FUL (196 in total, 71 completed April 2014). Application 19/00624/FPI3 on part of site for 14 self-contained flats) | Residential |
|-------|--------------------------|------|---|--|-------------|



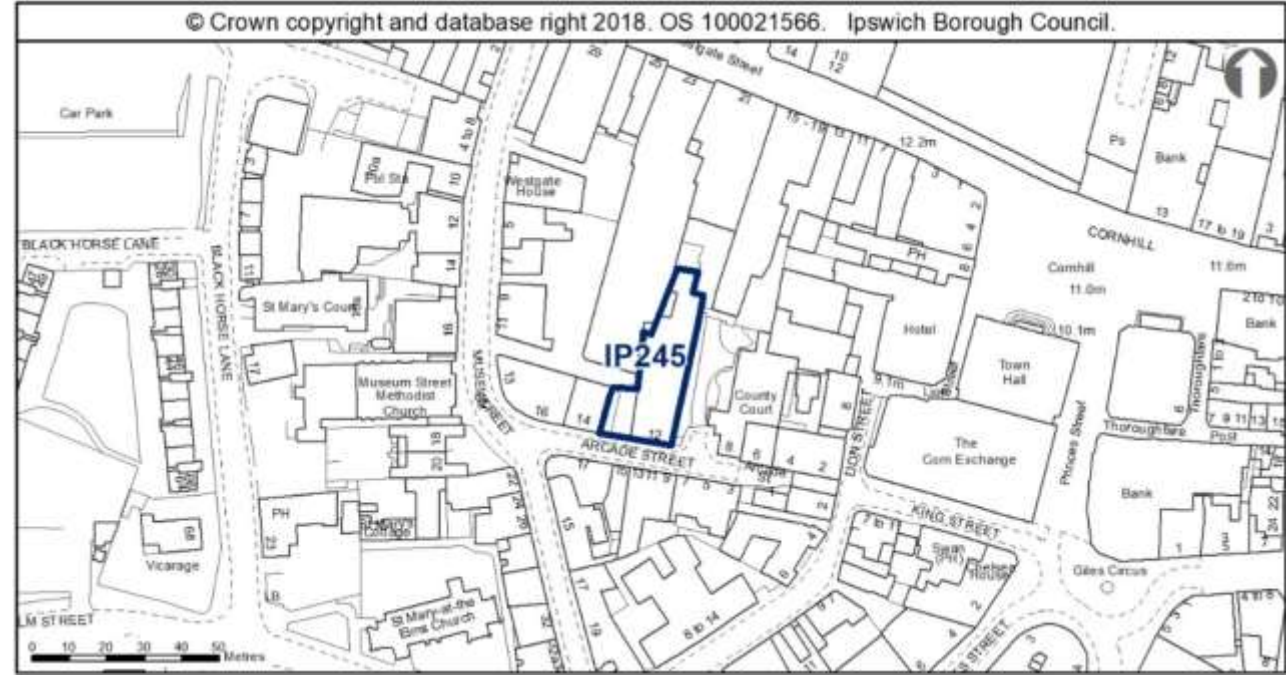
Constraints:

| | | | | | | | | |
|--|--|--|--------------|---|-------------|------------|---|--------------------|
| | | | | <ul style="list-style-type: none"> • <u>The site lies in an area of international archaeological importance, on the Anglo-Saxon and Medieval waterfront. An archaeological assessment will therefore be required;</u> • <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);</u> • <u>An Air Quality Assessment will be required;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>A contaminated land assessment will be required; and</u> • <u>A proportionate Heritage Statement will be required.</u> | | | | |
| | | | <u>IP206</u> | <u>Cranfields, College Street</u> | <u>0.71</u> | <u>134</u> | <u>04/00313/FUL (337 in total, 197 completed April 2014)</u> <u>16/00092/VC (replaced 16 of the flats with 43 (29 studios + 14 one-beds)</u> | <u>Residential</u> |



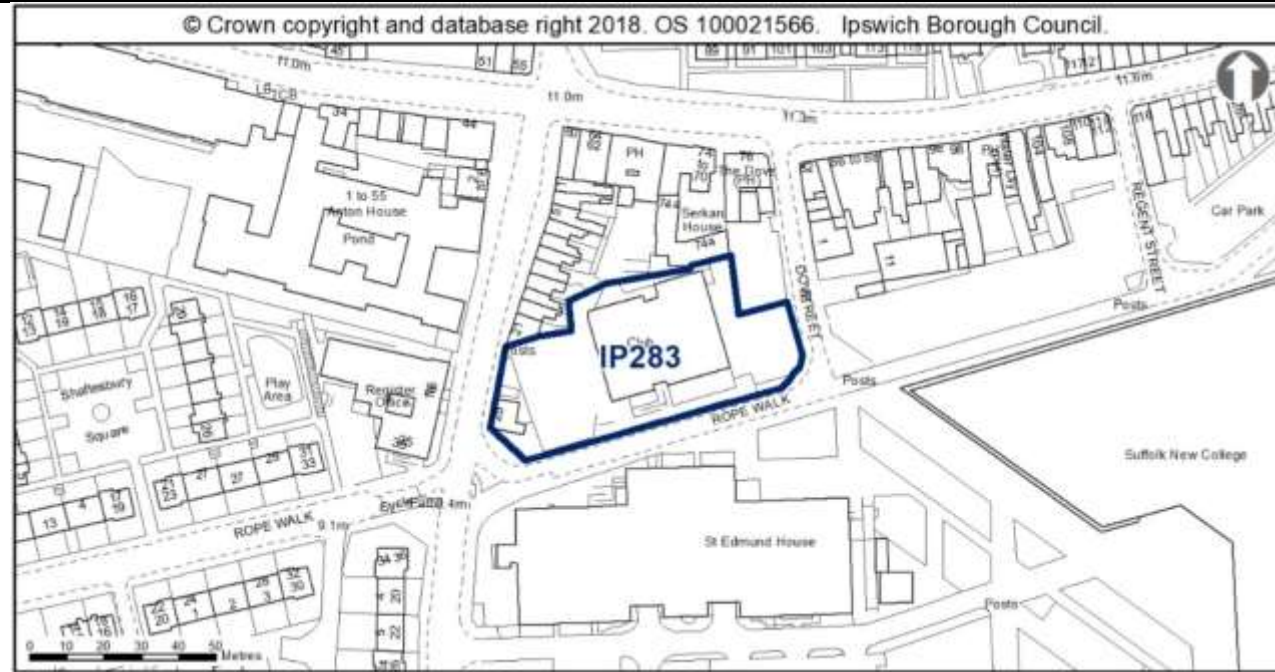
Constraints:

- **The site has been subject to large scale excavation but post-excavation work was stalled by the development situation and there is still an outstanding obligation for assessment, conservation, analysis and publication, particularly of important waterlogged wooden structures from the Anglo-Saxon waterfront. Preservation by record has not been met, and the condition on IP/04/00313 remains outstanding. Any new applications would require a condition or agreement to secure post-excavation work. Any additional proposed groundworks should be subject to consultation;**
- **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);**
- **Development must take account of the River Corridor Buffer (10m);**
- **A contaminated land assessment will be required and mitigation to addresses any findings; and**
- **A proportionate Heritage Statement will be required.**

| | | | | | | | | |
|--|--|--|---------------------|------------------------------------|--------------------|------------------|--|---------------------------|
| | | | <p>IP245</p> | <p>12-12a Arcade Street</p> | <p>0.06</p> | <p>14</p> | <p>18/00899/FUL approved 06.09.2019</p> | <p>Residential</p> |
| <p>© Crown copyright and database right 2018. OS 100021566. Ipswich Borough Council.</p>  | | | | | | | | |
| <p>Constraints:</p> <ul style="list-style-type: none"> • <u>The site is in the Central Conservation Area and adjacent to a Listed Building. Therefore a proportionate Heritage Statement will be required;</u> • <u>The site is also within the Area of Archaeological Importance. An archaeological assessment will therefore be required; and</u> • <u>A surface water management strategy will be required due to surface water flooding local to site (see SFRA Section 9.7 and Appendix A Map 11B of the 2020 Ipswich SFRA). There is a Flood Incident Report for this site.</u> | | | | | | | | |

| | | | | | | | |
|--|--|--|---|--------------------|------------------|--|---------------------------|
| | | | <p>IP279a Former British Telecom Office, Bibb Way</p> | <p>0.63</p> | <p>78</p> | <p>18/00470/P3JPA approved 20.07.2018</p> | <p>Residential</p> |
| | | | | | | | |
| <p>Constraints:</p> <ul style="list-style-type: none"> • <u>A Contaminated Land Assessment likely required and mitigation delivered to address any findings;</u> • <u>Archaeological sites with remains relating to Prehistoric, Anglo-Saxon and the Roman periods in particular have been excavated in the vicinity of the development site, relating to activity on the higher ground over the town marsh and towards Handford Bridge. An archaeological assessment will therefore be required;</u> • <u>Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets likely required;</u> | | | | | | | |

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|--|--|--|--------------|--|-------------|-----------|---|--------------------|
| | | | | <ul style="list-style-type: none"> • <u>Surface water flooding local to site. 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) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B);</u> • <u>A transport assessment and travel plan will be required;</u> • <u>Development must take account of the River Corridor Buffer (10m);</u> • <u>Future green space should be sited adjacent to the canal, to complement it and the design and layout would need to support the wildlife corridor function;</u> • <u>Alderman Canal County Wildlife Site and Alderman Canal Local Nature Reserve are adjacent to the site. The site therefore is likely to have wildlife interest. An ecological and reptile survey will be needed. Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u> • <u>An invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application;</u> • <u>This allocation site is located to the south of the Burlington Road Conservation Area and a proportionate heritage statement will be required; and</u> • <u>The capacities indicated have been formulated on the basis of early masterplanning discussions with the site owner.</u> | | | | |
| | | | <u>IP283</u> | <u>25 Grimwade Street. Student Union Club and adjacent car park, Rope Walk</u> | <u>0.27</u> | <u>14</u> | <u>17/00049/FUL approved 23.08.2018</u> | <u>Residential</u> |



Constraints:

- **Site is within Area of Archaeological Importance and archaeological investigation/ assessment work will be required;**
- **St Helen's Conservation Area immediately to the north of the site and a proportionate heritage statement will be required;**
- **Trees along frontage of site and will need to be protected or provision for replacement planting made.**
- **Site specific Surface Water Strategy will be required; and**
- **An Air Quality Assessment may be required because the site is in close proximity to Air Quality Management Area.**

IP386

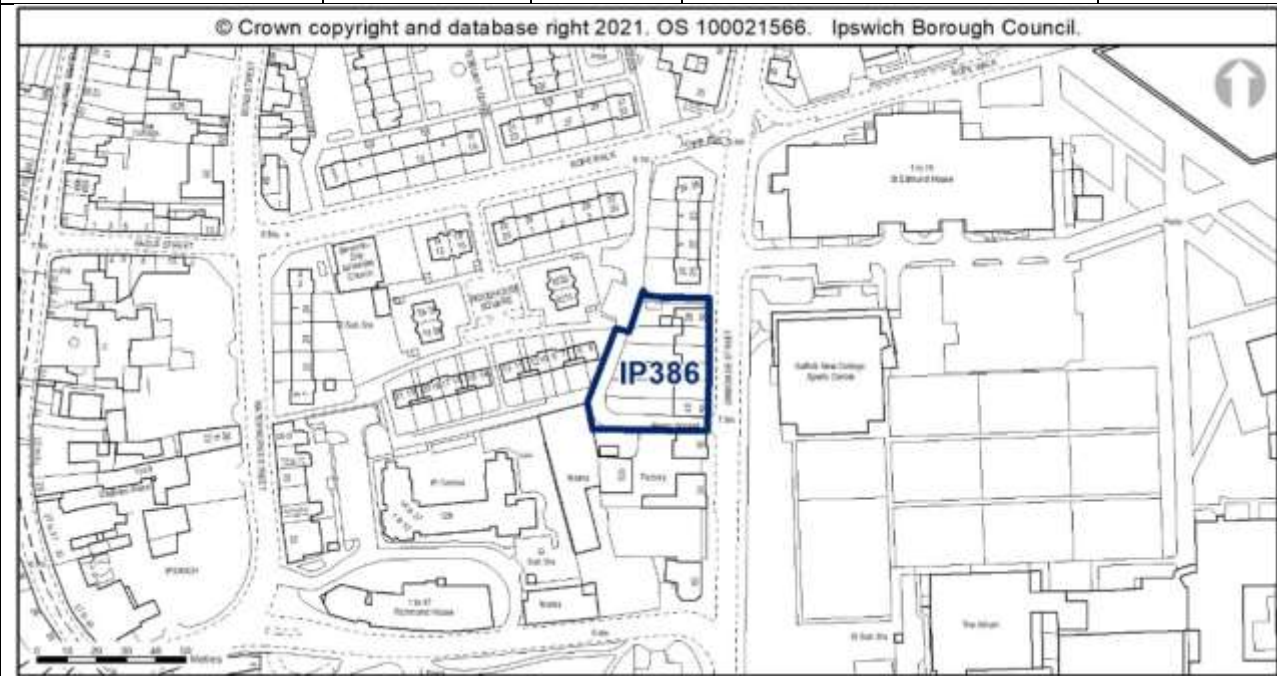
28-50 Grimwade Street

0.15

**16 gross
(13 net)**

**19/01118/FUL awaiting a
S106**

Residential



Constraints:

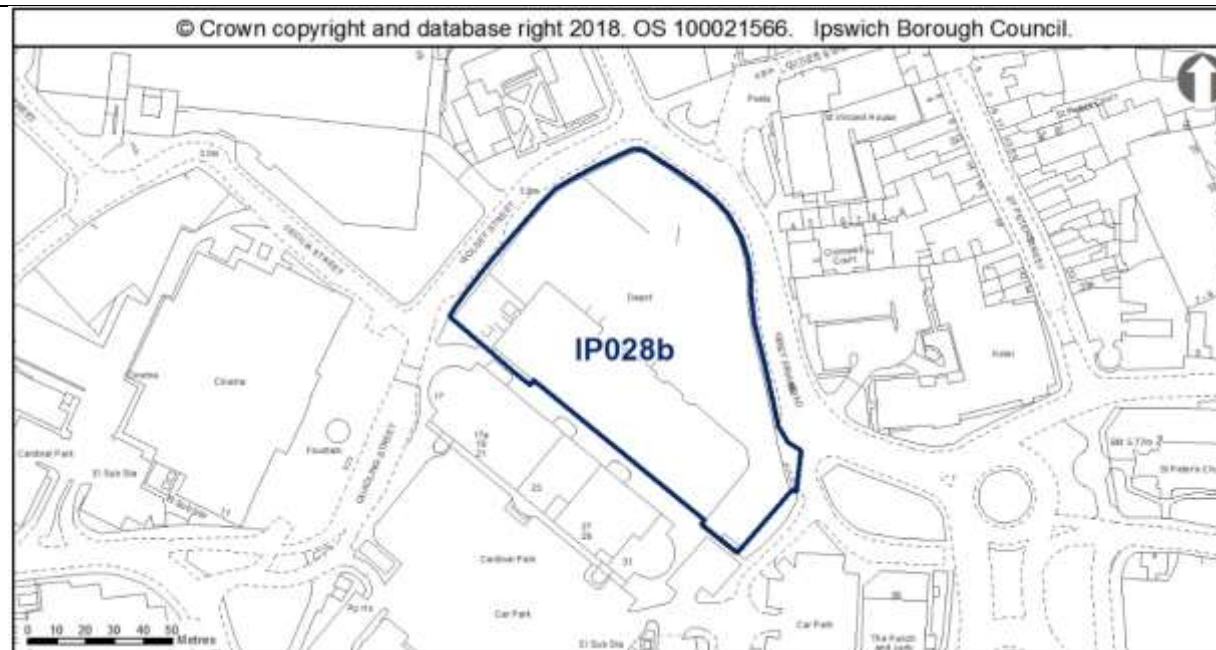
- **An Air Quality Assessment may be required because the site is located in-between, but not within, two Air Quality Management Areas;**
- **A surface water management strategy will be required due to surface water flooding local to site (see Section 9.7 and Appendix A, Map 11B of the 2020 Ipswich SFRA);**
- **An archaeological investigation/ assessment will be required; and**
- **A Contaminated Land Assessment will be required, and mitigation delivered to address any findings.**

Total

532

| | | | |
|-------|-----|----------------|---|
| | | | <u>The dwelling numbers shown relate to the granted consents, should a future application demonstrate compliance with the development management policies there is scope for numbers to change.'</u> |
| MM271 | N/A | New Paragraphs | <p>Insert 8 new paragraphs after New Policy Land with Planning Permission or Awaiting a Section 106 Agreement in the IP-One Area, to read as follows:</p> <p><u>'Sites with planning permission or a resolution to grant planning permission would not normally be allocated through a development plan, as the expectation is that in normal market conditions they would come forward for development in due course. However, it is considered necessary to include this policy in the plan because of:</u></p> <ul style="list-style-type: none"> • <u>The residential capacity of the Borough taking into account the tightly drawn boundary; and</u> • <u>The number of schemes for high density flats within the IP-One Area, which have been affected by weak market conditions and may be revised to slightly lower density schemes. The trend towards lower densities has been observed on other sites within the Ipswich housing market, for example at Griffin Wharf.</u> <p><u>The Council's intention is to retain the principle of residential or residential-led mixed use on these sites within the IP-One Area, as they form an important element of the housing land supply.</u></p> <p><u>A detailed housing trajectory in a New Appendix of the Core Strategy and Policies DPD sets out the expected delivery of homes on these sites. The delivery of the sites will be closely monitored through the Authority Monitoring Report.</u></p> <p><u>The success of the University of Suffolk is a priority for the Council. Sufficient student accommodation is needed to support the University's targets for student numbers and ensure that potential impacts on residential neighbourhoods can be managed. The University is not a direct provider of bespoke student accommodation, but relies on the market to make provision, which the University accredits if appropriate. Therefore, the University's approach to provision by developers is to accredit accommodation up to the number of bed spaces needed, but not beyond.</u></p> |

| | | | |
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| | | | <p><u>Experience in Ipswich to date indicates that there are more student bed spaces with planning permission than the University needs. If planning permissions for student accommodation are not implemented, the Council will encourage the alternative development of the sites for housing use not limited to students, on the basis that the market for student accommodation is saturated.</u></p> <p><u>The recommendations of the Ipswich Wildlife Audit 2019 should be taken into account in the future development of sites IP031b, IP188 and IP279a, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8.</u></p> <p><u>Where the constraints have identified the need for an Archaeological Assessment on a site, detailed early pre-application discussions with Suffolk County Council Archaeological Service will be required to agree the scope of required assessment, decisions on preservation in situ, and/or appropriate investigation strategies, and, to inform the design.</u></p> <p><u>Developers of sites IP031b and IP188 should undertake early consultation with the Suffolk County Council Minerals and Waste Team as these sites are each within 250m of the access to a safeguarded waste use site.'</u></p> |
| MM272 | 35 | Policy SP4 | <p>Amend Policy SP4 Opportunity Sites and insert after the supporting text to read as follows:</p> <p>'Policy SP4 Opportunity Sites <u>in the IP One Area</u></p> <p>Four opportunity sites have been identified within <u>the IP-One Area</u> that have potential for housing-led redevelopment and would contribute to the regeneration of the Waterfront and Town Centre. These are listed below and described in Appendix 4. The Council will work with land owners and other interested parties to investigate opportunities and bring them forward through the development management process, taking into account constraints set out <u>below</u>. in the Appendix 4 site sheets.</p> |



IP028b Jewsons, Greyfriars Road

Potential mix: residential, leisure (~~A3-A5/D2~~ restaurants and cafes, drinking establishments, hot food takeaways and/or indoor sport, recreation or fitness, office/F2).

