

Ipswich Local Plan

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IPSWICH

**BOROUGH
COUNCIL**

Foreword

IPSWICH is an attractive historic town set within the fastest growing region of East Anglia. It is a major employment and shopping centre, accounting for one third of all jobs in Suffolk. As the County Town it serves both its resident population and a wider catchment area. As a result Ipswich requires a robust Local Plan capable of accommodating new growth in a sustainable way, whilst conserving the best of the environment for the benefit of existing and future generations.

The Council adopted Ipswich Local Plan on 27th May 1997, which seeks to guide development up to the year 2006. The Plan sets out a vision aimed at enhancing the environment, improving the quality of life and creating economic opportunity. It is the first Local Plan embracing the whole of the Borough for over 30 years and has been the subject of widespread public consultation.

The Plan's vision will not be achieved instantly, indeed some of the objectives will take several years to fulfil. The success of the Plan will require the support and co-operation of the public sector, private companies, voluntary organisations and members of the public.

By having a clear and positive Local Plan, Ipswich will be in a stronger position regionally, which will help it continue to succeed as a pleasant place to live and work in and to visit.



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Introduction

1.1 Ipswich, the County Town of Suffolk, has a population of 117,000 and is one of the largest urban centres in East Anglia. Located on the main trunk road and rail network with a port close to the east coast, Ipswich has excellent communication links with London, the South East, the Midlands and Europe.

1.2 Ipswich is an attractive historic Town containing a wealth of listed buildings and conservation areas. Situated near to the Suffolk Coast and Heaths Area of Outstanding Natural Beauty, Ipswich is also surrounded by beautiful countryside.

1.3 The Town has a prosperous, broad based local economy with the majority of employees working in the service sector. Its shopping centre serves a wide catchment area extending into North Suffolk and Essex.

1.4 Ipswich provides a range of housing and a variety of recreation and leisure opportunities. Set within an attractive environment and benefiting from a rich heritage the people of Ipswich enjoy a high quality of life.

1.5 There is, however, a less attractive side to the picture. Economic growth including recent large scale development outside of the Borough's tightly drawn boundaries has placed greater pressure on the Town's transport network, producing side effects such as increased congestion, pollution and safety problems.

1.6 Lack of investment in some parts of Ipswich together with examples of unsympathetic development have detracted from the historic character and appearance of the Town. The economic recession has led to a significant increase in unemployment.

1.7 Some of the Town's attractive green spaces and countryside are under threat from development pressure and the absence of a coordinated strategy has resulted in the loss of playing pitches for which there is a high demand.

1.8 National trends in retailing have also affected Ipswich as a number of food and bulky goods retailers have relocated outside of the Town Centre. In addition, the character and vitality of some of the neighbourhood shopping areas has been affected by changing shopping habits.

Chapter 1

Introduction

IPSWICH LOCAL PLAN

1.9 Despite recent reductions in house prices following the 1980s boom there remains a proportion of people who cannot afford to rent or buy private market housing on their current incomes. There is also an increasing demand for housing suitable for elderly people.

1.10 The policies and proposals contained in the Local Plan have been formulated to help tackle the issues mentioned above and to accommodate new growth in ways which will enhance the environment, improve the quality of life and create economic opportunity.