Site area: 0.71ha

Indicative capacity: 40 dwellings

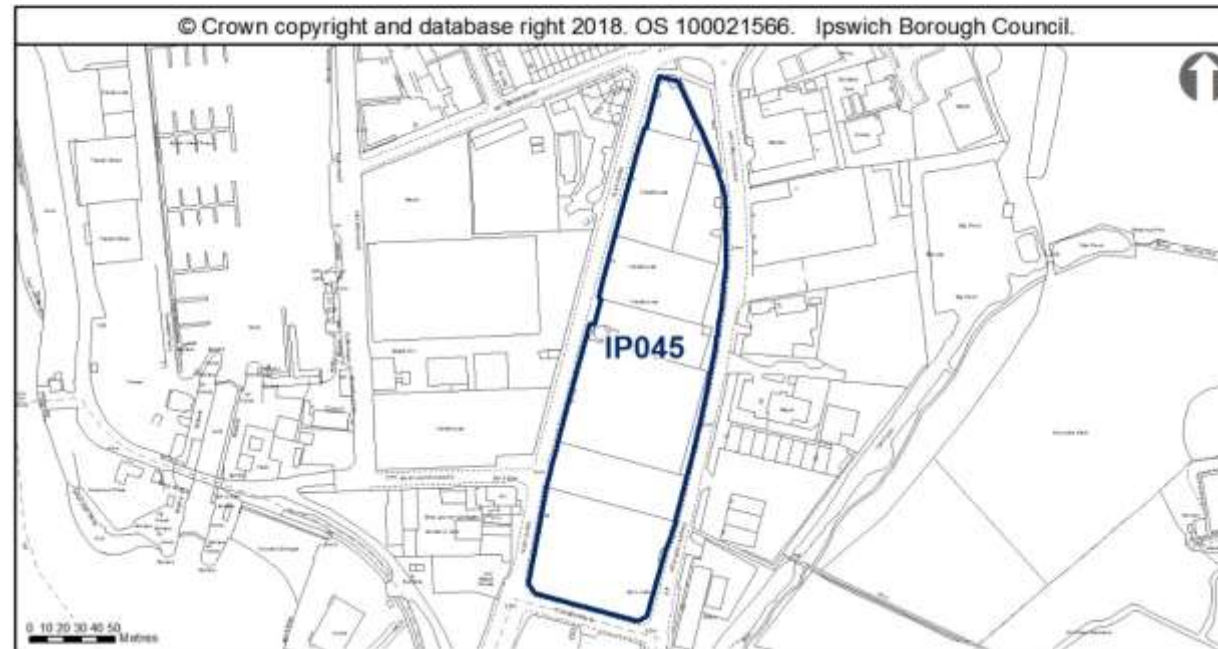
Regeneration role: a site with potential for a more efficient and appropriate town centre use than the current builders' yard, which would continue the regeneration of Greyfriars Road achieved through the residential redevelopment adjacent at Wolsey Street and improve pedestrian routes from Cardinal Park to the Central Shopping Area by reducing 'dead' frontage.

Constraints:

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| | | <p><u>a. This site lies to the west of the Central Conservation Area and near to Grade II* Listed Church of St Nicholas and its heritage assets within the Churchyard. Any development needs to protect or enhance the setting of the Conservation Area centred around St Peter’s Street;</u></p> <p><u>b. The development of this site should include a high quality, usable public realm, which should encourage users between Cardinal Park, the allocation site and the town centre;</u></p> <p><u>c. The site lies within Flood Risk Zone 2 and 3 therefore a full Flood Risk Assessment will be required in addition to a Surface Water Management Strategy;</u></p> <p><u>d. The site lies immediately adjacent to an Area of Archaeological Importance and to a Scheduled Monument. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development;</u></p> <p><u>e. The site lies adjacent to an existing AQMA. Any development is required to meet the requirements of Policy DM3 on air quality. An Air Quality Assessment (AQA) will be required;</u></p> <p><u>f. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;</u></p> <p><u>g. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;</u></p> <p><u>h. Water infrastructure and/or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required;</u></p> |
|--|--|--|

i. A transport assessment and travel plan will be required; and

j. an invasive plant species assessment should be included as part of any Preliminary Ecological Assessment to accompany a planning application. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8.



IP045 Land bounded by Toller Road, Cliff Lane and Holywells Road

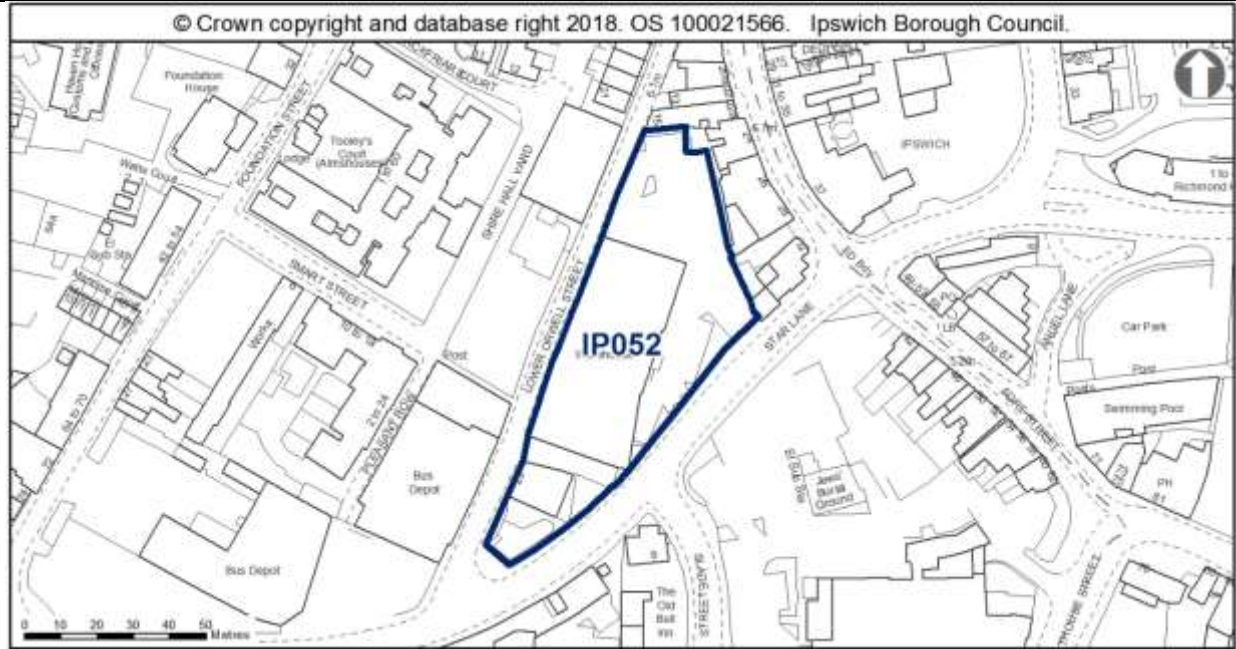
Potential mix: residential and employment (Use Class E (g)), community, arts, open space or tourism.

Indicative capacity: 148 dwellings

Site Area: 2.06ha

| | | |
|--|--|---|
| | | <p>Regeneration role: a key site for the regeneration of the eastern quays, lying between IP226 to the west (see below) and residential allocation IP064 to the east. The site would provide opportunities to improve pedestrian linkage from the eastern quays to open space at Holywells Park.</p> <p><u>Constraints:</u></p> <p><u>a. Care should be taken to maintain and enhance the existing greenspace lying to the northern edge of the site and enhance it in accordance with Policy CS16 Green Infrastructure, Sport and Recreation as part of the open space provision for the site for inclusion in any development proposal for the site;</u></p> <p><u>b. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;</u></p> <p><u>c. A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;</u></p> <p><u>d. The site lies immediately adjacent to an Area of Archaeological Importance as it lies on the edge of the historic channel of the Orwell and there is potential for buried historic deposits. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development;</u></p> <p><u>e. The site is located between the Wet Dock Conservation Area and Holywells Park Conservation Area and is located to the north of the cluster of Grade II listed buildings associated with Cliff Quay Brewery, and is opposite The Ship Launch Inn, which is included on the Local List SPD. Therefore any proposals will be required to have protect or enhance the setting of these heritage assets;</u></p> |
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| | | |
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| | | <p><u>f. Development should principally be of domestic scale, reflecting the scale established at Patteson Road, however some taller units to accommodate flats could be incorporated into the site, but they should still respect the overriding domestic scale of architecture;</u></p> <p><u>g. The site lies within Flood Risk Zone 2 and 3 therefore a full Flood Risk Assessment will be required in addition to a Surface Water Management Strategy;</u></p> <p><u>h. A transport assessment and travel plan will be required;</u></p> <p><u>i. The site is located close to the Holywells Park County Wildlife Site and is east of the River Orwell County Wildlife Site and there is an opportunity to create small-scale steppingstone habitats which will in turn contribute to the wider ecological network. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>j. 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; and</u></p> <p><u>k. The site allocation is within 250m of a safeguarded mineral site in the Suffolk Minerals and Waste Local Plan. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.</u></p> |
|--|--|---|



IP052 Land at Star Lane/Lower Orwell Street

Potential mix: residential, employment, leisure

Indicative capacity: 29 dwellings

Site area: 0.4ha

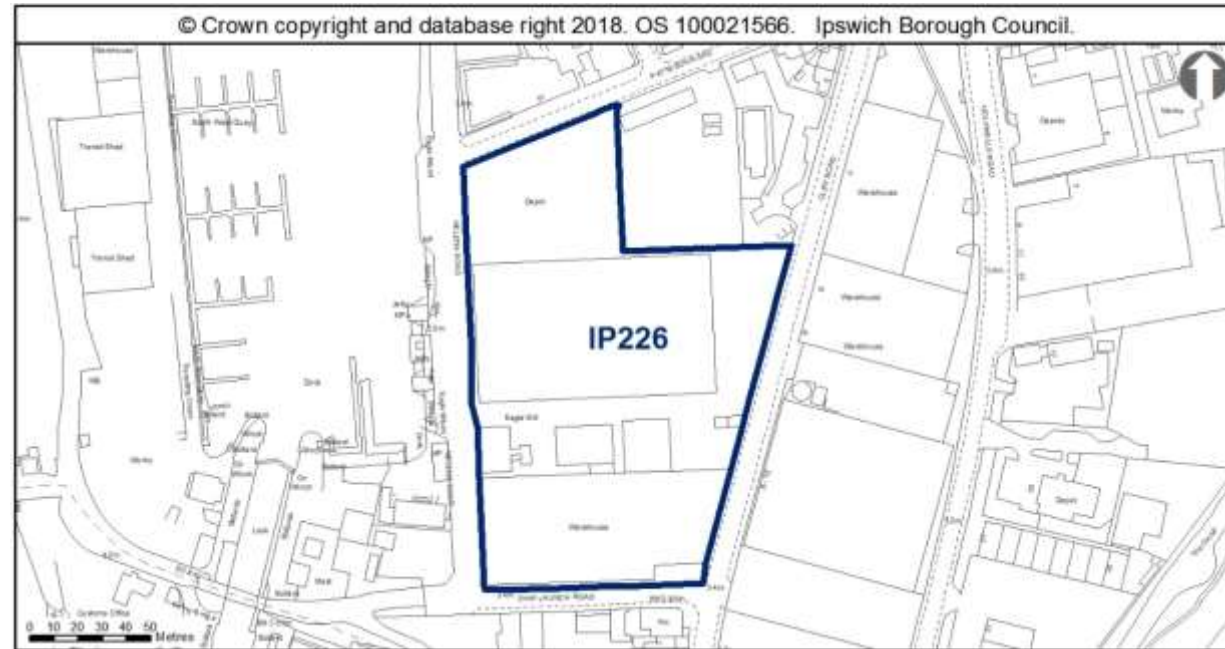
Regeneration role: an important site for the regeneration of Lower Orwell Street and improvements for pedestrians and cyclists on Star Lane, with residential and mixed-use allocations across Lower Orwell Street at IP011a and IP011b.

Constraints:

- a. The site lies adjacent to an existing AQMA. Any development is required to meet the requirements of Policy DM3 on air quality. An Air Quality Assessment (AQA) will be required;**

| | | |
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| | | <p><u>b. The southern section of the site lies in Flood Zone 2. Therefore any vulnerable uses will have to be confined to the northern section of the site. A surface water management strategy will be required as well as a Flood Risk Assessment;</u></p> <p><u>c. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;</u></p> <p><u>d. A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;</u></p> <p><u>e. The north-eastern edge of the site abuts the Central Conservation Area, Scheduled Monument and a number of important Listed Buildings. This site also includes a boundary marker, which is included on the Local List (Buildings of Townscape Interest) Supplementary Planning Document. Any proposals will be required to protect or enhance the setting of heritage assets and a proportionate heritage assessment is required;</u></p> <p><u>f. Development should be domestic in scale (2-3 storeys) and reflect the historic development along Fore Street which backs onto the site, and should ensure to address both Lower Brook Street and Star Lane historic frontages;</u></p> <p><u>g. Improvements to the public realm should also be incorporated to the development of the site and improve pedestrian access between the Waterfront the town centre and the allocation including widening Star Lane footways; and</u></p> |
|--|--|---|

h. This site is within the urban core and the Area of Archaeological Importance (IPS 413) and close to scheduled areas of Middle Saxon and medieval occupation (NHLE 1005985 and NHLE 1002966). There is potential for nationally important archaeological remains outside of scheduled areas. An Archaeological Assessment will be required.



IP226 Helena Road/Patteson Road

Potential mix: residential and uses appropriate at the Waterfront (Policy SP11)

Indicative capacity: 337 dwellings

Site area: 1.87ha

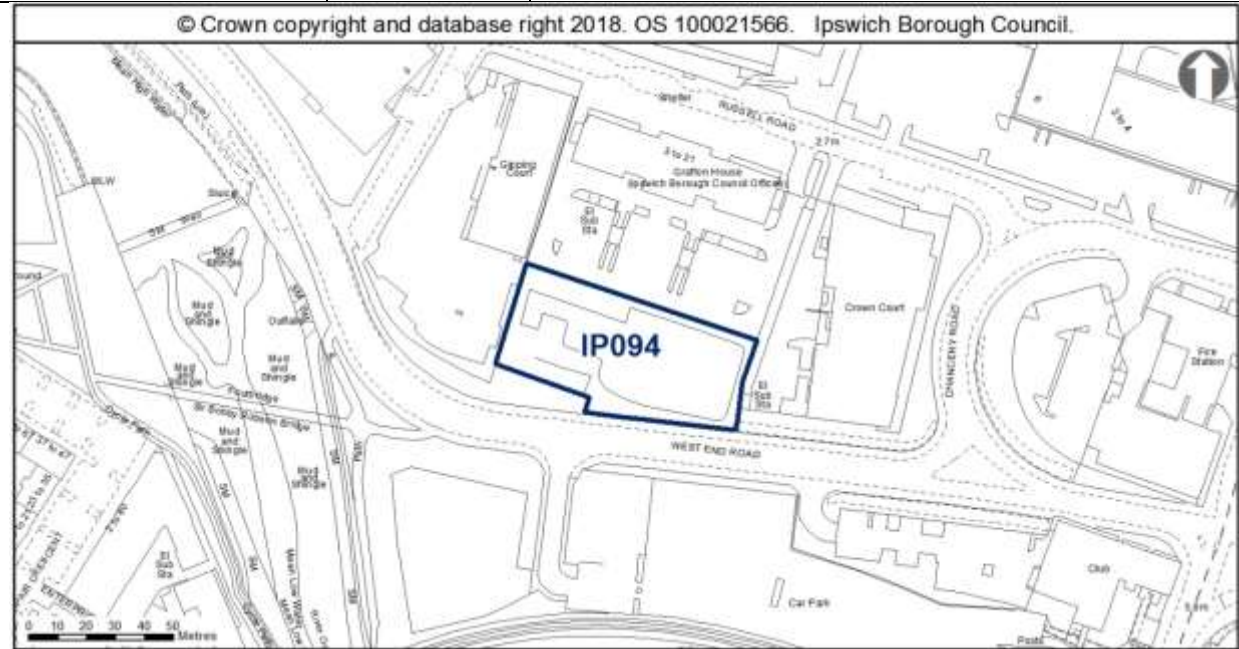
| | | | |
|--|--|--|---|
| | | | <p>Regeneration role: a key site for the regeneration of the eastern quays providing a bookend to the Waterfront development and linking through to the brewery site IP042 to the south, with residential allocation IP098 adjacent.</p> <p><u>Constraints:</u></p> <p><u>a. Any demolition on the site will require plan submission on the management of this activity to minimise and mitigate the impact of this activity on surrounding properties and nearby residential amenities;</u></p> <p><u>b. The site is predominantly in Flood Zone 3 with pockets of Flood Zone 2. A surface water management strategy will be required as well as a full Flood Risk Assessment;</u></p> <p><u>c. The site lies immediately adjacent to an Area of Archaeological Importance and lies on the edge of the channel of the River Orwell and there is potential for buried historic deposits. A Stage 1 desktop study should be prepared. Any findings need to be mitigated as part of the implementation of any development.;</u></p> <p><u>d. A contaminated land assessment will be required and mitigation to addresses any findings. Applicants who wish to develop the site will be required to undertake a thorough investigation of the site to determine any risk to human health and controlled waters (including groundwater) because of contamination potential. And relevant remediation and mitigation measures will need to be built into development proposals to ensure safe, sustainable development of the site;</u></p> <p><u>e. The western boundary of the site lies adjacent to the Wet Dock Conservation Area and a Listed Building. and therefore any proposals will be required to protect or enhance the setting of the heritage assets; and</u></p> <p><u>f. 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</u></p> |
|--|--|--|---|

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| | | | <u>and beyond the requirement to contribute to the RAMs), such that adverse effects on integrity are ruled out, alone or in-combination.'</u> |
| MM273 | 36 | New Paragraphs | <p>Insert two new paragraphs after Paragraph 4.22 to read as follows:</p> <p><u>'As all of the sites have archaeological constraints, early consultation with the Suffolk County Council Archaeology Team should be undertaken when developing these sites. This is to agree the scope of the required assessment and to inform design (e.g. to allow for preservation in situ of deposits or appropriate programmes of work).</u></p> <p><u>Developers of sites IP028b and IP045 should take into account the recommendations of the Ipswich Wildlife Audit 2019, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8.'</u></p> |
| MM274 | N/A | New Policy | <p>Insert New Policy Land Allocated for Employment Use in the IP-One Area, after the supporting text to Policy SP4 <u>Opportunity Sites in the IP One Area, to read as follows:</u></p> <p><u>'New Policy Land allocated for Employment Use in the IP One Area</u></p> <p><u>The following site is allocated for employment development as specified in New Table. Any proposal will be expected to comply with the relevant development management and other policies appropriate to the application.</u></p> <p><u>Other sites allocated for a mix of uses, including employment development, in the IP-One Area, are set out in:</u></p> <ul style="list-style-type: none"> • <u>New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003);</u> • <u>New Policy Bus Depot, Sir Alf Ramsey Way (IP004);</u> • <u>New Policy Land between Cliff Quay and Landseer Road (IP042);</u> • <u>New Policy Commercial Building, Star Lane (IP043);</u> • <u>New Policy Old Cattle Market, Portman Road (IP051);</u> • <u>New Policy Land between Old Cattle Market and Star Lane (IP054b);</u> |

- **New Policy Land east of West End Road (IP119);**
- **New Policy Former St Peter’s Warehouse, 4 Bridge Street (IP132);**
- **New Policy Silo, College Street (IP136); and**
- **New Policy The Island Site (IP037).**

New Table Land allocated for employment uses inside the IP-One Area

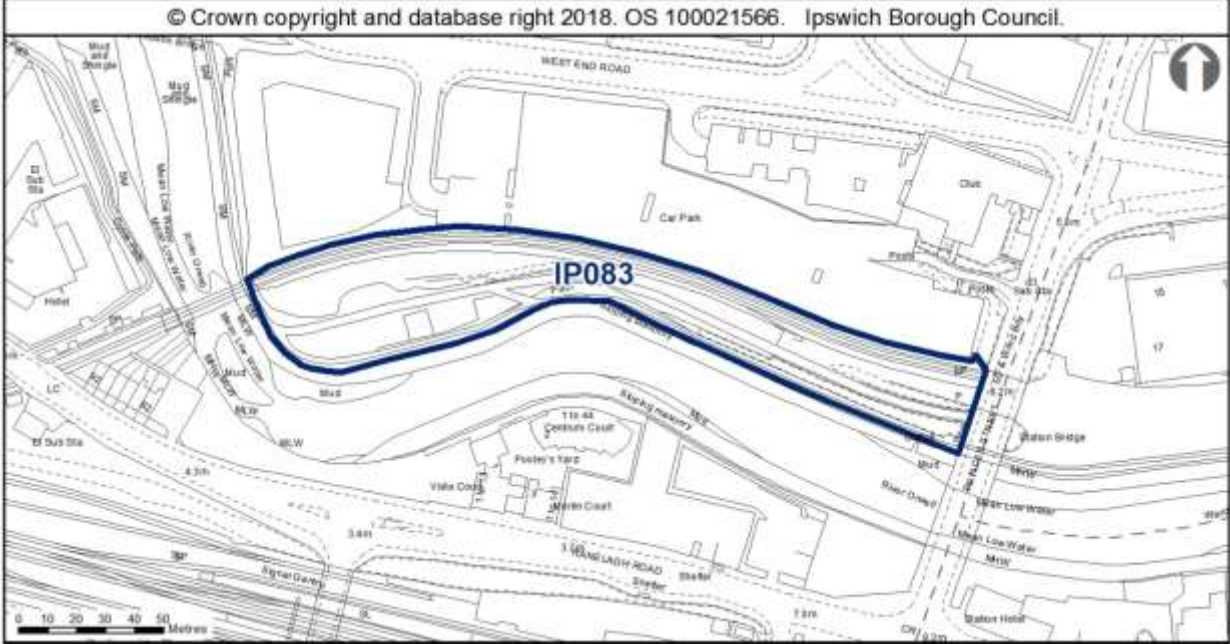
| <u>Site</u> | <u>Address</u> | <u>Site Area ha</u> | <u>Notes</u> |
|---------------------|---|----------------------------|---|
| <u>IP094</u> | <u>Land to rear of Grafton House</u> | <u>0.31</u> | <u>Suitable for Class E (g)(i)</u> |



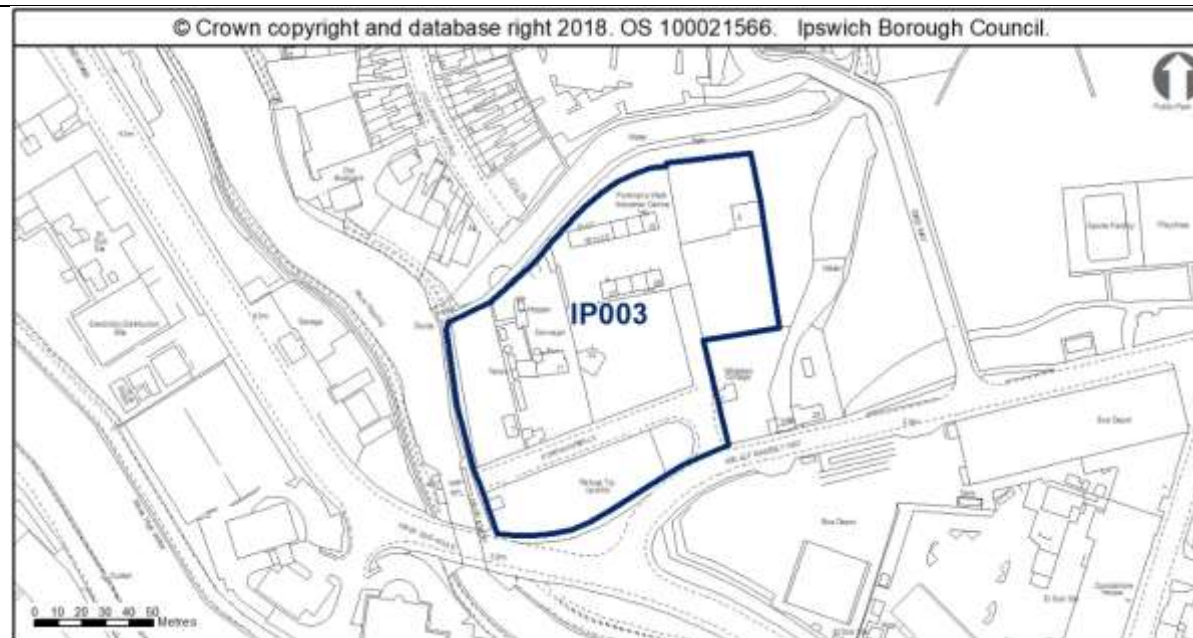
Constraints:

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| | | | <ul style="list-style-type: none"> • <u>Access constraints will need to be resolved before development can commence. In addition, an alternative link to Constantine Road should be investigated with a potential opening up of the West End Road/ Constantine Road junction to address possible access issues from West End Road;</u> • <u>Development of this site must have regard to the setting of the grade II listed St. Paul's Maltings and kiln to the south east of the site;</u> • <u>A contaminated land assessment will be required and mitigation delivered to address any findings;</u> • <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);</u> • <u>There is a TPO adjacent to the site which will require protection works during construction (an application for tree works may be required);</u> • <u>A transport assessment and travel plan will be required;</u> • <u>An archaeological assessment will be required and any permission may require a condition relating to archaeological investigation, depending on the nature of the groundworks; and</u> • <u>An ecology survey will be required and biodiversity enhancements are required.</u> |
| MM275 | N/A | New Paragraphs | <p>Insert 5 new paragraphs, after New Policy Land Allocated for Employment Use in the IP-One Area, to read as follows:</p> <p><u>'The site is currently used as car parking and for the temporary storage of building materials, and is bounded to the south by hoardings and scrub. To the south east of this site, is the grade II listed Paul's Maltings, prominent in the landscape owing to its long façade and kiln. Development of this site must therefore have regard to the setting of the listed building.</u></p> <p><u>The development of this site should look to enhance West End Road with an active and engaging frontage, which reflects the contemporary character and appearance of the more recent introductions to the Portman Quarter.</u></p> |

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| | | | <p><u>Parking should be concentrated to the rear of the site to allow the built development to have a greater streetscene presence, rather than being set back behind car parking. Early consultation with Suffolk County Highways is essential so that any potential access constraints can be resolved.</u></p> <p><u>Proposals should be sensitively designed to relate to Grafton House, so as not to completely obscure the outlook and appearance of this dual frontage building.</u></p> <p><u>There is no archaeological objection in principle to development, but any permission may require a condition relating to archaeological investigation, depending on the nature of the groundworks.'</u></p> |
| MM276 | N/A | New Policy | <p>Insert New Policy Land Allocated and Protected as Open Space in the IP-One Area, after the supporting text to New Policy Land Allocated for Employment Use in the IP-One Area, to read as follows:</p> <p><u>'New Policy Land Allocated and Protected as Open Space in the IP-One Area</u></p> <p><u>Existing open spaces are defined on the Policies Map and protected from future development. Within the defined open spaces, Core Strategy Review Policy DM5 shall apply.</u></p> <p><u>Banks of the river upriver from Princes Street (IP083) is allocated for public open space. Any development proposals (groundworks) related to the delivery of the open space shall retain the river path and its setting.</u></p> |

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| MM277 | N/A | New Paragraphs | <p>Insert 4 new paragraphs after New Policy Land Allocated and Protected as Open Space in the IP-One Area, to read as follows:</p> <p><u>'Open space is essential to the quality of life in Ipswich. Core Strategy Review Policies CS16 and DM5 protect open spaces and add site specific detail to this by identifying sites and allocating a new open space.'</u></p> <p><u>Paragraph 8.199 of the 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.</u></p> |

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| | | | <p><u>The site (IP083) is close to a County Wildlife Site (the River). Prior to any vegetation clearance, a reptile survey should be undertaken in the western section of the site, with particular attention paid to the vegetated banks. Footpath 61 (River Path) is recorded along the western edge of the site.</u></p> <p><u>The open spaces protected by this policy include all the different types shown on the IP-One Area Action Plan Inset Policies Map including playing fields, allotments and country parks.'</u></p> |
| MM278 | N/A | New introductory text | <p>Insert a new paragraph before New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003) 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, inside the IP-One Area.'</u></p> |
| MM279 | N/A | New Policy | <p>Insert New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003), to read as follows:</p> <p><u>'New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003)</u></p> |



Land is allocated (1.41ha) for mixed residential, office and small scale retail or leisure uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at Waste Tip and Employment Area, North of Sir Alf Ramsey Way (IP003).

The primary use is residential with an indicative capacity of 114 dwellings at high density on around 90% of the site.

The secondary uses are office in Use Class E(g)(i) or small scale retail and leisure.

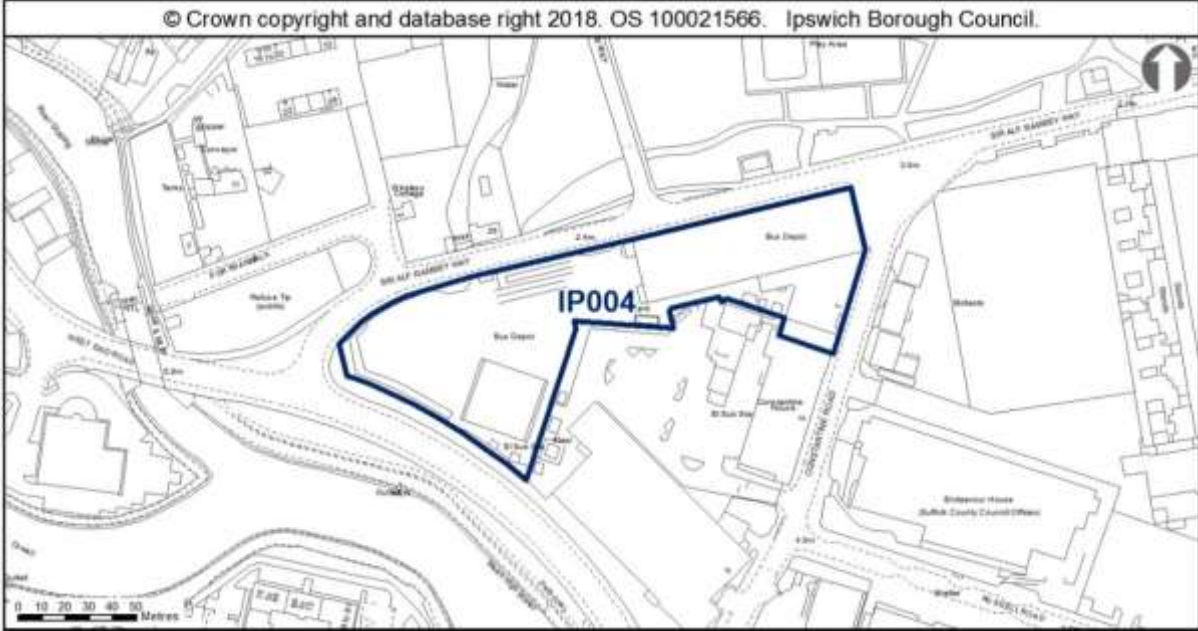
Any development proposal will be expected to accord with the following criteria:

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 SFRA Section 10, and site sheet in Appendix F) and a site

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| | | <p><u>wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with policy DM4;</u></p> <p><u>b. Parts of the site are covered by facility retention policies of the Suffolk County Council Minerals and Waste Local Plan. Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available;</u></p> <p><u>c. A contaminated land assessment will be required and mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>d. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. 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 and must ensure that the Alderman Canal corridor and associated habitats are buffered and enhanced;</u></p> <p><u>f. Ecological surveys will be required including for bats and reptiles 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></p> <p><u>g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>h. Development will need to deliver improved pedestrian and cycle links between Cullingham Road and Portman’s Walk in accordance with Policy SP15 unless these have been provided through the redevelopment of the former BT offices at Bibb Way in accordance with Policies CS5, DM12 and DM21;</u></p> <p><u>i. New development on this site should be of high quality and have regard for the context of the site through addressing the Alderman Road Recreation Ground, river walk, River Gipping and Sir Alf Ramsey Way, providing active, engaging frontages to all of these outlooks;</u></p> |
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| | | | <p><u>j. Opportunities for soft landscaping within the allocation site should also be explored, as a way of extending the green landscape of Alderman Park into the allocation area once developed;</u></p> <p><u>k. Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets may be required;</u></p> <p><u>l. 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></p> <p><u>m. 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></p> <p><u>n. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside and accord with the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM280 | N/A | New Paragraphs | <p>Insert six new paragraphs after New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003), to read as follows:</p> <p><u>'In terms of archaeology, the Development and Archaeology SPD 2018 states that, in this part of the town, the archaeological questions and impacts of development are different from those within the core. There are likely to be deep reclamation deposits. Where major excavations are undertaken, recording may be necessary to record preserved layers and structural remains. Generally, however, geotechnical modelling would be fundamental in the first instance. Palaeo-environmental modelling may be required to capture information relating to the river before it is destroyed, but deposits are not anticipated to be complex in the urban sense, although there is potential for waterlogged remains. Generally, it would be anticipated that archaeological matters could be dealt with through a condition on consent, depending on details. Questions exist around the character and nature through time of the river, manmade channels, and the marsh.'</u></p> |

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| | | <p><u>Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets may be required. 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> <p><u>The site currently holds an environmental permit which will need to be surrendered when the area is redeveloped. If controlled waste is to be removed, the operator must ensure a registered carrier is used to convey the waste to a suitably permitted facility. All documentation should be kept in accordance with regulations.</u></p> <p><u>There is a County Wildlife Site and Local Nature Reserve adjacent to the site. The site may have wildlife interest and therefore an ecological, bat and reptile survey will be needed. Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced. Any future green space should be sited adjacent to the canal, to complement it. The design and layout would need to support the wildlife corridor function. The recommendations of the Ipswich Wildlife Audit 2019 should be taken into account in future development, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8. Footpath 44 (River Path) exists along the site’s western and northern edge.</u></p> <p><u>Attention is drawn to the Valley Ipswich Urban Characterisation Study SPD adopted in 2015, which states, ‘The Alderman Canal is a historic feature which has been managed as natural riverside habitat accessed by wooden walkways. This is an approach which should be developed wherever possible in the Valley character area. A wide range of building types and designs is possible in this setting. The area lacks good visual connectivity to the town centre, however (commercial buildings along Civic Drive have created a wall-like barrier). Planning for vacant sites in the Portman Road area should take into account the need for a legible new street network which links where possible with the inner urban area’.</u></p> <p><u>Policy SP15 identifies a need to improve pedestrian and cycle linkage between Handford Road and Sir Alf Ramsey Way. The preferred site to deliver this is allocation IP279 the former British Telecom Offices at Bibb Way. The Bibb</u></p> |
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| | | | <p>Way site is already accessed from the south by Bibb Way which bridges the Alderman Canal. However, if the linkage is not possible at this site then alternative provision at IP003 will be needed.'</p> |
| MM281 | N/A | New Policy | <p>Insert New Policy Bus Depot, Sir Alf Ramsey Way (IP004), after the supporting text to New Policy Waste Tip and Employment Area North of Sir Alf Ramsey Way (IP003), to read as follows:</p> <p><u>'New Policy Bus Depot, Sir Alf Ramsey Way (IP004)</u></p>  <p><u>Land is allocated (1.07ha) for mixed residential and office uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map (IP004).</u></p> |

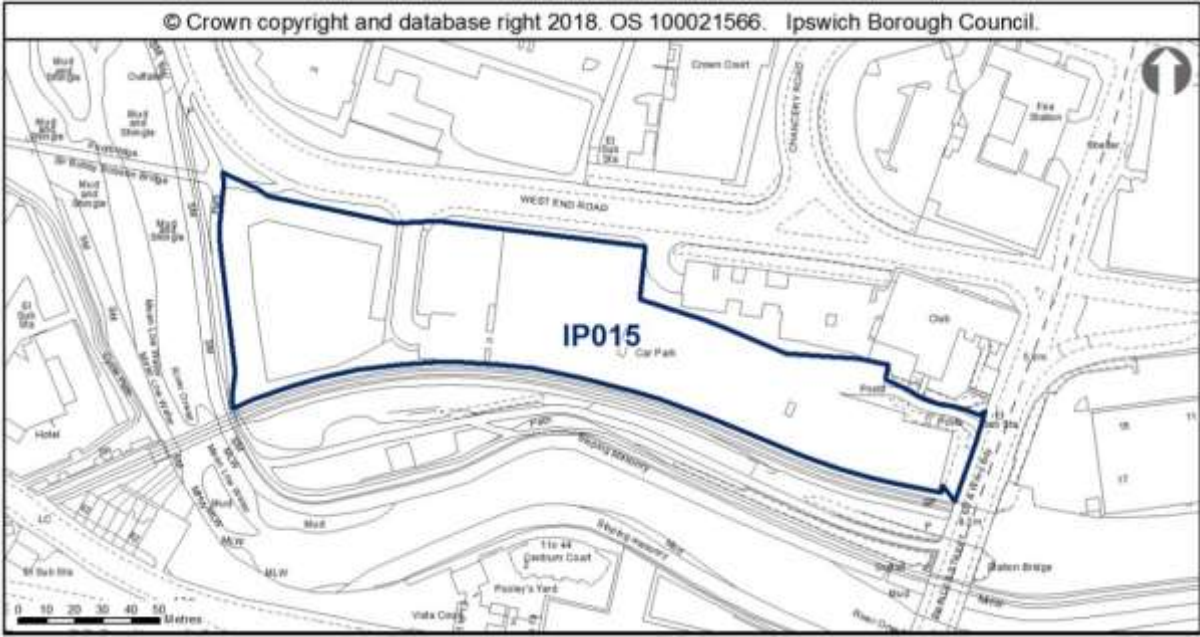
The residential element of any proposed scheme should incorporate an indicative capacity of around 48 dwellings at 90dph on around 50% of the site. The employment element should deliver around 5,000sqm of office floorspace (E(g)(i)) on the remainder of the site.