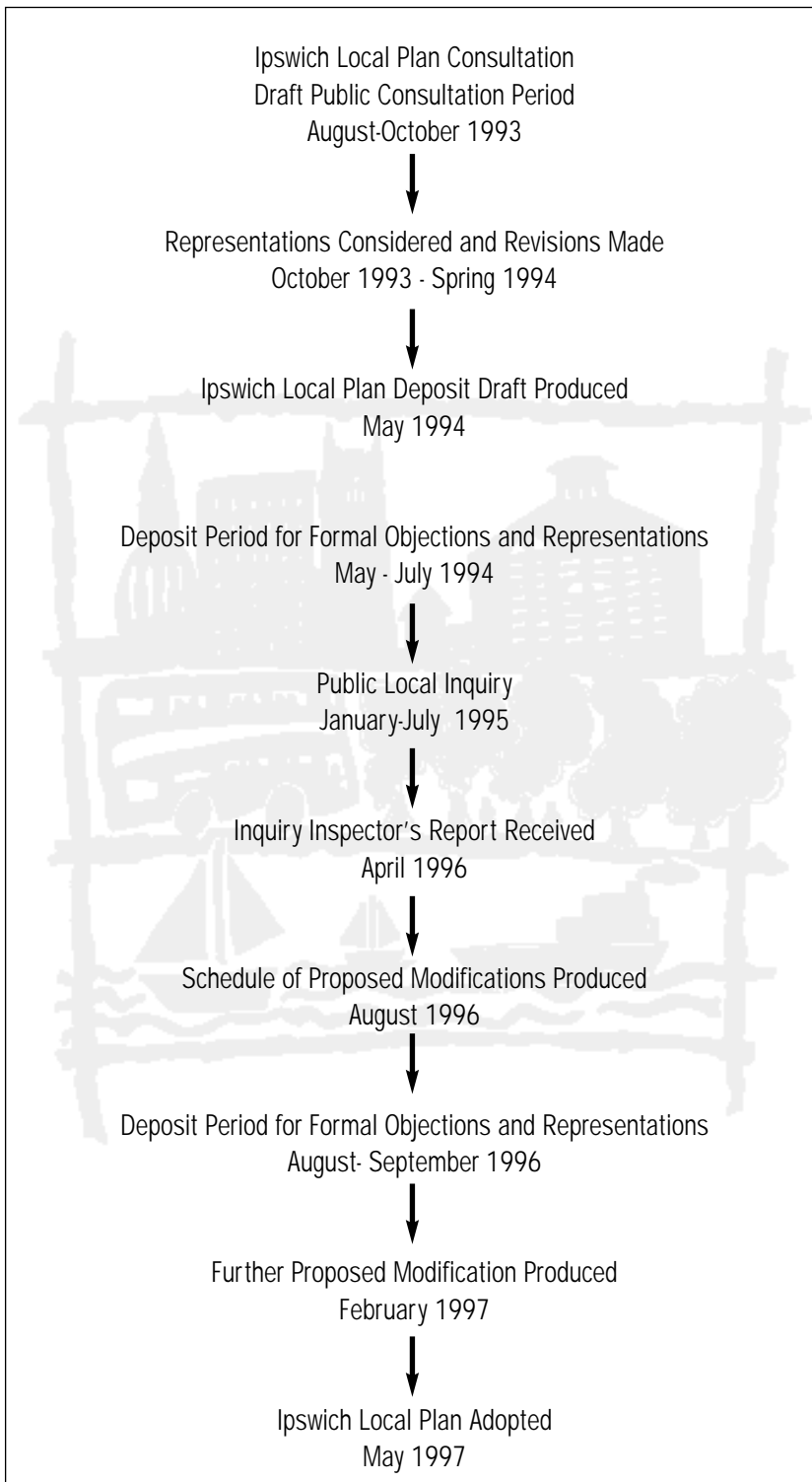
1.11 The Local Plan sets out detailed policies and specific proposals for the development and use of land and indicates areas of planned growth and restraint. The Plan will guide most day to day planning decisions and will cover the period up to 2006 from its base date of mid 1988. The Plan's performance in tackling the issues will be monitored on a regular basis and the whole Plan will be reviewed at least every five years.

1.12 Under the provisions of the Planning & Compensation Act 1991 the Council is obliged to prepare a Borough-wide Local Plan which upon adoption is a statutory document. The main stages of the Plan preparation process are outlined opposite.

1.13 The full title of this document is the 'Ipswich Local Plan' which is referred to throughout as 'the Plan'. The Plan has been prepared under Section 36 of the Town & Country Planning Act and will contain statutory policies for the whole of Ipswich. Reference is also made to related planning and transport matters affecting the Town which are outside of the administrative boundaries. The Development Plan for Ipswich will consist of a combination of the Ipswich Local Plan and the County Structure Plan. The Ipswich Local Plan will therefore complement the County Structure Plan incorporating Alterations 1, 2 and 3 (1995).