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

- a. **Scheme design should accommodate a 3-4 storey contemporary landmark building using the junction of West End Road/ Sir Alf Ramsey Way and elevations should address the principal frontages to both West End Road and Sir Alf Ramsey Way;**
- b. **The bus station will require relocation prior to commencement of development;**
- c. **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) 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;**
- d. **Development will be required to retain the locally listed tram shed with the expectation that it would be converted for office use and conversion should respect the architectural language and detail of the existing building;**
- e. **A proportionate Heritage Impact Assessment will be required in accordance with Policy DM13;**
- f. **An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;**
- g. **A contamination assessment will be required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;**
- h. **A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;**

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| | | | <p>i. <u>The site is close to uses which are safeguarded through the Suffolk Waste and Minerals Local Plan (2020);</u></p> <p>j. <u>Provide biodiversity net gains, protection and enhancement of habitats and ecological networks in accordance with Policy DM8;</u></p> <p>k. <u>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></p> <p>l. <u>Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside and accord with the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM282 | N/A | New Paragraphs | <p>Insert eight new paragraphs after New Policy Bus Depot, Sir Alf Ramsey Way (IP004), to read as follows:</p> <p><u>'The site is currently occupied by the Ipswich Buses depot which will need to be relocated before it can be redeveloped. The Council is actively reviewing its options for relocating this facility.</u></p> <p><u>In terms of archaeology, this site is close to prehistoric remains (IPS 004, 148 and 150). There is no archaeological objection in principle to development, but any permission will require a condition relating to archaeological investigation.</u></p> <p><u>The site is close to uses which are safeguarded through the Suffolk Waste Core Strategy and is also in close proximity to existing minerals uses. Therefore, early discussion with the County Council is advised.</u></p> <p><u>New development on this site will need to have regard for the heritage asset within the allocation area, the early 20th century tram shed which is included on the Buildings of Local and Townscape Interest SPD. Development is</u></p> |

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| | | <p><u>required to retain the tram shed with the expectation that it would be converted to office use. A conversion scheme would need to respect the architectural language and detail of the existing building, maintaining the existing openings and respecting the rhythm of the fenestration scheme.</u></p> <p><u>The open bus parking area to the west of the bus depot could accommodate a contemporary 3-4 storey building, using the junction of West End Road/Portman's Walk as the principal design focus to create a landmark building. Development in this location should have an elevation design which would address both West End Road and Portman Walk, acknowledging both roads with principal frontages. Some spacing/stepping down would be required to address the change in scale of the former bus depot to ensure the locally listed bus shed is not dominated by the new development.</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> <p><u>The site allocation is within 250m of a safeguarded waste use site in the Suffolk Minerals and Waste Local Plan. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the Suffolk Minerals and Waste Local Plan. At the planning application stage the developer of these sites should demonstrate, in consultation with Suffolk County Council, that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.'</u></p> |
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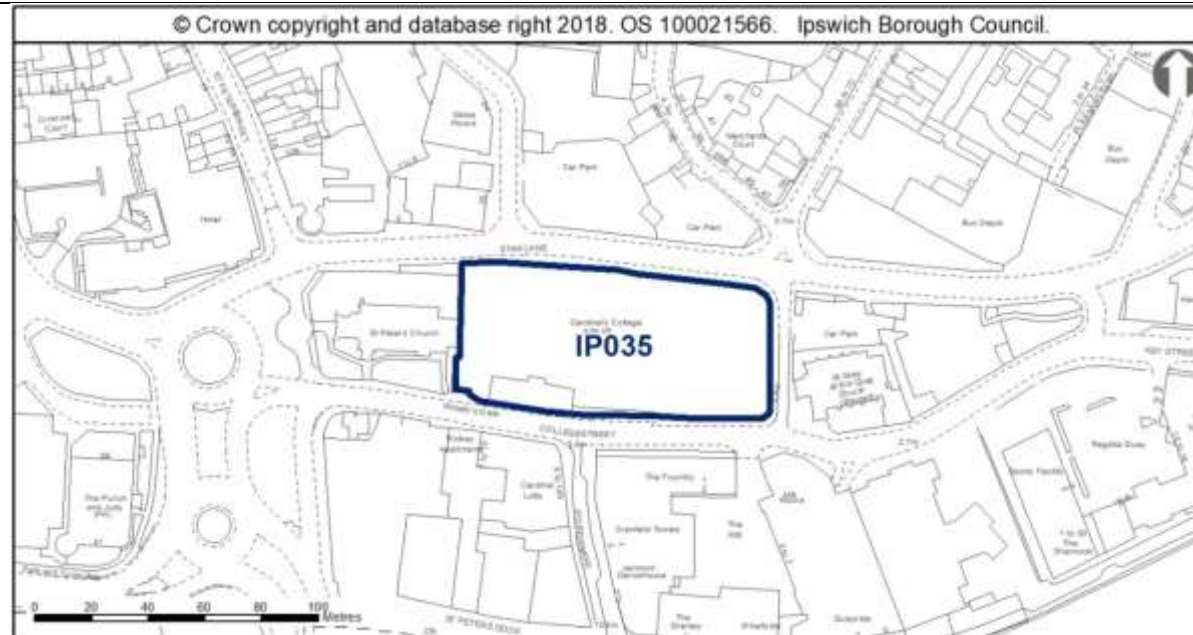
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| MM283 | N/A | New Policy | <p>Insert New Policy West End Road Surface Car Park (IP015), after the supporting text to New Policy Bus Depot, Sir Alf Ramsey Way (IP004), to read as follows:</p> <p><u>'New Policy West End Road Surface Car Park (IP015)</u></p>  <p><u>Land is allocated (1.22ha) for mixed residential and long stay car parking uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at West End Road Surface Car Park (IP015).</u></p> <p><u>The primary use is residential with an indicative capacity of 67 dwellings at high density on around 55% of the site.</u></p> |
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| | | <p><u>The car parking will take the form of a multi-storey long stay car park to replace the existing surface level car parking in accordance with Policy SP17.</u></p> <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><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 site sheet in Appendix F) 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></p> <p><u>b. The site should be planned with the adjacent site to south fronting the river (IP083 allocated for open space) to ensure that it delivers natural surveillance of the river path in accordance with Policy DM5;</u></p> <p><u>c. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13;</u></p> <p><u>d. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. The development of this site should be to a high quality design that makes a positive architectural statement adjacent to an important entrance to the town and the design, massing, scale and layout of the proposed development requires particularly careful consideration to respect the sensitive historic context of the allocation site in accordance with Policy DM12;</u></p> <p><u>f. The design of the residential accommodation should have active and engaging frontages to West End Road and views across the river;</u></p> <p><u>g. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>h. 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> |
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| | | | <p><u>i. Ecological surveys will be required including for reptiles 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></p> <p><u>j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>k. Air quality requirements should be investigated and mitigated if necessary;</u></p> <p><u>l. 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></p> <p><u>m. 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></p> <p><u>n. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River Corridor and Princes Street Corridor and accord with the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM284 | N/A | New Paragraphs | <p>Insert nine new paragraphs after New Policy West End Road Surface Car Park (IP015), to read as follows:</p> <p><u>'This allocation site is in a strategic position as a gateway site to people entering the town from the south, and in particular arriving from the train station. The development of this site therefore needs to be to a high quality design and make a positive architectural statement adjacent to an important entrance to the town.</u></p> <p><u>The north east corner adjacent to the site is the grade II listed Princes Street Maltings, now being converted into office use. The Maltings is a prominent red brick 19th century building with a long two storey range, decorative Dutch gable to Princes Street, with the tall pyramidal slate roof of the kiln projecting proudly above the main</u></p> |

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| | | <p><u>range. The building is thus highly visible in the street scape, with key views of the building being along Burrell Road, Princes Street bridge, Commercial Road, West End Road and indeed further afield owing to the prominent nature of the kiln.</u></p> <p><u>This allocation site is currently a surface car park which allows for long ranging views of the grade II listed maltings across the site, although is of low aesthetic quality, and the redevelopment of this site is welcome. However, given the existing undeveloped character of the allocation site, the introduction of development to this car park does have the potential to harm the significance of The Maltings through the introduction of development within the setting of the listed building. The design, massing, scale and layout of the proposed development therefore requires particularly careful consideration to respect the sensitive historic context of the allocation site.</u></p> <p><u>The scale, massing, design and appearance a multi-storey car park is a key consideration regarding this allocation, with multi storey car parks typically being a single volume building, with the potential to be particularly tall. This building thus has the potential to be extremely prominent and, depending on its proximity to the listed building and position in key views, the car park therefore could be harmful to the significance on the grade II listed Maltings. It will be important to conserve this key heritage asset when designing proposals for a multi-storey car park.</u></p> <p><u>Residential development in this location has far greater flexibility in the design, scale and massing than with the single volume multi-storey car park. The layout of the residential units should be laid out in a way to offer key views of The Maltings, with the more human scale of domestic architecture contrasting against the dominating height of the kiln. A well designed residential development in this area therefore has the potential to enhance the significance of The Maltings to provide positive contrast in scale to reveal the prominence of the kiln.</u></p> <p><u>The design of the residential accommodation should have active and engaging frontages to West End Road and views across the river, whilst also creating a positive architectural statement which will act as a landmark development signalling the entrance to Ipswich. A contemporary design approach would be encouraged,</u></p> |
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| | | | <p><u>continuing the varied architectural expressions and use of modern materials around the Portman Quarter and Sir Bobby Robson Bridge to positively contrast the industrial architecture of The Maltings.</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> <p><u>In terms of archaeology, depending on the nature of any ground works, a condition may be attached to any grant of permission relating to archaeological investigation.</u></p> <p><u>The site is close to a County Wildlife Site (the River). Prior to any vegetation clearance, a reptile survey should be undertaken in the western section of the site, with particular attention paid to the vegetated banks. The recommendations of the Ipswich Wildlife Audit 2019 should be taken into account in future development, unless other means of biodiversity enhancement are appropriate in accordance with Policy DM8. Footpath 61 (River Path) is recorded along the western edge of the site.’</u></p> |
| MM285 | N/A | New Policy | <p>Insert New Policy Key Street/Star Lane/Burton’s (IP035) after the supporting text to New Policy West End Road Surface Car Park (IP015), to read as follows:</p> <p><u>‘New Policy Key Street/Star Lane/Burton’s (IP035)</u></p> |



Land is allocated (0.54ha) for mixed residential and office, leisure or small scale retail uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11, and as identified on the IP-One Area Action Plan Inset Policies Map at Key Street/Star Lane/Burton's (IP035).

The primary use is residential with an indicative capacity of 86 dwellings at high density on around 80% of the site.

Small scale retail would be limited to units of up to 200sqm in accordance with Policy DM32.

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

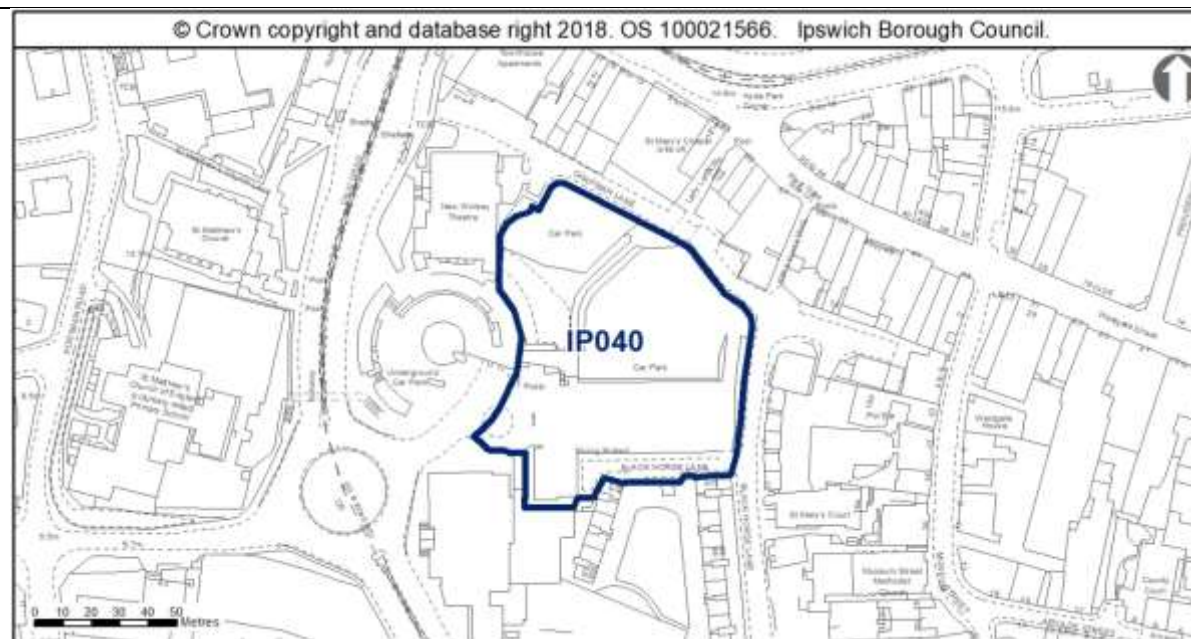
a. The site contains the Grade II Listed 1-5 College Street, adjoins the Grade 1 Listed and the Scheduled Monument of Wolsey's Gate. It is also located between two Conservation Areas (Central and Wet Dock) and

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| | | <p><u>two Grade II* Listed churches (St Peter’s and St Mary at the Quay). A proportionate Heritage Impact Assessment is therefore required to address the site’s heritage constraints in accordance with Policy DM13;</u></p> <p><u>b. The site has high potential for archaeological remains of national significance and the site lies within an Area of Archaeological Importance. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>c. This very sensitive site forms part of the transition area from the town centre to the Waterfront and development should reflect this transition in terms of scale and design;</u></p> <p><u>d. Scheme design should enhance the setting of the scheduled monument Wolsey’s Gate and improvements to landscape should also incorporate an area to the north of Wolsey’s Gate for formal landscaping to improve access to this nationally important heritage asset. Development should also introduce active frontages to all four boundaries, retain inter-visibility between St Mary at the Quay and St Peter’s churches and improve pedestrian access through the site and encourage pedestrian movement across Star Lane and College Street, between the town centre and waterfront;</u></p> <p><u>e. Development proposals should include a long term use for 1-5 College Street;</u></p> <p><u>f. 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) 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></p> <p><u>g. Ecological surveys will be required including for bats and invertebrates, and mitigation where appropriate. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>h. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>i. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> |
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| | | | <p><u>j. An Air Quality Assessment will be required as the site is a large development within an Air Quality Management Area;</u></p> <p><u>k. 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></p> <p><u>l. 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></p> <p><u>m. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>The site contains Wolsey’s Gate which is a Scheduled Monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the Scheduled Monument will need to deliver significant public benefit.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.’</u></p> |
| MM286 | N/A | New Paragraphs | <p>Insert eight new paragraphs after New Policy Key Street/Star Lane/Burton’s (IP035) to read as follows:</p> <p><u>‘The site has access constraints, is within an Air Quality Management Area, has possible contamination, is in flood zones 2 and 3 and has listed buildings on or adjacent to the site. The site contains the grade II listed 1-5 College Street, adjoins the grade 1 listed and scheduled monument of Wolsey’s Gate and lies within an area of archaeological importance. It is located between two conservation areas (Central and Wet Dock) and two grade II* listed churches (St Peter’s and St Mary at the Quay).</u></p> <p><u>Development principles for the Merchant Quarter, within which this site is located, are set out in New Policy Opportunity Area B Merchant Quarter.</u></p> |

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| | | <p><u>This site, the former Cardinal Works, is one 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 site lies on the remains of St Peter's Priory, within the historic core of Ipswich and close to the Anglo-Saxon and medieval waterfront. Evidence for the Priory and preceding Anglo-Saxon occupation was revealed during evaluation (IPS 455). There is high potential for archaeological remains of possible national significance, such as important waterlogged remains and evidence of the later Wolsey's College, and a Quaker burial ground.</u></p> <p><u>Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the scope of required assessment, the principle of development and to inform designs (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Where appropriate to development impacts, total archaeological excavation of any development footprint prior to development will be required. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.</u></p> <p><u>This very sensitive site forms part of the transition area from the town centre to the waterfront and development needs to reflect this transition in terms of design and scale etc. Wolsey's Gate is a scheduled monument (List Entry No. 1006071). Proposals impacting upon its setting would require detailed pre-application discussions. The site presents opportunities for enhancing the setting of this scheduled monument. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. In order to obtain scheduled monument consent, development proposals affecting the scheduled monument will need to deliver significant public benefit.</u></p> <p><u>If development is approved on the wider site, a Section 106 Agreement would be expected to require the repairs to 1-5 College Street to facilitate a use.</u></p> |
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| | | | <p><u>Proposed development around 1-5 College Street should enhance the setting of the listed building and the surroundings in which the building is enjoyed.</u></p> <p><u>More generally, the scheme should seek to introduce active frontages to all four of its boundaries to provide an engaging scheme which contributes to the street scene. A contemporary design approach would be welcomed, to positively contrast the historic buildings on and around the allocation site. Development should retain inter-visibility between St Mary at the Quay and St Peters Churches, whose settings and relationship with one another are important contributors to the significance of these grade II* listed buildings.</u></p> <p><u>Further detailed bat surveys will be required on the building as well as potentially detailed invertebrate surveys. The recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.'</u></p> |
| MM287 | N/A | New Policy | <p>Insert New Policy Former Civic Centre, Civic Drive (Westgate) (IP040), after the supporting text to New Policy Key Street/Star Lane/Burton's (IP035) to read as follows:</p> <p><u>'New Policy Former Civic Centre, Civic Drive (Westgate) (IP040)</u></p> |



Land is allocated (0.73ha) for mixed residential, retail, restaurants and theatre-related and other leisure uses in accordance with the uses identified for the Central Shopping Area through Policy DM27 and as identified on the IP-One Area Action Plan Inset Policies Map at Former Civic Centre, Civic Drive (Westgate) (IP040).

The primary use is residential with an indicative capacity of 59 dwellings at high density on around 90% of the site.

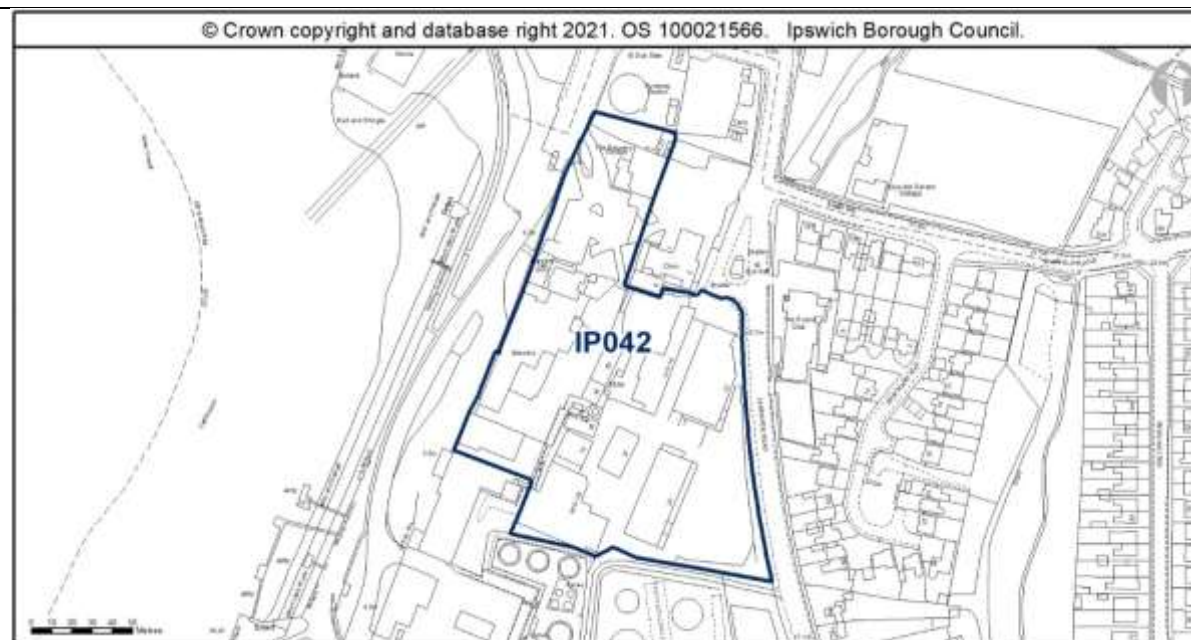
The secondary use is large scale retail which is envisaged at ground floor level delivering at least 2,050sqm (net) of retail floor space.

Restaurants and theatre-related uses would also be acceptable. Residential uses could be located above or adjacent to the other uses.

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| | | <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><u>a. The site is adjacent to the Central Conservation Area and the Burlington Road Conservation Area lies a little further away to the west along with the Grade II* Listed St Matthews Church. Therefore, a proportionate Heritage Impact Assessment is required in accordance with Policy DM13;</u></p> <p><u>b. This site is within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413). An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>c. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>d. Surface water flooding local to the site will need to be considered taking into account the findings of the Ipswich SFRA October 2020, through appropriate mitigation 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></p> <p><u>e. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>g. Scheme design should ensure that future residents are not affected by noise from the Wolsey Theatre and residential use does not compromise the theatre's continued operation in accordance with Policy DM18;</u></p> <p><u>h. Development should have multiple active road frontages addressing Chapman Lane, Black Horse Lane and the spiral car park, address changes in topography and make a positive architectural statement;</u></p> <p><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></p> |
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| | | | <p><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></p> <p><u>k. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area E Westgate.'</u></p> |
| MM288 | N/A | New Paragraphs | <p>Insert seven new paragraphs after New Policy Former Civic Centre, Civic Drive (Westgate) (IP040), to read as follows:</p> <p><u>'The site is adjacent to the Central Conservation Area and the Burlington Road Conservation Area lies a little further away to the west. Grade II* St Matthews Church also lies to the west. Development principles for Westgate Opportunity Area, within which the site is located, are set out in New Policy Opportunity Area E Westgate.</u></p> <p><u>Development on this site should seek to introduce development which addresses Chapman Lane to improve this street scene. Improvements to the public realm along Chapman Lane should also be incorporated to make this a more useable and welcoming street, which is currently dominated by the rears of the 20th century buildings along St Matthews Street. Development along Chapman Lane would also be visible from Westgate Street through Lady Lane, a now much shortened passageway but historically significant as a site of pilgrimage to the shrine of Our Lady of Grace. The views towards the allocation site through Lady Lane should seek to make a positive architectural statement and encourage pedestrian passage along Lady Lane.</u></p> <p><u>The site includes an increase in level to the north of the site. The design of development needs to address this change in topography, in order to prevent the development to the north of the site becoming too dominant, or overshadowing that to the south.</u></p> |

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| | | | <p><u>Development should also seek to respond to the remaining pattern of development along Black Horse Lane and reinstate a continuous frontage to the east of the site, the scale of which should respond positively to the existing housing along Black Horse Lane.</u></p> <p><u>The allocation site wraps around the edge of the Spiral Car Park to the west, which has a more contemporary character than the eastern boundary. A contemporary design approach which responds to the curve of the adjacent Spiral Car Park and improves the public realm around the site would be encouraged.'</u></p> <p><u>This site is within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413). Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.</u></p> <p><u>The recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.'</u></p> |
| MM289 | N/A | New Policy | <p>Insert New Policy Land between Cliff Quay and Landseer Road (IP042) to read as follows:</p> <p><u>'New Policy Land between Cliff Quay and Landseer Road (IP042)</u></p> |



Land is allocated (2.06ha) for mixed residential, employment, small scale retail and leisure and other uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Land between Cliff Quay and Landseer Road (IP042).

The primary use is residential with an indicative capacity of 222 dwellings at high density on around 70% of the site.

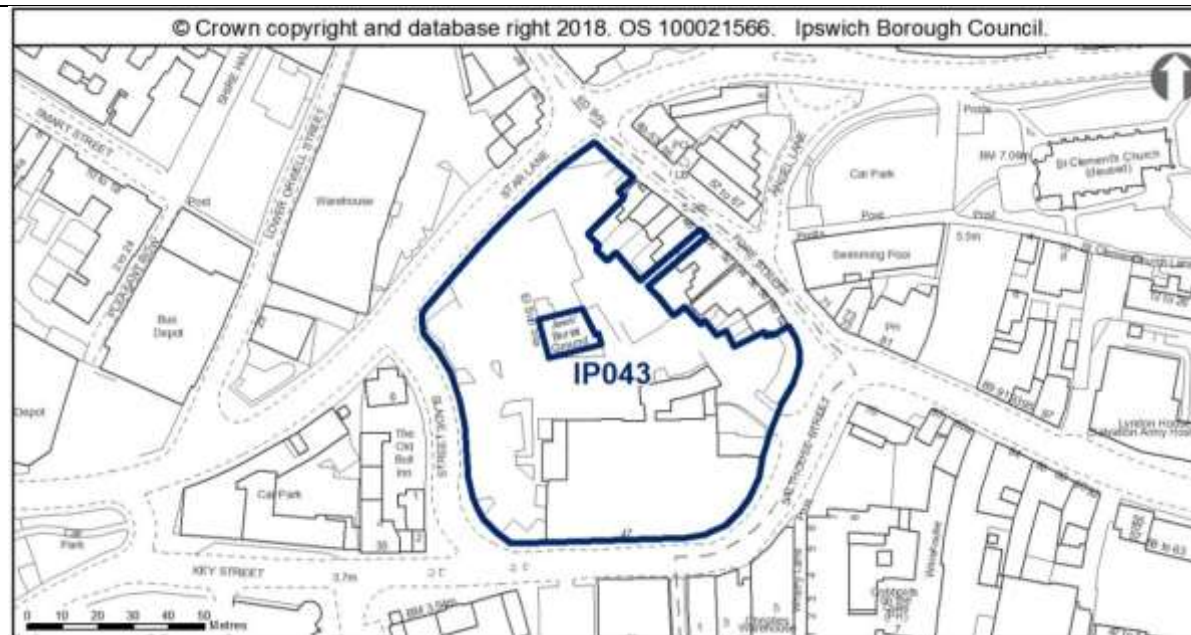
The secondary uses should be seen as enabling development and should comprise business and other employment generating uses in Use Classes E(g), small scale retail uses, other appropriate town centre uses under Use Class F and leisure and other uses which accord with the Waterfront Policy SP11. Delivery of the site will be expected to be comprehensive in order to ensure the retention and regeneration of the Listed Buildings on site.

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| | | <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><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></p> <p><u>b. An Air Quality Assessment will be needed in accordance with Policy DM3, as it is a large development in close proximity to an Air Quality Management Area;</u></p> <p><u>c. A proportionate Heritage Impact Assessment is required and a bespoke scheme should be prepared for this site so that the heritage assets can be preserved or enhanced through the development of this site in accordance with Policy DM13;</u></p> <p><u>d. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. A contamination assessment will be required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>f. The site is within a Health and Safety Executive Consultation Zone;</u></p> <p><u>g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>h. The older buildings on site could support bats and consequently further surveys will be required. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>i. The site contains trees protected by a TPO (an application for tree works may be required);</u></p> <p><u>j. 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></p> |
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| | | | <p><u>k. 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></p> <p><u>l. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area H Holywells.'</u></p> |
| MM290 | | New Paragraphs | <p>Insert 13 new paragraphs after New Policy Land between Cliff Quay and Landseer Road (IP042) to read as follows:</p> <p><u>'The site is close to Holywells Conservation Area.</u></p> <p><u>The brewery is a grade 2 listed building and a building of special architectural and historic interest and thus has statutory protection against demolition and alterations unless consented by the Local Planning Authority. The building has been vacant and neglected for many years and suffered damage. Internally, much of the brewing equipment has been lost. It is on the County Heritage Buildings and Risk Register, and on the Victorian Society's top ten endangered buildings list and is in urgent need to redevelopment to prevent further deterioration.</u></p> <p><u>The external envelope of the building is a fine example of large-scale late Victorian industrial building. The composition and detail skill denotes the control of the architect, William Bradford and it remains an important example of its type. The plan-form, section and arrangement of the clustered, functional buildings is important to a comprehension of the overall function. The Brewery is an important landmark along the estuary and local street scene. The axis of Jamestown Boulevard is towards the brewery. The internal spaces of the fermenting room and copper floor (and brick vats) are good internal spaces reflective of their original purpose.</u></p> <p><u>There are few historic elements of brewing paraphernalia left, only the 18th Century boiling copper, brick vats rising through the copper floor and the steam engine. However, neither the coppers, mash tuns, fermenting tuns or coolers remain. This has diminished the evidential heritage value of the building. The</u></p> |

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| | | | <p><u>overall condition of the listed building is largely sound regarding masonry and structure but there are localised problems at roof level which is leading to rapid deterioration of the interior which could then go on to affect structural integrity. The brewery has been neglected for many years and has been vandalised and metals/lead stolen. The external brickwork is good and the majority of the windows are capable of repair. Large areas of leadwork have been removed in the roof valleys which has led to extensive water ingress and large areas below are subject to dry rot. It is likely that there will be large areas of asbestos to be removed from the building. Repair works are necessary to structural steel and the fermenting room floor need extensive repair. The building is at a point where repair and refurbishment are needed urgently to prevent further risks, and so it can be removed from the Heritage Buildings at Risk register.</u></p> <p><u>Apart from the historic brewery and other listed buildings within the site, the remainder of the development area is occupied by a series of sheds, warehouse buildings and yards. The main focus of the site is the six storey brewery building itself which dominates the site in views from Landseer Road/Holywells Road junction, and from the west side of the river. Other views of the building are rather limited owing to the landform to the south of the site, which inclines up Landseer Road and is occupied by the Port operation buildings. Views of the site from the eastern and northern Wet Dock are also somewhat limited owing to the existing waterfront buildings.</u></p> <p><u>The site is on a significant incline with a change in levels between the Waterfront to Landseer Road of 12 metres. This makes for a dramatic site which will enable the creation of a dynamic public realm and building layout.</u></p> <p><u>In relation to archaeology, there is no objection in principle to development, but it will require a condition relating to archaeological investigation attached to any planning consent.</u></p> <p><u>Development principles for Holywells, within which the site is located, are set out in New Policy Opportunity Area H Holywells. The site falls within the defined Waterfront where high density housing is expected of at least 90 dwellings per hectare (Policy DM23). The density on the site is expected to exceed this lower threshold to achieve the indicative capacity of 222 dwellings, which is based on the previous application 15/01040/OUT given a resolution to grant consent in February 2016.</u></p> |
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| | | | <p><u>Part of the site lies within Flood Zone 3. It is located approximately 1km south of Air Quality Management Area 3. As it is adjacent to the Port, the Health and Safety Executive will need to be consulted.</u></p> <p><u>Although this site is currently of low wildlife value, there is a potential risk that buildings could support bats and consequently an internal inspection by a suitably qualified ecologist is recommended, which will also encompass nesting birds. Nesting swifts are also protected under the same legislation as all nesting birds, so care should be taken to avoid demolition of the older buildings during the bird breeding season, unless it can be confirmed by a suitably qualified ecologist that swifts are not nesting. An assessment of likely presence of invasive plant species should also be undertaken.</u></p> <p><u>The site is located next to the River Orwell and any lighting scheme should be designed to prevent light spillage into this area. Bats are particularly sensitive to increased light levels, so it is important to maintain dark corridors to support local ecological networks. Any landscaping scheme should include low-maintenance nectar and berry producing shrubs and perennial plants to provide some benefit for birds and invertebrates. Careful planning and design should integrate the requirement for sustainable drainage systems with the creation of new wildlife habitat.</u></p> <p><u>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> |
| MM291 | N/A | New Policy | <p>Insert New Policy Commercial Building, Star Lane (IP043), after the supporting text to New Policy Land between Cliff Quay and Landseer Road (IP042) to read as follows:</p> <p><u>'New Policy Commercial Building, Star Lane (IP043)</u></p> |



Land is allocated (0.7ha) for mixed residential and employment uses in accordance with the Waterfront uses outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Commercial Building, Star Lane (IP043).

The primary use is residential with an indicative capacity of 50 dwellings at high density on around 80% of the site.

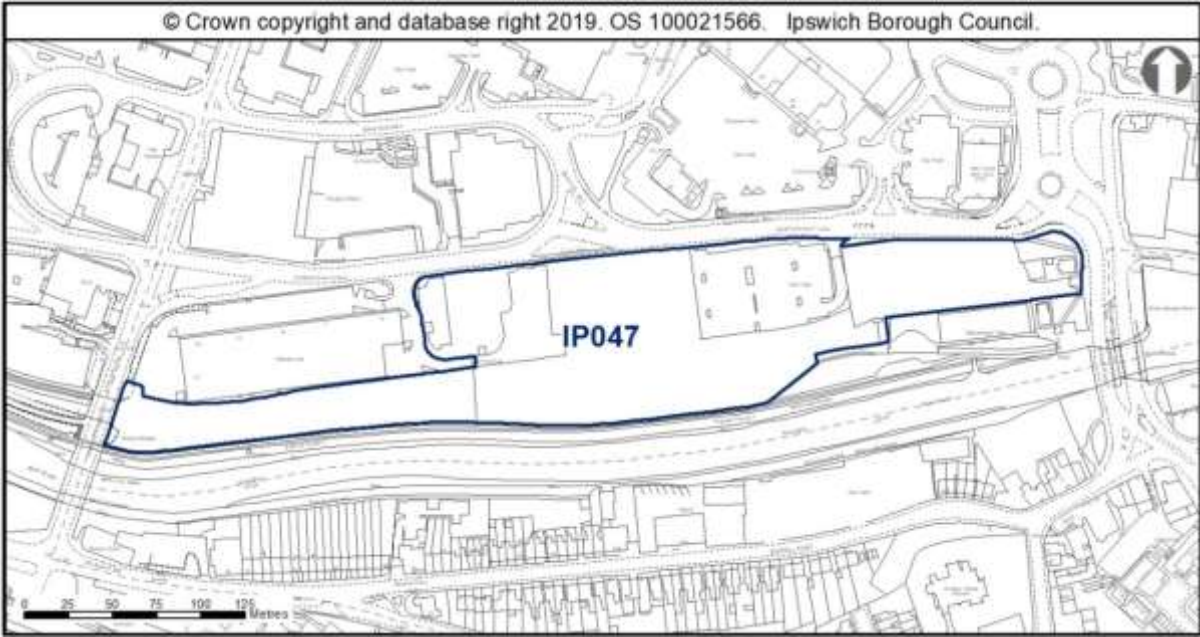
The secondary use is employment uses in Use Classes E(g)(i) offices and E(g)(ii) research and development with an indicative capacity of 1,000sqm of floorspace.

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

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| | | <p><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 site sheet in Appendix F) 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></p> <p><u>b. An Air Quality Assessment will be needed as it is a large development (defined through the Local Emissions Supplementary Planning Document) within an Air Quality Management Area in accordance with Policy DM3;</u></p> <p><u>c. Development is required to protect or enhance the setting of the Jewish Burial Ground and retain access to it;</u></p> <p><u>d. The site is in a highly sensitive historic setting, includes numerous heritage assets, and falls within the setting of a high volume of Listed Buildings. A proportionate Heritage Impact Assessment is required and a bespoke, comprehensive scheme should be prepared for this site so that the heritage assets can be preserved or enhanced through the development of this site in accordance with Policy DM13;</u></p> <p><u>e. There is potential for archaeological remains of possible national significance. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>f. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>g. Development should retain the 1930s building along Key Street/Salthouse Street;</u></p> <p><u>h. New development should look to establish formal building lines along Slade Street and Star Lane, providing active frontages to enhance these routes, and the scale of new development should respect the human scale of historic buildings along Fore Street;</u></p> <p><u>i. Public access through the site to improve permeability and pedestrian routes between the town centre and waterfront should be provided;</u></p> <p><u>j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> |
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| | | | <p><u>k. The older buildings on site could support bats and consequently further surveys will be required. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>l. 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></p> <p><u>m. 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></p> <p><u>n. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.'</u></p> |
| MM292 | N/A | New Paragraphs | <p>Insert eight new paragraphs after New Policy Commercial Building, Star Lane (IP043), to read as follows:</p> <p><u>'The site has access constraints, is within an Air Quality Management Area and in Flood Zones 1, 2 and 3.</u></p> <p><u>This site is located partly within the Central Conservation Area; it contains grade II listed buildings and adjoins others, including the grade II* 54-58 Fore Street to the north-east, the grade II* Old Custom House to the south-west and the complex of highly graded buildings at Isaac Lord to the south-east. The site lies within an area of archaeological importance. The site presents opportunities for preserving or enhancing the setting of the Jewish burial ground which needs to be carefully respected by any development proposal. Any development proposal needs to ensure that adequate arrangements to access the Jewish Burial Ground are retained.</u></p> <p><u>Development principles for the Merchant Quarter, within which the site is located, are set out in New Policy Opportunity Area B Merchant Quarter.</u></p> |