1.14 The Council has been responsible for the following documents which have been taken into account: The Corporate Aims and Actions (1993), The Environment Strategy (1993), The Ipswich Wildlife Study (1993), The Ipswich Housing Needs Study (1993), The Housing Strategy (1993), The Suffolk Design Guide for Residential Areas (1993), The Sports Strategy (1993), The Playing Pitch Study (1993), The Play Strategy for Ipswich (1994), Ipswich Museums and Galleries to 2001 - A Strategy For The Future (1992), The Economic Development Strategy (1993), The Retail Study (1993) and The Traffic Study (1991).

Introduction



Chapter 1

Introduction

OTHER DOCUMENTS

1.15 The Plan supersedes the statutory County Borough of Ipswich Development Town Map approved in 1954 and amended in 1963 and the Ipswich Central Area Plan (1981). The Deposit Draft version of the Plan superseded the following non statutory policy documents: the Ipswich Eastern Fringe Draft Local Plan (1985), the Ipswich Central Area Policy Guidelines (1990), the Shopping Sub-Centre Guidelines (1990), the Large New Stores Outside the Central Area Policy Guidelines (1990) and the Wet Dock Policy Guidelines (1990). The Development Control Policy and Design Guidelines (Revised 1992) will be superseded when supplementary planning guidance referred to in this document has been prepared and adopted by the Council.

1.16 Supplementary planning guidance has been and will continue to be prepared to supplement the policies in the Plan. This guidance may be taken into account in decision making as a material consideration. Supplementary Planning Guidance has been prepared for Children's Play, Out of Town Centre Shopping, Accessible General Housing and a Cycle Strategy. More guidance is planned to cover household extensions, shop fronts and advertisements, conservation areas and listed buildings and open space standards. Supplementary planning guidance is also an appropriate means of providing design guidance for specific areas. Guidance has been prepared for some of the Plan's larger proposed development sites such as the Nacton Road Airfield site, Hayhill Road Allotments/Woodbridge Road site, Bramford Road and a Central Area site.

NEIGHBOURING LOCAL AUTHORITIES' LOCAL PLAN PROPOSALS

1.17 The Suffolk Coastal District Council Local Plan (1994) puts forward an urban fringe management proposal for a large area east of Ipswich together with a proposed extension to Ransomes Europark for employment development.

1.18 The Babergh District Council Local Plan - Alteration 1, 1995, proposes urban fringe management initiatives for the Belstead Brook Park area including recreation facilities and two parking sites for park and ride purposes on the southern outskirts.

1.19 Mid Suffolk District Council Deposit Draft Local Plan (1995) has no proposals affecting the western and north west fringes of Ipswich.

Introduction

FORM AND CONTENT OF THE LOCAL PLAN

1.20 The Local Plan consists of a Written Statement and a Proposals Map.

1.21 The Plan is divided into 7 interrelated sections containing chapters covering specific subjects:-

(a) Background

Contains the Introduction to the Local Plan and the overall Strategy.

(b) Planning for the Environment

Contains the Natural and Built Environment chapters.

(c) Planning for People

Contains chapters covering the Wet Dock Area, Housing, Recreation and Leisure and Community Facilities.

(d) Planning for the Economy

Contains chapters covering Employment and Shopping.

(e) Planning for Movement and Infrastructure

Contains the Transport and Infrastructure chapters.

(f) Achieving the Plan

Contains the Implementation and Monitoring chapter and the Schedule of Proposals.

(g) Appendices

The appendices include Car Parking Standards, Standards for Publicly Accessible Open Space, a Glossary and Bibliography.

Chapter 1

Introduction

USING THE PLAN

1.22 The Plan's Strategy is set out in Chapter 2. The Strategy consists of a set of guiding principles indicating the main direction of the Plan including a geographic description explaining broadly how new growth is to be accommodated. Broad strategic aims have been formulated and are divided into environmental, social and economic issues. The purpose of the Strategy is to provide for a well focused framework for new development, explaining which local issues are important and how it is proposed to achieve the Plan's broad aims.