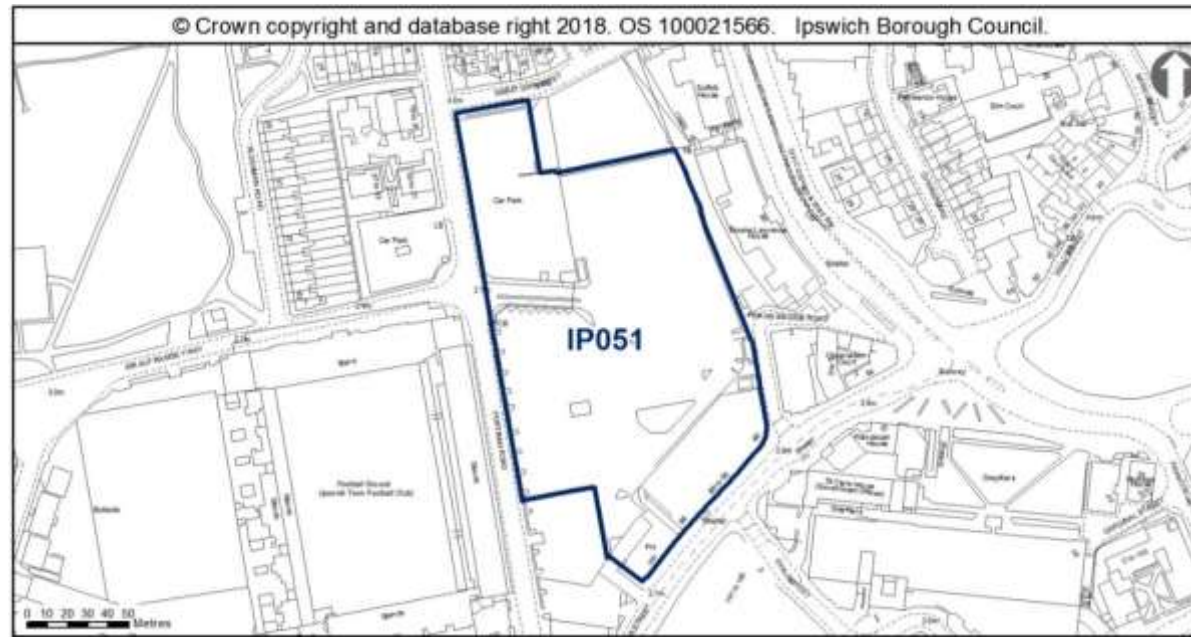
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| | | <p><u>This allocation site is therefore in a highly sensitive historic setting, includes numerous heritage assets, and falls within the setting of a high volume of listed buildings. Development on this site therefore requires careful consideration to avoid causing harm to the historic environment through the introduction of development within their setting, whilst also considering the present inter-visibility between heritage assets, key views of listed buildings into and out of the Conservation Area.</u></p> <p><u>New development could take a contemporary approach to design, whilst using the influences of adjacent architecture to respond to the historic context of the allocation site. The design could also include a landscaped courtyard in the centre of the site around the listed walls of the Jewish burial ground to provide a setting in which the listed walls can be experienced, possibly incorporating some heritage interpretation and/or public art relevant to the Jewish history of Ipswich.</u></p> <p><u>Care needs to be taken to ensure that built levels do not impact negatively on existing residential amenity and the locality.</u></p> <p><u>This site is within the urban core and area of archaeological importance (IPS 413) and previous archaeological evaluation and limited excavation has revealed Anglo-Saxon and Medieval remains in particular (IPS 639, 371,372, 358). There is outstanding post-excavation work under IP/11/00267} and further work would be needed across the site. There is potential for archaeological remains of possible national significance. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the scope of required assessment, the principle of development and to inform design. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.</u></p> <p><u>Although this site is currently of low wildlife value, the older buildings could support bats and consequently further surveys are recommended. 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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| MM293 | N/A | New Policy | <p>Insert New Policy Land at Commercial Road (IP047) after the supporting text to New Policy Commercial Buildings, Star Lane, to read as follows:</p> <p><u>'New Policy Land at Commercial Road (IP047)</u></p>  <p><u>Land is allocated (3.11ha) for mixed residential, hotel, leisure, small scale retail uses and public open space as identified on the IP-One Area Action Plan Inset Policies Map on Land at Commercial Road (IP047).</u></p> <p><u>The primary use is residential with an indicative capacity of 173 dwellings at medium density on around 80% of the site.</u></p> <p><u>The secondary uses are hotel, leisure, small scale retail and public open space with public open space and an enhanced river path to form at least 15% of the site.</u></p> |
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| | | <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><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 site sheet in Appendix F) 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></p> <p><u>b. An archaeological assessment will be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>c. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>d. An Air Quality Assessment is required in accordance with Policy DM3;</u></p> <p><u>e. Ecological surveys will be required including for reptiles prior to any vegetation clearance. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>f. Public open space provision should be sited on the southern boundary to enhance the existing wildlife corridor and 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>g. Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell;</u></p> <p><u>h. High-quality cycle and pedestrian links should be provided through the site which help connect the Princes Street Bridge area to the Waterfront area;</u></p> <p><u>i. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> |
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| | | | <p><u>j. The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development;</u></p> <p><u>k. 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></p> <p><u>l. The site contains trees protected by a Tree Preservation Order and therefore layout considerations and tree protection will be required for any development;</u></p> <p><u>m. 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></p> <p><u>n. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River and Princes Street Corridor. Applicants should also demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM294 | N/A | New Paragraphs | <p>Insert eight new paragraphs after New Policy Land at Commercial Road (IP047) to read as follows:</p> <p><u>'The site is adjacent to the Area of Archaeological Importance. Previous planning permissions (e.g. 08/00953/FUL) have had a condition attached requiring archaeological investigation, which could include archaeological monitoring and recording of initial groundworks with contingency for fuller archaeological recording if deemed necessary; recording the remaining railway features; checking whether any trace of the dock tramway survives; and a palaeo-environmental sampling strategy.</u></p> <p><u>The site is within a Flood Zone 3 and adjacent to an AQMA. Possible contamination.</u></p> |

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| | | | <p><u>The site is adjacent to the river which forms a continuous green corridor and ecological network and is a County Wildlife Site.</u></p> <p><u>A survey for reptiles is recommended prior to any vegetation clearance and if present they should ideally be retained within existing habitat on site, or on enhanced habitat adjacent to the site. 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>FP61 (River Path) is recorded abutting most of the southern edge of the site. Development principles for the River and Princes Street Corridor, within which this site is located, are set out in New Policy Opportunity Area F.</u></p> <p><u>Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell, for example through the provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities, where practicable.</u></p> <p><u>A transport assessment will be needed for this site due to its scale, location and the proposed uses, and it may identify the need to contribute towards significant off-site highway mitigation, depending on the detail of the scheme.</u></p> <p><u>There are existing surface water sewers and a discharge point in Anglian Water’s ownership within the boundary of the site and the site layout should be 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> |
| MM295 | N/A | New Policy | <p>Insert New Policy Old Cattle Market, Portman Road (IP051) after the supporting text to New Policy Land at Commercial Road (IP047) to read as follows:</p> <p><u>‘New Policy Old Cattle Market, Portman Road (IP051)</u></p> |



Land is allocated (2.21ha) for mixed office, hotel, leisure and long stay car parking uses in accordance with the Portman Quarter vision outlined in the IP-One Area Action Plan Policy SP13 and as identified on the IP-One Area Action Plan Inset Policies Map at Old Cattle Market, Portman Road (IP051).

The primary use is offices E(g)(i) with an indicative capacity of 20,000sqm.

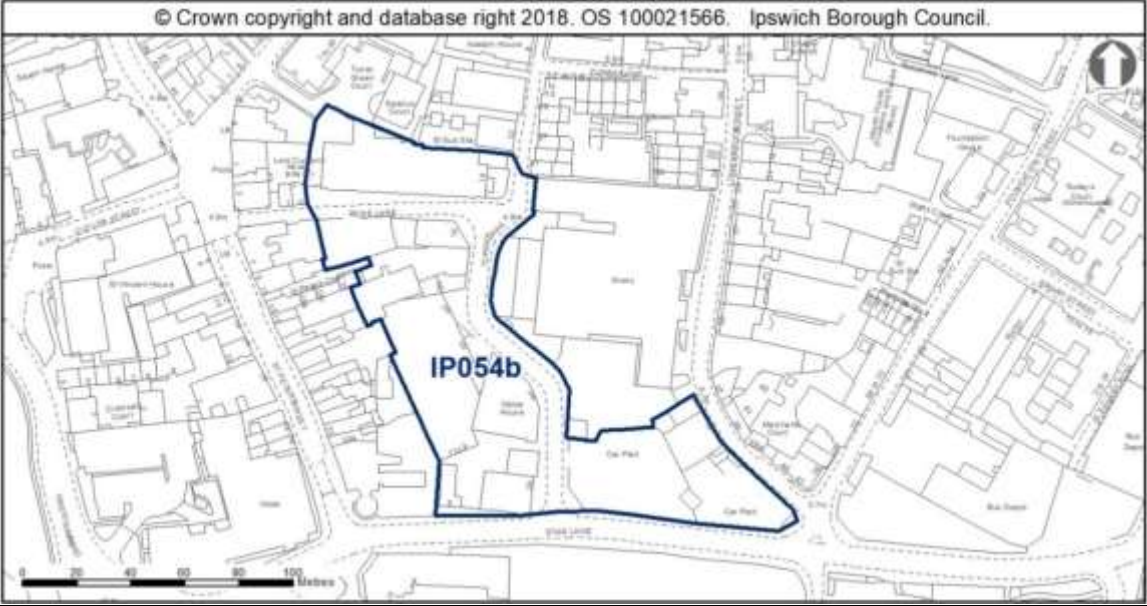
The secondary uses are hotel, leisure and long stay car parking, the latter use to accord with Policy SP17.

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 SFRA Section 10, and site sheet in Appendix F) and a site

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| | | <p><u>wide surface water management strategy will be required (see SFRA Section 9.7 and Appendix A, Map 11B) in accordance with Policy DM4;</u></p> <p><u>b. The replacement long stay car park building will need to be delivered before the other uses can be provided on the site;</u></p> <p><u>c. Development needs to ensure that proposals protect or enhance the setting of the Burlington Road Conservation Area to the north of the site. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13;</u></p> <p><u>d. The site has potential for palaeo-environmental and waterlogged remains. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. A contamination assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>f. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>g. Scheme design should create a new townscape of well defined blocks east of Portman Road and look to continue the existing building line along Princes Street, providing buildings of a high quality design and appearance which would contribute to the character of Princes Street corridor, and make a positive architectural statement to welcome visitors to the town centre when approaching from the train station;</u></p> <p><u>h. Improvements to the public realm should also be incorporated into development proposals, and should also look to improve pedestrian permeability east/west through the site, providing a pedestrian link across the site between Sir Alf Ramsey Way and Friars Bridge Road;</u></p> <p><u>i. The Bobby Robson Statue is located in this allocation site, and development would need to carefully consider the relocation of this statue, with regard to the football ground; and</u></p> <p><u>j. S106 contributions as appropriate will be required towards air quality mitigation, transport mitigation and transport infrastructure as appropriate to the scale of the development.</u></p> |
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| | | | <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area F River Corridor and Princes Street Corridor. Applicants should demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM296 | N/A | New Paragraphs | <p>Insert six new paragraphs after New Policy Old Cattle Market, Portman Road (IP051) to read as follows:</p> <p><u>'There is possible contamination and the site is in Flood Zone 3. Development principles for River Corridor and Princes Street Corridor Opportunity Area, within which the site is located, are set out in New Policy Opportunity Area F. They include creating a new townscape of well-defined blocks east of Portman Road.</u></p> <p><u>This allocation site is principally surface level car parking located to the east of Portman Road, and to the rear of buildings along Civic Drive. The site is in a transitional area between the town centre and river valley, located adjacent to Ipswich Town Football Club. There is an increase in topography to the north of the site, with land to the north being covered by the Burlington Road Conservation Area, views of which can be seen from Portman Road, in particular the rears of domestic properties along Dalton Road, and the prominent spire of the International Church on Barrack Corner.</u></p> <p><u>Ancillary to the office use of this allocation site (in Use Class E(g)(i)), secondary uses such as bars and eateries could be accommodated, possibly around the public space at ground floor, providing residential/office accommodation above.</u></p> <p><u>In terms of archaeology, this site has potential for palaeo-environmental and waterlogged remains. There may be potential for waterlogged remains relating to the waterfront, and Friar's Bridge (IP260). A desk-based assessment should be undertaken, with an appropriate level of field evaluation that is informed by its results.</u></p> |

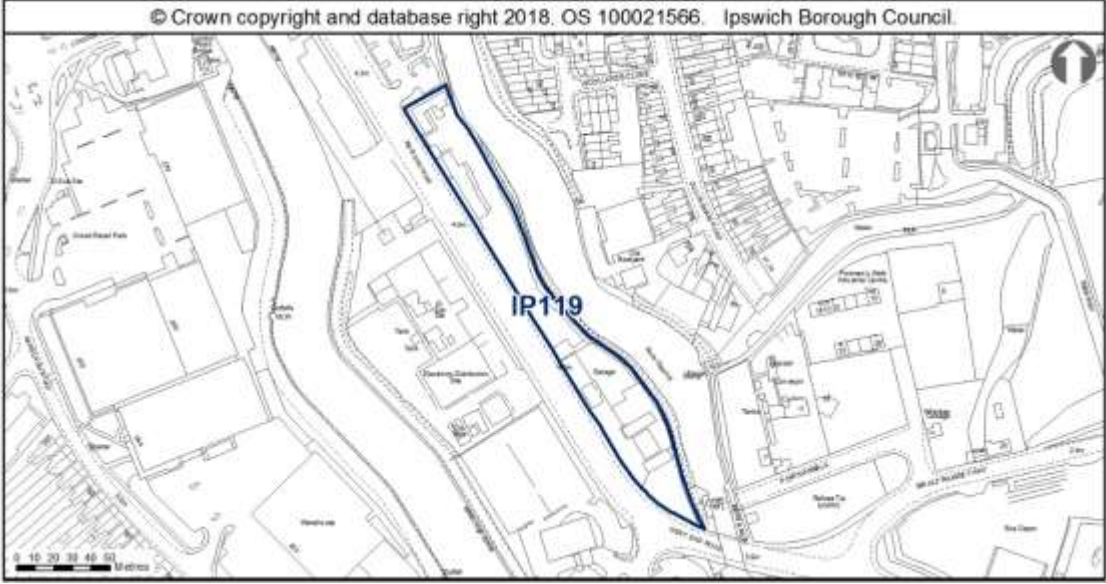
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| | | | <p><u>The scheme could incorporate a public space or plaza along the Portman Road frontage which would provide the statue with a planned setting, which would improve the surroundings in which the statue can be experienced.</u></p> <p><u>There 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> |
| MM297 | N/A | New Policy | <p>Insert New Policy Land between Old Cattle Market and Star Lane (IP054b) after the supporting text to New Policy Old Cattle Market, Portman Road (IP051) to read as follows:</p> <p><u>‘New Policy Land between Old Cattle Market and Star Lane (IP054b)</u></p>  |

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| | | <p><u>Land is allocated (1.08ha) for mixed residential, employment, small scale retail uses and the electricity sub station, as identified on the IP-One Area Action Plan Inset Policies Map on Land between Old Cattle Market and Star Lane (IP054b).</u></p> <p><u>The primary use is residential with an indicative capacity of 40 dwellings at medium density on around 60% of the site.</u></p> <p><u>The secondary uses are employment uses and small scale retail in Use Class E and potential expansion or relocation within the site of the existing electricity substation.</u></p> <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><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 site sheet in Appendix F) 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></p> <p><u>b. To achieve a comprehensive approach to redevelopment, developers should consider whether there is a need to relocate existing businesses, although the mix of uses may allow some to remain;</u></p> <p><u>c. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13 due to the relationship to the Central Conservation Area, Scheduled Monument and several Listed Buildings;</u></p> <p><u>d. There is also a potential for nationally important archaeological remains outside the scheduled areas. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. Existing buildings could support bats and consequently an internal inspection by a suitably qualified ecologist will be required which should also encompass nesting birds. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> |
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| | | <p><u>f. The route of Turret Lane should be protected in development proposals with a high quality design which would help link the town centre and the waterfront;</u></p> <p><u>g. There is a need to protect land for an extension to the electricity sub-station or new provision within the site and to include sufficient buffer between the residential and sub-station use;</u></p> <p><u>h. Retail uses should focus along Rose Lane to continue the commercial character of St Peter's Street;</u></p> <p><u>i. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>k. An Air Quality Exposure Assessment is required in accordance with Policy DM3;</u></p> <p><u>l. Scheme design should respect the domestic scale of existing architecture along St Peters Street and setting of listed buildings, and a suitably scaled landmark building should be provided at the corner of Star Lane and Turret Lane;</u></p> <p><u>m. Development should introduce a frontage to Star Lane, incorporating protected trees in the eastern corner of the allocation site at Star Lane which should be protected in the site layout and construction phase;</u></p> <p><u>n. 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></p> <p><u>o. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.</u></p> |
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| | | | <u>The site contains a Scheduled Monument. Development must preserve the significance of the Scheduled Monument. Development proposals directly affecting the Scheduled Monument will need to deliver significant public benefit.'</u> |
| MM298 | N/A | New Paragraphs | <p>Insert 11 new paragraphs after New Policy Land between Old Cattle Market and Star Lane (IP054b) to read as follows:</p> <p><u>'The site is within or close to an Air Quality Management Area and within Flood Zones 1, 2 and 3. The site is also within an area of archaeological importance, partly within the Central Conservation Area, contains a scheduled monument and two grade II listed buildings (30A and 32 Lower Brook Street). The site is flanked by the rest of the Central conservation area and several listed buildings, with two grade II* churches to the south.</u></p> <p><u>Whilst much of this area is not located in the Conservation Area, the allocation site is located in the setting of the Central Conservation Area, responds to several historic ranges and outbuildings along St Peters Street, and located on land of archaeological significance. The application site is thus in a historically significant location, contributing to the setting of heritage assets, as well as being in a prominent position in the historic north/south route onto Turret Lane.</u></p> <p><u>Development should look to respect the domestic scale of existing architecture along St Peters Street, and should allow breathing space between these listed buildings and new development. The winding nature of Turret Lane should be incorporated into development proposals, and should reveal the design of the scheme as users turn the corner of Turret Lane, and be of a high quality design which would help link the town centre and the waterfront.</u></p> <p><u>The corner of Star Lane and Turret Lane should seek to introduce a landmark building to provide interest to the street scene. The adjacent cylindrical building at the junction of St Peters Street and Star Lane serves as an example that a landmark building need not necessarily be tall or over-scaled.</u></p> |

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| | | <p><u>The site contains TPOs in the eastern corner of the allocation site at Star Lane (an application for Tree Works may be needed). This area could perhaps be a pocket of open/amenity space, which would allow for a break in new development and the listed buildings on Lower Brook Street.</u></p> <p><u>Development principles for the Merchant Quarter, within which the site is located, are set out in New Policy Opportunity Area B. They include, for example, a layout to relate to the historic street pattern and enhanced pedestrian linkage between the town centre and the Waterfront. It is a key principle for the development of this site that connectivity is built in to ensure linkages with surrounding development.</u></p> <p><u>This site lies within the area of archaeological importance (IPS 413) and contains a scheduled monument (split over two separate areas) relating to the Anglo-Saxon and medieval town of Ipswich (List Entry No 1005987). Parts of the area have been investigated (IPS 214), IPS 369, and IPS 574). The latter found a wood-lined well with an assemblage of boar tusks, demonstrating good potential for the survival of wet and well preserved organic deposits. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. In order to obtain scheduled monument consent, development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u></p> <p><u>There is also a potential for nationally important archaeological remains outside the scheduled areas. Detailed pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the principle of development and inform design (e.g. to allow preservation in-situ of deposits or appropriate programmes of work). Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.</u></p> <p><u>Although this site is currently of low wildlife value, there is a potential risk that buildings could support bats and consequently an internal inspection by a suitably qualified ecologist is required, which will also encompass nesting</u></p> |
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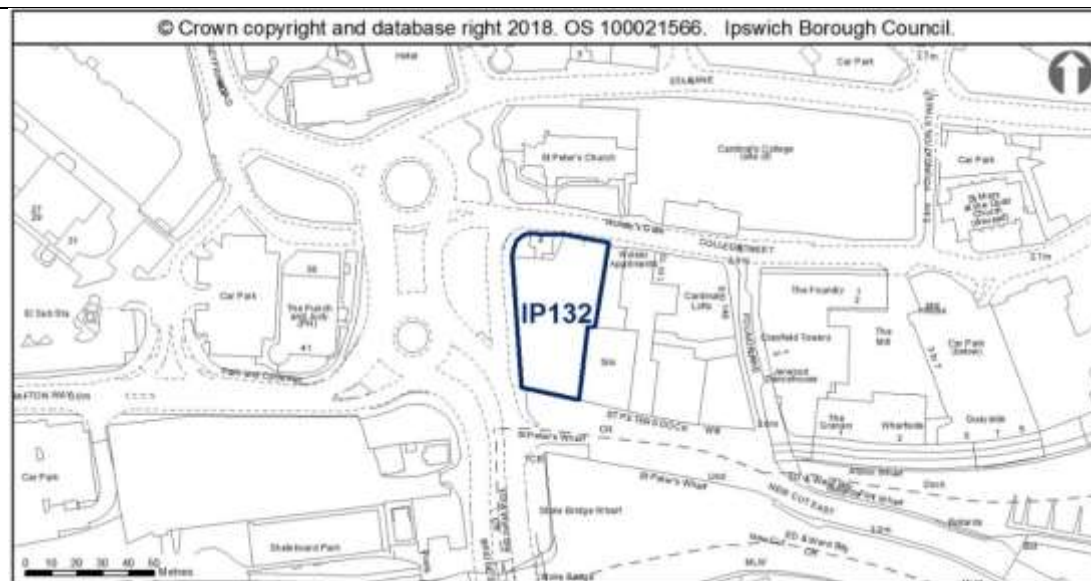
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| | | | birds. <u>To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</u> |
| MM299 | N/A | New Policy | <p>Insert New Policy Land east of West End Road (IP119) after the supporting text to New Policy Land between Old Cattle Market and Star Lane (IP054b) to read as follows:</p> <p><u>'New Policy Land east of West End Road (IP119)</u></p>  <p><u>Land is allocated (0.61ha) for mixed residential, employment and leisure use as identified on the IP-One Area Action Plan Inset Policies Map on Land east of West End Road (IP119).</u></p> <p><u>The primary use is residential with an indicative capacity of 28 dwellings at high density on around 45% of the site at its southern end.</u></p> |

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| | | <p><u>Secondary uses are leisure use (40%), which is likely to be in the form of a river-related activity given the ability to access the river at this specific location, and employment uses (15%) within Use Class E(g) (uses which can be carried out in a residential area without detriment to its amenity) which are likely to come forward on the northern-most part of the site.</u></p> <p><u>Any development proposal will be expected to accord with the following criteria:</u></p> <p><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 site sheet in Appendix F) 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></p> <p><u>b. The comprehensive redevelopment of this site is encouraged with a layout that provides a visual and appropriate residential buffer to the electricity substation to the west and enhances public access to the river;</u></p> <p><u>c. The design should make a positive architectural statement and include active frontages to West End Road and the River Gipping Riverside Walk;</u></p> <p><u>d. An archaeological assessment will be required and any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>e. 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>f. Ecological surveys will be required including for bats and reptiles prior to any vegetation clearance. Vegetation clearance must take place outside bird nesting season (March – end of August inclusive), unless immediately preceded by a nesting bird check undertaken by a suitably qualified ecologist. A scheme showing how net biodiversity gains would be achieved would be required in accordance with Policy DM8;</u></p> <p><u>g. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>h. A contamination assessment is required and appropriate mitigation to address any contamination identified;</u></p> |
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| | | | <p><u>i. 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></p> <p><u>j. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area G Upper Orwell and Canalside. Applicants should demonstrate how they have taken account of the guidance in the Valley Ipswich Urban Characterisation Study SPD.'</u></p> |
| MM300 | N/A | New Paragraphs | <p>Insert 12 new paragraphs after New Policy Land east of West End Road (IP119) to read as follows:</p> <p><u>'Residential capacity has been calculated on the basis of 45% of the site being developed to allow the layout to take account of substation opposite to the west and provide visual buffering. It is likely to come forward on the southern portion of the site. An indicative capacity of 40% of what is likely to be the central element of the site has been allocated for leisure use which is likely to be in the form of a river-related activity given the ability to access the river at this specific location. 15% of the site is allocated for employment uses and this is likely to come forward on the northern-most part of the site.</u></p> <p><u>Woody vegetation clearance must take place outside bird nesting season (March – end of August inclusive), unless immediately preceded by a nesting bird check undertaken by a suitably qualified ecologist. 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>Depending on the nature of proposed groundworks, a condition relating to a programme of archaeological work may be applied to planning consents, with desk-based assessment and palaeo-environmental assessment in the first instance.</u></p> |

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| | | <p><u>Part of the site is located in Flood Zone 3. Development will need to have regard to the SFRA 2020, which includes a detailed site sheet for this site in Appendix F.</u></p> <p><u>There are riverside cycle paths to the north and south of the site. Development Principles are set out within New Policy Opportunity Area G Upper Orwell and Canalside, within which area this site is located. Footpath FP62 is recorded running along the entire length of the site's eastern boundary.</u></p> <p><u>Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping, for example through the provision of 'portage' easy river access and facilities including possible canoe/ kayak/ boat storage facilities. Given the fairly static and relatively unclean quality of the water here, efforts to minimise refuse and food waste should be considered as part of this to make this section of the river more amenable to recreational and leisure use.</u></p> <p><u>This site is partially vacant, with the southern area used for second hand car sales and industrial uses. Redevelopment is dependent on the appropriate relocation of existing uses. West End Road is an important arterial route into and out of the town, and so the comprehensive redevelopment of this site is encouraged and should make a positive architectural statement.</u></p> <p><u>Proposals should consider the long principal frontage onto West End Road and avoid a single scale and repetitive approach to fenestration directly adjacent to the highway. A varied approach to design and scale should help break up the massing of the proposed development, utilising smaller scale modules, fenestration and a varied finish to provide a visually interesting scheme which would not dominate the street scene.</u></p> <p><u>This site also backs onto the River Gipping Riverside Walk, and so development proposals should address this east elevation with an active and engaging frontage which contributes positively to the riverside walk and to the enjoyment of users of the river.</u></p> <p><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.</u></p> |
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| | | | <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.'</u></p> |
| MM301 | N/A | New Policy | <p>Insert New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132) after the supporting text to New Policy Land east of West End Road (IP119) to read as follows:</p> <p><u>'New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132)</u></p> |



Land is allocated (0.18ha) for mixed residential, office, leisure and small scale retail uses in accordance with the Waterfront vision outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Former St Peter's Warehouse, 4 Bridge Street (IP132).

The primary use is residential with an indicative capacity of 73 dwellings at high density.

The secondary uses are offices, leisure and small scale retail uses which will occupy the two lower floors.

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

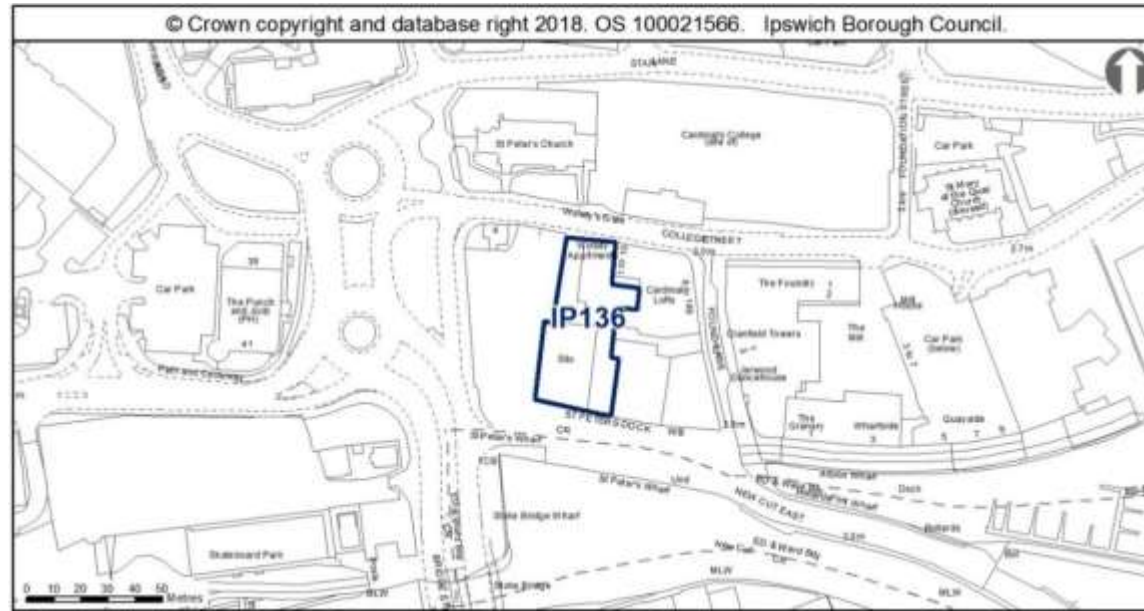
- a. A site-specific Flood Risk Assessment will be required taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation (see SFRA Section 10, and site sheet in Appendix F) and a site wide surface water management strategy will be required (see SFRA Section 9.7 and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

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| | | <p><u>b. The site is located within the Central Conservation Area, adjacent to the Stoke Conservation Area and the gateway to the waterfront and Wet Dock Conservation Areas meaning that the setting and character is positively enhanced. The site is also extremely sensitive due to the proximity of listed buildings and several highly significant heritage assets including the grade II* listed Church of St Peter and the scheduled monument and Grade I Listed building of Wolsey's Gate. A proportionate Heritage Impact Assessment is therefore required in accordance with Policy DM13;</u></p> <p><u>c. Development should include a comprehensive scheme of repairs and new use for 4 College Street if this has not already been delivered independently;</u></p> <p><u>d. This site is in a particularly sensitive position in relation to heritage assets and consequently a sensitive approach to design, scale and massing will be required;</u></p> <p><u>e. The scheme should present active frontages which address the west elevation, College Street and the waterfront, and make a positive architectural statement acting as a landmark development which signals the gateway to the waterfront;</u></p> <p><u>f. The site has high potential for archaeological remains of national significance. An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>g. An Air Quality Assessment is required in accordance with Policy DM3;</u></p> <p><u>h. The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development;</u></p> <p><u>i. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>j. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22;</u></p> <p><u>k. 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></p> |
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| | | | <p><u>I. 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></p> <p><u>m. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.'</u></p> |
| MM302 | N/A | New Paragraphs | <p>Insert nine new paragraphs after New Policy Former St Peter's Warehouse, 4 Bridge Street (IP132) to read as follows:</p> <p><u>'The site contains the grade II listed No. 4 College Street and lies within an area of archaeological importance and the Central Conservation Area. It is located adjacent to the Wet Dock Conservation Area and close to, and within the setting of, the grade II* listed Church of St Peter and the scheduled monument of Wolsey's Gate.</u></p> <p><u>The site lies in an area of archaeological importance (IPS 413), on the Anglo-Saxon and medieval waterfront of Ipswich. This site potentially represents that last surviving section of 'early' waterfront. There is high potential for archaeological remains of possible national significance, such as important waterlogged remains and the potential remains of bridges dating from at least the 10th century.</u></p> <p><u>Detailed early pre-application discussion with Suffolk County Council Archaeological Service and Historic England would be required to agree the scope of required assessment, the principle of development and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Where development is accepted in principle, archaeological remains will be complex and important.</u></p> <p><u>The site is within Flood Zones 2 and 3 and within the Air Quality Management Area.</u></p> |

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| | | | <p><u>The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development.</u></p> <p><u>This allocation site includes the grade II listed 4 College Street, which has been on the County’s Buildings at Risk Register for a considerable period of time. Development of this site which would facilitate the repair and reuse of 4 College Street is therefore encouraged, and proposals for the development of this allocated site should include a comprehensive scheme of repairs for this building. The building is in the Council’s ownership and work has commenced on restoring it.</u></p> <p><u>In designing a scheme for this allocation site, attention should be paid to its sensitive location, which not only includes the grade II listed 4 College Street, but also sits to the immediate south of several highly significant heritage assets including the grade II* listed St Peter’s Church, grade I and Scheduled Ancient Monument of the Gateway to Wolsey’s College, the grade II 1-5 College Street. In addition, the site is located within the Central Conservation Area, adjacent to the Stoke Conservation Area and the gateway to the waterfront and Wet Dock Conservation Areas. This allocation site is thus in a particularly sensitive position, and development on the site will have the potential to affect the significance of numerous heritage assets through introducing development within their setting.</u></p> <p><u>A smaller scale development to the north of the site onto College Street would be encouraged, to reinstate an active frontage which would respect the scale of the 1-5 and 4 College Street. The development could then increase in scale southwards towards the waterfront. Any future proposals should also offer 4 College Street breathing space and avoid overdevelopment which would give the listed building a contrived curtilage, or being dominated by over scaled development to the south.</u></p> <p><u>Development of this site should also consider the heritage and design comments provided on the allocated site references IP136 and IP035.’</u></p> |
| MM303 | N/A | New Policy | <p>Insert New Policy Silo, College Street (IP136) after the supporting text to New Policy Former St Peter’s Warehouse, 4 Bridge Street (IP132) to read as follows:</p> |

'New Policy Silo, College Street (IP136)



Land is allocated (0.16ha) for mixed residential, office, leisure and small scale retail uses in accordance with the Waterfront vision outlined in the IP-One Area Action Plan Policy SP11 and as identified on the IP-One Area Action Plan Inset Policies Map at Silo, College Street (IP136).

The primary use is residential with an indicative capacity of 48 dwellings at high density.

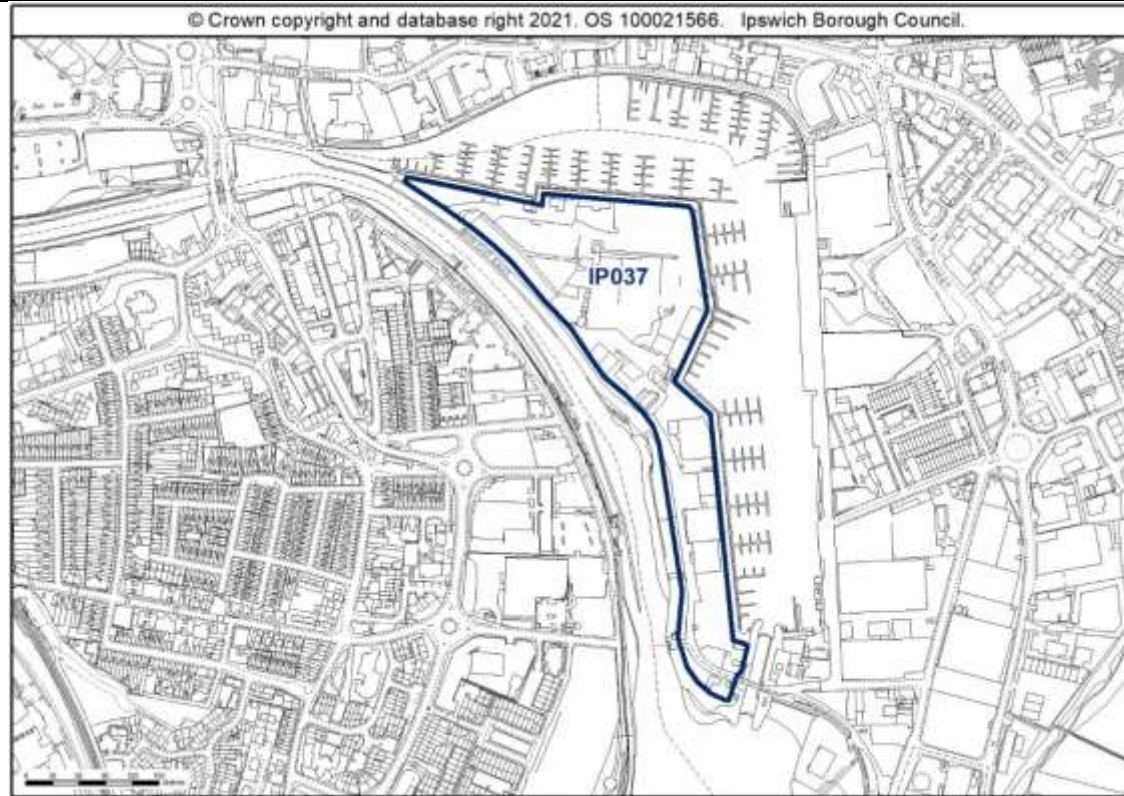
The secondary uses are offices E(g)(i), leisure and small scale retail uses with the expectation that these would occupy the two lower floors.

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

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| | | <p><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 site sheet in Appendix F) 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></p> <p><u>b. This site is highly sensitive to development and must consider the historic environment which surrounds it. The site is within the Central and Wet Dock Conservation Areas and opposite the Grade I Listed and Scheduled Wolsey Gate. Therefore, a proportionate Heritage Impact Assessment is required in accordance with Policy DM13;</u></p> <p><u>c. The site lies in an area of international archaeological importance, on the Anglo Saxon and medieval waterfront of Ipswich and within the Area of Archaeological Importance (IPS 413). An archaeological assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14;</u></p> <p><u>d. A contamination assessment is required and appropriate proposed mitigation to address any contamination identified in accordance with Policy DM18;</u></p> <p><u>e. A transport assessment and travel plan will be required in accordance with Policies DM21 and DM22. The travel plan and transport assessment must include capacity along College Street footways, and the one-way traffic system will need to include consideration of pedestrian capacity;</u></p> <p><u>f. An Air Quality Exposure Assessment will be required in accordance with Policy DM3;</u></p> <p><u>g. The existing silo should be retained in the redevelopment of this site and improvements made to its external appearance including the lettering R & W Paul Ltd in a mosaic tile which overlooks the waterfront and is a relic of the industrial use of the port;</u></p> <p><u>h. Development onto College Street will need to be of a modest scale to respect the historic grouping of heritage assets which bound the site to the north;</u></p> |
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| | | | <p><u>i. Improved pedestrian access through the site should also be incorporated into development proposals to improve permeability between the waterfront and town centre;</u></p> <p><u>j. The older buildings on site could support bats and consequently further surveys will be required and delivery of biodiversity net gain;</u></p> <p><u>k. 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></p> <p><u>l. 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></p> <p><u>m. Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area B Merchant Quarter.'</u></p> |
| MM304 | N/A | New Paragraphs | <p>Insert six new paragraphs after New Policy Silo, College Street (IP136) to read as follows:</p> <p><u>'The site has access constraints, is within an Air Quality Management Area, has possible contamination, and is within Flood Zones 1, 2 and 3. There is a Flood Incident Report for this site. The site is within Central and Wet Dock Conservation Areas and opposite the grade I listed and scheduled Wolsey Gate.</u></p> <p><u>This site lies in an area of international archaeological importance, on the Anglo-Saxon and medieval waterfront of Ipswich and within the Area of Archaeological Importance (IPS 413). Ground works could involve surviving sections of 'early' waterfront. There is a potential for nationally important archaeological remains outside of scheduled areas. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation</u></p> |

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| | | | <p><u>in-situ of deposits or appropriate programmes of work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.</u></p> <p><u>The northern half of this allocation site is located within the Central Conservation Area, whilst the southern half occupied by the silo is found within the Wet Dock Conservation Area. The site is located to the immediate south of the grade I Scheduled Ancient Monument of Wolsey’s Gate, and falls within the setting of numerous other listed buildings, including 4 College Street, St Peters Church, 1-5 College Street, and occupies an important position on the waterfront. This site is therefore highly sensitive to development and must consider the historic environment which surrounds this allocation site.</u></p> <p><u>Improvement to the external appearance of the silo building should be made, whilst still respecting the utilitarian character of the existing building and former industrial use of the area.</u></p> <p><u>Development along College Street in particular will affect the setting of Wolsey’s Gate, and the surroundings in which the gateway is experienced. A modest scale development sensitive to this historic context should therefore be employed along College Street and contribute positively to the character and appearance of the area.</u></p> <p><u>Improved pedestrian access through the site should also be incorporated into development proposals to improve permeability between the waterfront and town centre. A central courtyard could perhaps be provided, possibly featuring a piece of public art/sculpture (perhaps reimagining the Digby on the side of the building). A transport assessment and travel plan will be required. Pedestrian capacity along College St footways, and the one-way traffic system will need to be considered.’</u></p> |
| MM305 | N/A | New Policy | <p>Insert New Policy The Island Site (IP037) after the supporting text to New Policy Silo, College Street (IP136) to read as follows:</p> <p><u>‘New Policy The Island Site (IP037)</u></p> |



Land is allocated (6.02ha) for housing, mixed commercial and leisure uses, open space and early years' facility and identified on the IP-One Area Action Plan Inset Policies Map at The Island Site (IP037).

The indicative capacity for the housing on the site is 421 dwellings at 100dph on approximately 70% of the site.

Open space will be provided on approximately 15% of the site.

The extent of the Early Years' Facility requirement is to be determined through the masterplan.