1.23 Following the Strategy each subsequent chapter is structured as follows:-

(a) Introduction

The introduction briefly explains which topics are covered.

(b) Objectives

The Plan's objectives are a more detailed interpretation of the strategic aims mentioned above and establish the Council's long-term intentions. The objectives provide the framework within which the Plan's policies and proposals have been formulated and act as a performance indicator against which the success of the policies and proposals can be measured.

(c) Strategic Aims

Relevant strategic aims have been extracted from the Plan's Strategy mentioned above.

(d) Policy Context

The Policy Context section refers to the background legislation and policy guidance relevant to each chapter. Reference is made to national, regional and strategic levels of guidance including Government Circulars, Planning Policy Guidance Notes (PPGs), Regional Planning Guidance for East Anglia (RPG 6, 1991) and the County Structure Plan incorporating Alterations 1, 2 and 3 (1995).

Additional background information is also included in some of the chapters in order to place specific local issues in context, for example reference is made to the Ipswich Housing Needs Study in the Housing Chapter.

Introduction

(e) Policies and Proposals

The policies and proposals provide a detailed framework for the control of development and use of land. The policies set out the criteria by which the Council controls development. The proposals allocate land for specific types of development and uses. In addition to the specific land use allocations for each site criteria based policies mentioned throughout the Plan may also be applicable. In accordance with Planning Policy Guidance Note 12 the policies and proposals form a three part function covering: Guidance, Incentive and Control.

Guidance:	The policies and proposals are aimed at assisting people in developing their land sensibly by providing an indication as to the direction and nature of future growth.
Incentive:	The policies and proposals are worded in a positive way and aim to promote particular land uses in order to stimulate and bring forward development by reference to clear allocations.
Control:	The policies and proposals aim to ensure that applications for planning permission conform to national policy, regional guidance and the Plan's Strategy.

Each policy and proposal has an easily identifiable reference, e.g. NE12 (Natural Environment Chapter Policy No. 12) and is printed in bold lettering. Further reference to policies and proposals and their interpretation is referred to in Chapter 13 Implementation and Monitoring.

(f) Supporting Text

The supporting text provides an explanation and reasoned justification to each of the subsequent policies and proposals. Related non land use matters, the Council's statements of intent and reference to major commitments (ie. unimplemented planning permissions for large sites) are also included in the supporting text.

Chapter 1

Introduction

(g) Proposals Map

The Proposals Map illustrates the Plan's policies and proposals and defines sites for particular land uses and areas where specific development control policies will apply. The Proposals Map provides a comprehensive visual index to the Plan's policies and proposals. The Proposals Map consists of a Town-wide Plan (1:10,000 scale) together with an inset for the Town Centre, Transition Area and Wet Dock Area (1:2,500 scale). Throughout the Plan there are a number of additional A3 pull-out maps, diagrams, tables and sketches which are for illustrative purposes only and do not form part of the Proposals Map. Although major commitments (ie. unimplemented planning permissions on large sites) are mentioned in the text they are not specifically illustrated on the Proposals Map as they generally do not form Local Plan Proposals themselves. In the event of a contradiction between the Written Statement and the Proposals Map, the provisions of the Written Statement will prevail.