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| | | <p><u>Existing boat-related employment uses shall be retained to support the Enterprise Zone and support the marine focus of the site.</u></p> <p><u>Some limited small scale uses within Use Class E would also be acceptable where properly integrated into the development.</u></p> <p><u>Additional pedestrian and cycle access provision shall be made in accordance with Policy SP15 (including emergency access). The development layout should not prejudice future provision of a Wet Dock Crossing.</u></p> <p><u>New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.</u></p> <p><u>The master plan will:</u></p> <ul style="list-style-type: none">a. <u>Agree a Brief and Vision for the development based on the development principles set out in New Policy Opportunity Area A – Island Site;</u>b. <u>Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;</u>c. <u>Include a Strategic Framework for the land uses;</u>d. <u>Identify access to the Island Site where consideration will be given to the phase of development and the need for a road bridge from the west bank to the Island Site, and a pedestrian and cycle bridge linking the allocation site with the main Waterfront quarter to the east;</u>e. <u>Have regard to protecting and enhancing the character and appearance of the Wet Dock Conservation Area;</u>f. <u>Have regard to the relationship with the safeguarded minerals facility within 250m of the site and safeguarded through the Suffolk Minerals Local Plan;</u>g. <u>Establish urban design principles for:</u><ul style="list-style-type: none">• <u>sense of place;</u>• <u>movement hierarchy including potential wet-dock crossing;</u>• <u>15% public open space and pedestrian routes through the site;</u>• <u>scale and massing;</u> |
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| | | | <ul style="list-style-type: none"> • <u>character and appearance;</u> • <u>conservation of the historic environment and for the retention of historic structures including (Public Warehouse, Lock Keepers Cottages and Harbour Masters House); and</u> • <u>aquatic environment.</u> <p>h. <u>Identify other development constraints; and</u></p> <p>i. <u>Identify appropriate phasing of development, including the necessary infrastructure, through an implementation plan.</u></p> <p><u>In addition, development of the site shall be expected to comply with the following requirements:</u></p> <p>i) <u>Identify how the development relates to and complies with the master plan;</u></p> <p>ii) <u>Deliver a high quality, climate change resilient design, which reflects the importance of this Waterfront site and its setting in the Wet Dock Conservation Area in accordance with Policies CS1, DM1, DM2, DM11 and DM12;</u></p> <p>iii) <u>Provide a mix of housing that reflects local housing needs, including provision of affordable housing, and accessible housing in accordance with Policies CS8, CS12 and DM12;</u></p> <p>iv) <u>Preparation of a transport assessment, travel plan and car parking strategy including EV charging in accordance with Policies DM21 and DM22;</u></p> <p>v) <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) in accordance with Policy DM4;</u></p> <p>vi) <u>Development should deliver net gains for biodiversity (taking into account the Wildlife Audit 2019 findings), a landscaping scheme and retention of trees where possible in accordance with Policies DM8 and DM9;</u></p> <p>vii) <u>Retention of boat and leisure related uses where possible;</u></p> <p>viii) <u>Provide a Heritage Impact Assessment that assesses heritage issues, and archaeological survey and any necessary mitigation measures provided in accordance with Policy DM13;</u></p> <p>ix) <u>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></p> |
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| | | | <p><u>x) Provide confirmation of adequate capacity in the foul sewerage network or action to upgrade it to create the required capacity;</u></p> <p><u>xi) Include comprehensive surface water drainage infrastructure appropriate for the scale of the development;</u></p> <p><u>xii) 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>xiii) Provide appropriate contamination mitigation;</u></p> <p><u>xiv) Inclusion of a public route through the site from St Peters Dock to the Waterfront East Bank;</u></p> <p><u>xv) Improve where possible the greater recreational, leisure and sports use of the River Orwell and surrounding river environment;</u></p> <p><u>xvi) Safeguards land for a wet-dock crossing including for pedestrian, cycle, and/or road bridges;</u></p> <p><u>xvii) Provides Air Quality assessment and mitigation in accordance with Policy DM3;</u></p> <p><u>xviii) 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></p> <p><u>xix) Provision of public art; and</u></p> <p><u>xx) Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area A – Island Site, and take into account the guidance within adopted Supplementary Planning Documents.’</u></p> |
| MM306 | N/A | New Paragraphs | <p>Insert 11 new paragraphs after New Policy The Island Site (IP037) to read as follows:</p> <p><u>‘Development Principles are set out within New Policy Opportunity Area A within which this site is located. The Island is located in the heart of the Ipswich Waterfront on land that was reclaimed when the Wet Dock was constructed over 150 years ago creating an island linked to the ‘mainland’ by a narrow connection at St Peter’s Dock. In recent decades the usage of the Island Waterfront has changed as industrial port activities have given way to high quality residential and leisure uses based around the development of the marina. The Island retains its industrial use including boat building, which needs to be accommodated alongside any new development and regeneration of the area.</u></p> |

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| | | <p><u>The site allocation 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 development of the Island Site offers the opportunity to introduce attractive and well-planned green spaces. This should be located to have regard to the most sensitive open vistas from the development. New development should seek to link to existing connections to ensure proposals integrate with the existing character and layout of the surrounding area.</u></p> <p><u>This site is within the Area of Archaeological Importance (IPS 413). There may be archaeological issues in relation to industrial heritage. Historic buildings should be assessed. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment. The Island site and channel were partly reclaimed from marsh. Previous assessment has shown that the island comprises up to 4.8m of made ground that either seals intact river deposits or lies directly onto river terrace gravels where the channel was previously dredged. Generally, these depths are too deep for conventional mitigation and generally sensitive remains will stay well protected, but historic and waterlogged deposits may survive, including remains of boats and structures. The Island area has paleo-environmental potential. Made ground includes residual material from other parts of Ipswich.</u></p> <p><u>The Island site is close to an AQMA. 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 protected site are prevented. Development proposals shall ensure existing buildings are assessed in accordance with all recommendations of the Ipswich Wildlife Audit 2019, which should be incorporated into future development, unless other means of biodiversity enhancement are appropriate.</u></p> <p><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.</u></p> |
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| | | | <p><u>The development should deliver a high quality, climate change resilient design, which takes account of nearby heritage assets, and delivers an appropriate mix of market and affordable, accessible housing which reflects local housing needs.</u></p> <p><u>The scale of the site and the nature of the development constraints will require that a full transport assessment is provided with any development proposals to ensure that adequate capacity in the existing highway network is assessed, and that additional infrastructure can be identified if required.</u></p> <p><u>The site is within Flood Zones 2 and 3 and is defended by the Ipswich Tidal Barrier. A 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), including flood response plans. Given the proximity to the River Orwell and the Wet Dock an environmental permit will be required from the Environment Agency for development of the site.</u></p> <p><u>The site allocation is within 250m of a safeguarded waste use site in the SMWLP. It should be demonstrated, in consultation with Suffolk County Council, that the development of the site allocation does not prevent the waste facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby waste facility.</u></p> <p><u>The site allocation is within 250m of a safeguarded mineral site in the SMWLP. At the planning application stage the developer of these sites should demonstrate that the development does not prevent the mineral facility from operating as normal, and that the users of the proposed development are not adversely impacted by the presence of the nearby minerals facility.'</u></p> |
| MM307 | N/A | New Policy | <p>Insert New Policy The Mint Quarter (IP048a-d) after the supporting text to New Policy The Island Site (IP037) to read as follows:</p> <p><u>'New Policy The Mint Quarter (IP048a-d)</u></p> |

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| | | | <p><u>Mint Quarter West (IP048b): 1.34ha for 4,800sqm of retail floorspace (net) within use class E(a) to meet the need for comparison shopping floorspace to 2031; residential development with an indicative capacity of 36 dwellings at high density on around 30% of the site; short stay shopper car park in accordance with Policy SP17; and open space;</u></p> <p><u>Mint Quarter/4-6 Cox Lane (IP048c): 0.23ha for change of use of upper floors from office space to 33 dwellings, taking place under prior approval, and retention of retail use at ground floor level; and</u></p> <p><u>Mint Quarter/Cox Lane East Regeneration Area facing Carr Street (IP048d): 0.43ha for a primary school.</u></p> <p><u>New development will be delivered through a masterplan approach brought forward through landowner collaboration and community engagement.</u></p> <p><u>The master plan will:</u></p> <ol style="list-style-type: none"> a. <u>Agree a brief and vision for the development based on the development principles set out in New Policy Opportunity Area C Mint Quarter;</u> b. <u>Include an assessment of impacts on the Stour and Orwell Estuaries Special Protection Area and a strategy for necessary mitigation;</u> c. <u>Include a Strategic Framework for the land uses;</u> d. <u>Identify access and sustainable transport measures to be put in place;</u> e. <u>Identify an appropriate comprehensive sustainable drainage strategy;</u> f. <u>Establish urban design principles for:-</u> <ul style="list-style-type: none"> • <u>Sense of place;</u> • <u>Scale and massing;</u> • <u>Conservation of the historic environment;</u> • <u>Movement hierarchy including pedestrian environment along Cox Lane; and</u> • <u>Public open space;</u> g. <u>Identify other development constraints; and</u> h. <u>Facilitate the delivery of development through an implementation plan.</u> |
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| | | <p><u>Applications for the development of the site shall be expected to comply with the following requirements:</u></p> <ul style="list-style-type: none"> <u>i) Demonstrate how the development complies with the master plan;</u> <u>ii) Deliver a high quality, climate change resilient design, which reflects the importance of this site, in accordance with Policies CS1, DM1, DM2 and DM12;</u> <u>iii) Provide a mix of housing that reflects local housing needs, including provision of affordable housing, and accessible housing in accordance with Policies CS8, CS12 and DM12;</u> <u>iv) Include a transport assessment and travel plan including EV charging in accordance with Policies DM21 and DM22;</u> <u>v) Provide high quality pedestrian and cycle access in accordance with Policies CS5 and DM21;</u> <u>vi) The site is adjacent to the Central Conservation Area, two Grade II Listed churches (Christ Church and St Pancras) and other Listed Buildings to the south. Therefore, a Heritage Impact Assessment that assesses heritage issues and any necessary mitigation measures must be provided in accordance with Policy DM13;</u> <u>vii) The site lies within an Area of Archaeological Importance and contains a large Scheduled Monument. An archaeological assessment will therefore be required, and any necessary mitigation identified to be addressed at an appropriate stage in the planning process. Development must preserve the significance of the Scheduled Monument in accordance with Policy DM14;</u> <u>viii) Site-specific Flood Risk Assessments 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) in accordance with Policy DM4;</u> <u>ix) Development should deliver net gains for biodiversity, and retain protected trees where possible in accordance with Policies DM8 and DM9;</u> <u>x) Development must not result in an unacceptable loss of amenity for existing or future residents in accordance with Policies DM18 and DM3;</u> <u>xi) 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> <u>xii) 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> <u>xiii) Provide an air quality assessment and mitigation in accordance with Policy DM3;</u> <u>xiv) Provide confirmation of adequate capacity in the foul sewerage network or action to upgrade it to create the required capacity;</u> |
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| | | | <p><u>xv) Include comprehensive surface water drainage infrastructure appropriate for the scale of the development;</u></p> <p><u>xvi) The redevelopment of the site should improve views along Cox Lane and create a more welcoming pedestrian route from north to south and should provide active building frontages which engage with Upper Orwell Street and Tacket Street. The scale of development should respect the existing scale of commercial and residential buildings around the allocation site;</u></p> <p><u>xvii) Provide appropriate contamination mitigation; and</u></p> <p><u>xviii) Provide access to superfast broadband in accordance with Policy DM34.</u></p> <p><u>Any proposal will be expected to comply with the development management policies contained in the Core Strategy DPD and New Policy Opportunity Area C, as well as guidance within adopted Supplementary Planning Documents.'</u></p> |
| MM308 | N/A | New Paragraphs | <p>Insert 16 new paragraphs after New Policy The Mint Quarter (IP048a-d) to read as follows:</p> <p><u>'The Mint Quarter is a mixed use allocation for an area of land in multiple ownership on the eastern edge of the Central Shopping Area. It has previously been allocated for similar uses, to deliver regeneration benefits and make more efficient use of land, much of which is currently surface level car parking. The Council's intention is to use the master planning process in conjunction with its own ownership of part of the site and the well-advanced proposals for the provision of a primary school on the north east part of the site to act as a catalyst for the delivery of development across the whole site. The change of use of upper floors comprising IP048c is already well advanced.</u></p> <p><u>The key requirements of the policy overall are that it delivers the following components:</u></p> <ul style="list-style-type: none"> • <u>short stay car parking in a multi-storey car park, to support shopping trips and replace the existing surface level parking in accordance with Policy SP17,</u> • <u>residential development,</u> • <u>open space which could take the form of green space or a civic square,</u> • <u>comparison retail floorspace, and</u> • <u>a primary school.</u> |

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| | | <p><u>The location of the retail floorspace IP048b in the western section (within the Central Shopping Area) is fixed, but the disposition of the remaining uses will be determined through the master planning process. Development may come forward incrementally provided it demonstrates how the requirements of the master plan are satisfied. Short stay parking for shoppers is needed and the provision of public open space within the site, however part of these could span Cox Lane covering parts of IP048a and IP048b. The master plan will be prepared for the whole site east and west of Cox Lane, but development may come forward incrementally.</u></p> <p><u>The site is affected by various constraints. It lies between Air Quality Management Areas 2 and 3, may be contaminated and contains trees protected by TPOs on site or nearby (an application for tree works may be needed). The site lies within an area of archaeological importance, contains a large scheduled monument and is adjacent to the Central Conservation Area, two grade II listed churches (Christ Church and St Pancras) and other listed buildings to the south. Footpaths FP89 and FP241 are recorded along the western edge of site IP048a. Opportunities should be explored to see if a north-south cycling link can be provided between Carr Street and Tacket Street.</u></p> <p><u>Development principles for the Mint Quarter/Cox Lane regeneration area are set out in New Policy Opportunity Area C – Mint Quarter.</u></p> <p><u>Much of the site is currently used as surface level car park which does not contribute to the appearance or general amenity of the area, nor does it encourage pedestrian footfall through the site. The sensitive redevelopment of this use would be welcomed and has the potential to enhance the setting of the Conservation Area. However as above, the site does fall within the setting of numerous listed buildings, with the surface level car parks reading as open space and so the introduction of development on this allocation has the potential to harm the historic environment, if not designed carefully and with regard to the surrounding heritage.</u></p> <p><u>Proposals should look to establish a legible layout which will encourage pedestrian access though the site, continuing Cox Lane through the site to reinstate this historic north-south route. Development should also enhance the pedestrian thoroughfare from Upper Brook Street. In this regard, development should look to provide active and engaging frontages to the pedestrian routes across the site, addressing existing development whilst also being contemporary in appearance, with thoughtful design influenced by the setting of the allocation site.</u></p> |
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| | | <p><u>The buildings along Carr Street are heritage assets included on the Local List SPD, and should be retained and incorporated into development proposals if feasible. Development principles should also look to provide active building frontages which engage with Upper Orwell Street and Tacket Street. The scale of development should respect the existing scale of commercial and residential buildings around the allocation site, perhaps taking a stepped approach to address the transition from town centre to periphery shopping areas of lower scale. Proposals should look to respect the scale of existing development of 2-3 storey development along Upper Brook Street and Tacket Street, with the possibility of increasing the scale of development towards the centre of the site around the existing buildings in Carr Street.</u></p> <p><u>Development should look to reinstate the building line along Upper Orwell Street, respecting the existing scale of development. The existing terrace at 22-28 Upper Orwell Street should be retained and incorporated into the development of the site, taking opportunities to reinstate timber windows and provide shop fronts more sympathetic to the age and character of these buildings.</u></p> <p><u>The open space should be incorporated into development proposals and should look to improve the setting of Christ Church and its associated hall and vicarage. The design of this space could be informed by the archaeological excavations which would be required prior to the development of this site, perhaps including interpretation and/or public art to illustrate the archaeological significance of the area.</u></p> <p><u>The site lies within the area of archaeological importance (IPS 413) and much of it lies within a scheduled monument relating to the Middle and Late Saxon town, preserved under current car parks (List entry No 1005983). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system. In order to obtain scheduled monument consent a separate process is necessary to go through with Historic England and development proposals directly affecting the scheduled monument will need to deliver significant public benefit.</u></p> <p><u>There is also potential for nationally important archaeological remains outside the scheduled areas. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the principle of development and inform designs (e.g. to allow for preservation in-situ</u></p> |
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| | | | <p><u>of deposits or appropriate programmes of work). Excavations and interventions have taken place in parts of the site and revealed evidence for occupation and activity from the Middle Saxon period onwards - the rest of the site is undisturbed from modern development under car parks and is anticipated to contain rich and well preserved archaeological remains. Development would require full assessment prior to the granting of consent to any proposals - desk based assessment, building survey and field evaluation. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.</u></p> <p><u>A transport assessment and travel plan will be required incorporating measures as necessary to support the ISPA Transport Mitigation Strategy.</u></p> <p><u>There is surface water flooding local to site, which will need to be considered at planning application stage. See Appendix A, Map 11B of the October 2020 Ipswich SFRA.</u></p> <p><u>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>There are existing foul and surface water sewers in Anglian Water’s ownership within the boundary of the site and the site layout should be designed to take 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> |
| MM309 | 102-103 | Part D & Chapter 7 | <p>Delete Part D and Chapter 7: Implementation, Targets, Monitoring and Review in its entirety as follows:</p> <p>‘Part D Implementation, Targets, Monitoring and Review’</p> <p>‘CHAPTER 7: Implementation, Targets, Monitoring and Review</p> <p>———— Implementation</p> |

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| | | | <p>7.1 A key element of the Local Plan is the need to set out clear mechanism and targets for delivery. The Core Strategy sets out the main mechanisms by which the Council will assist with the delivery of the Framework (chapter 10).</p> <p>7.2 It focuses on key partnerships that have been developed to assist in bringing forward for appropriate development the sites identified within this document.</p> <p>7.3 Thus the key partnerships now which can support or assist with the delivery of development and infrastructure as set out in this development plan document are as follows:</p> <ul style="list-style-type: none"> ● New Anglia Local Enterprise Partnership (NALEP); ● Suffolk Growth Programme Board; ● Ipswich Strategic Planning Area Board; ● Ipswich Central; and ● Ipswich Vision Board. <p>7.4 More detail on these partnerships and other components of delivery mechanisms are set out within Chapter 10 of the Core Strategy.</p> <p>Targets</p> <p>7.5 The Council recognises that it is important to have a limited number of measurable targets against which the delivery of the Local Plan can be assessed. These are set out within Chapter 11 of the Core Strategy Review document.</p> <p>Monitoring and Review</p> <p>7.6 The annual Authority Monitoring Report will review the progress against the targets set out in Chapter 11 of the Core Strategy focused review.</p> |
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| | | | 7.7 — The Local Development Scheme states that the documents will be kept under regular review following their adoption.' |
| MM310 | 105 | Appendix 1 | Delete Appendix 1 – A summary of the Tests of Soundness, in its entirety. |
| MM311 | 106 | Appendix 2 | Delete Appendix 2 – A list of Policies contained in this document, in its entirety. |
| MM312 | 107-264 | Appendix 3 – Site Allocation Details (3A) and Site Sheets (3B) | Delete Appendix 3 – Site Allocation Details (3A) and Site Sheets (3B) in its entirety. |
| MM313 | 265-273 | Appendix 4 – Opportunit y Site – Site Sheets | Delete Appendix 4 – Opportunity Site – Site Sheets in their entirety. |