Strategy

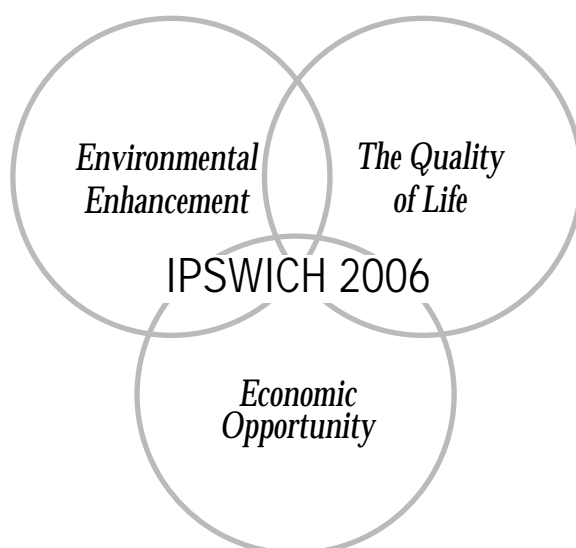
INTRODUCTION

2.1 The Local Plan sets out policies and detailed proposals for the development and use of land up to the year 2006. The policies and proposals are derived from the objectives which are in turn informed by the Plan's Strategy. The Plan's Strategy consists of a set of guiding principles indicating the main environmental, social and economic aims together with a geographic description indicating broadly how new development growth is to be accommodated.

2.2 The Strategy promotes the concept of sustainable development by seeking to make adequate provision for new development whilst taking account of the need to protect the Town's natural and built heritage. This careful balancing process will be guided by the strategic environmental, social and economic aims which permeate the policies and proposals of the Plan. The strategic aims outlined below interrelate to form the vision of Ipswich up to the year 2006.

2.3 The strategy therefore has two main overall purposes:-

- (a) to protect and enhance Ipswich's built and natural heritage; and
- (b) to accommodate new growth in ways which will enhance the environment, improve the quality of life and create economic opportunity.



Chapter 2

Strategy

ENVIRONMENTAL ENHANCEMENT

2.4 Environmental issues are given a high priority in the Plan in order to reflect national and local concern about the quality of Britain's towns and cities and the need to promote sustainable development to help reduce the use of scarce natural resources. The Strategy seeks to retain the best of today's environment for the benefit of current and future generations by guiding development away from environmentally sensitive areas especially when considering proposals for permanent buildings and other forms of 'irreversible' development.

2.5 The conservation of the natural and built environment is addressed in the Plan by guiding the location of development and encouraging appropriate design and layout of buildings.

2.6 The Plan provides an opportunity to give clear guidance on design expectations for new development and its relationship with the character of the surrounding area through townscape appraisal. New development, whether located within or outside of a conservation area, should respect its surroundings and avoid 'town cramming.'

2.7 During the Plan period movement, of traffic and people, will be accommodated by the implementation of the Transport Strategy for the Ipswich Policy Area as set out in Policy IP8 of the County Structure Plan. This Strategy, which at its inception in 1991 included provision for substantial new road building, has changed in the light of developing Government thinking to place more weight on the management of demand. The Strategy reflects current Government advice as expressed in Planning Policy Guidance Note 13 (PPG13) and no longer includes strategic road proposals.

2.8 The Strategy is being implemented by the County Council in partnership with the Borough Council with funding allocated by the Department of Transport to the Ipswich Package Bid. It comprises:-

- (a) Measures to assist bus operation
- (b) Park and Ride
- (c) Parking control
- (d) Pedestrian and traffic management measures
- (e) Cycling

It is intended that these measures will facilitate movement without worsening congestion and will lead to the improvement of those local environments damaged by traffic.

Strategy

2.9 During the Plan period Ipswich Airport will be closed and the site developed primarily for housing, thus bringing about the loss of a transport facility for which there are no immediate plans for replacement. Whilst it is accepted that aviation is of value to business and is a popular recreation, it has been concluded that the balance of advantage would be for the aviation activities to move to a site where the development of business flying and scheduled services would be possible and to use the Airport land to provide primarily for local housing needs.

2.10 The Plan acknowledges that the traffic generated by new development will be a small proportion of the total and will only have a limited impact upon the working of the overall transport system. Nevertheless, the development of a new neighbourhood at the Nacton Road Airfield site provides the opportunity to promote from the outset acceptable alternatives to the private car. The short distances for many journeys will allow the options of walking or cycling to be used and the form and location of the development will allow ready service by public transport.

2.11 The Wet Dock area is the other area proposed for major redevelopment during the Plan period. Again the proximity of new mixed uses to the established Town Centre will facilitate the use of alternatives to the private car.

2.12 A further environmental issue which the Plan addresses is the conservation of energy. Through land use policies, this may be achieved by planning for the reduction in the need for people to travel long distances to carry out every day activities. This issue is linked to the need to reduce the level of CO₂ emissions from vehicles. The Strategy addresses energy issues in the context of commuting and the relationship between the home and workplace and the location and distribution of schools and shopping centres. The emphasis on the Town Centre as the major public transport interchange and the encouragement of non motorised transport such as walking and cycling are transport issues which the Plan addresses as part of its aims for environmental enhancement.

2.13 The Plan recognises that the effect of all types of pollution on the environment is a material consideration to be taken into account when considering development proposals. Guidance is given on appropriate locations for proposals involving noise, hazardous substances and other harmful development.

Chapter 2

Strategy

2.14 The strategic environmental aims which make up the Strategy to provide for environmental enhancement include:-

- To protect the setting of Ipswich within the surrounding countryside;
- The promotion of a greener and healthier Town;
- The improvement of public access to the countryside and prevention of urban sprawl by the promotion of urban fringe management;
- To protect and conserve sites of wildlife importance;
- The protection of valuable open spaces which have high amenity value whether in public or private ownership;
- The protection and enhancement of the Town's built up areas including conservation areas and listed buildings and the achievement of quality new development and improvement to existing buildings and their surroundings;
- The reduction of the need for excessive travelling and the direction of traffic away from sensitive areas especially residential neighbourhoods; and
- The careful distribution of development to avoid conflict between different land uses.

THE QUALITY OF LIFE

2.15 The Plan's aims for maintaining and improving the quality of life within Ipswich are principally social planning issues which overlap with the two other strands of enhancing the environment and creating economic opportunity.

2.16 The Council is concerned with a wide range of social issues involving all sections of the community including the elderly, people with disabilities, single parent families, women, ethnic minorities, students and religious groups. The Plan itself, however, may only address community issues where they have land use implications and is, therefore, only able to address a limited proportion of overall social need.

Strategy

2.17 The Plan aims to make provision for a sufficient number of homes to cater for the projected increase in population up to 2006. Land has been sought to meet the Structure Plan requirements by following the environmental aims of protecting the countryside around the Town and those open spaces within the urban area of value to the structure and environment of the Town. The development of the Airport has been seen as an opportunity to make a substantial contribution to the housing need in a constructive way, creating a new community on land already in quasi-urban use, which will have ready access to facilities and services and be capable of service by public transport. In addition to the total number of homes the Plan will seek to provide for a range and mix of house types to meet the needs of all sectors of the community. These will include a number of one and two bedroom homes for small families and the provision of homes which have purpose built flexibility to allow adequate use by elderly people and people with disabilities. The issue of affordable housing is also addressed in the Plan to accommodate those who are unable to buy or rent at current market prices on their present incomes. The Plan also aims to reduce homelessness with an emphasis on the provision of permanent homes rather than temporary accommodation and hostels.

2.18 Residential areas without local shops and other facilities, such as doctors' surgeries, schools and children's nurseries can be inconvenient for residents without access to a car. The Plan, therefore, seeks to ensure that local shopping centres and community facilities are provided and retained for the convenience of the community. The provision and maintenance of links between the home and the local centre is seen as an important aim and the Plan will encourage the development of a series of footpath and cycle way links to provide for safe and accessible permeability throughout the Town. The prevention of crime through the thoughtful design and layout of buildings and the spaces between them is also encouraged.

2.19 The Plan makes provision for indoor and outdoor recreation and leisure opportunities all of which contribute to the quality of life within the Town. Ipswich has a number of cultural, entertainment and leisure facilities ranging from museums and theatres to swimming pools and sports centres. The Strategy aims to retain existing and encourage the development of further facilities to enhance the social opportunities of the Town's residents and to attract visitors. The Strategy aims to improve the recreational value of the Town's parks, historic gardens and other public open spaces.

Chapter 2

Strategy

2.20 The extension of public access to the Town's network of open spaces, especially in areas which are remote from recreational public open space, is also proposed.

2.21 The Strategy aims to promote public access in the broadest sense and the concept of accessibility appears throughout the Plan in a number of forms including: access throughout the Town for people with disabilities, access to housing to meet local need, access to job opportunities and the freedom of movement within the Town through the relief of congestion.

2.22 The Plan's broad aims which make up the social strategy concerned with enhancing the quality of life include:-

- The provision of a sufficient number and range of homes to meet the needs of the existing and future population;
- The creation of a new community on the site of Ipswich Airport;
- The provision of substantial new housing in the Wet Dock area in addition to that required for forecast local needs;
- The encouragement of road safety, security and the prevention of crime by careful design of children's play areas, footpaths, buildings and their surroundings;
- Ensuring new shops and community facilities are conveniently distributed throughout the Town;
- The provision of a wide range of employment locations to allow greater opportunities for access;
- The provision of recreation and leisure facilities appropriate for the needs of a town the size of Ipswich;
- Encouragement of the development of education establishments and broader opportunities; and
- The improvement of accessibility within the Town for all.

Strategy

ECONOMIC OPPORTUNITY

2.23 The third integral part of the Plan's Strategy addresses the economic issues facing the Town. Ipswich is one of the region's major employment centres and has a travel-to-work area extending well beyond its administrative boundary.

2.24 Economic planning and development has a particularly important role to play in the well being of the Town especially in the context of its wider sphere of influence. The Strategy aims to support the local economy in order to stimulate employment growth and revitalise areas which have suffered from a lack of investment.

2.25 The main economic planning issues are concerned with the costs and benefits of growth. High economic growth without strategic guidance may create more wealth but could also bring about unfortunate side effects such as inflated land and property prices and rents, undesirable urban congestion and a poorer environment. A policy of growth restraint may, however, direct investment away from Ipswich resulting in lost opportunities in terms of jobs and environmental enhancement. The Plan's economic strategy, therefore, aims to concentrate on promoting planned growth in order to achieve the maximum benefits of investment for the Town's environment, people and economy whilst controlling the economic costs in a logical way. The Plan will seek to accommodate economic growth in a flexible way by offering a range of sites and choice of locations in order to respond to the changing demands of development trends and the dynamic world of public and private investment decision making.

2.26 To complement the Plan's environmental and social aims the Council supports further investment within the Town Centre, Transition and Wet Dock areas which will help to consolidate the existing urban structure. The Strategy also aims to guide investment and integrate new growth with the Town's transport system and the principal shopping areas. In this way the Strategy aims to improve Ipswich as a pleasant place to live and work as well as visit as a tourist centre.

2.27 The Plan's strategic aims for creating economic opportunity include:-

- The creation of the circumstances for economic growth and access to employment by the allocation of land capable of attracting new firms and industries as well as allowing existing firms to grow;
- The encouragement of investment in the Central Area in order to create job opportunities and bring about environmental improvement;

Chapter 2

Strategy

- The encouragement of economic opportunity through investment, regeneration and redevelopment in the Wet Dock area;
- Ensuring employment development is capable of being served by public transport;
- The protection and promotion of the Town Centre as the principal shopping area in addition to secondary shopping centres which also have an important role to play; and
- The encouragement of appropriate tourist developments.

THE PATTERN OF FUTURE DEVELOPMENT IN IPSWICH

2.28 The Plan seeks to accommodate future growth in Ipswich in an environmentally sustainable way by making the best use of vacant, under used and derelict land and buildings. New development is directed away from the open countryside on the edge of the Town and away from environmentally sensitive open spaces within the built up area. Proposals for large scale redevelopment involving the demolition of people's homes and buildings of architectural and historic interest have also been avoided.

2.29 The Plan acknowledges that the Town Centre should remain as the focal point of social life in Ipswich and should continue to support the largest concentration of shops and employment opportunities. In order to consolidate existing neighbourhoods and provide convenient homes, sites have been allocated for residential development in the Town Centre with a particular emphasis in the south to provide stronger links between the main shopping area and the Wet Dock.

THE WET DOCK

2.30 The Wet Dock is the oldest part of the Port of Ipswich and lies immediately to the south of the Transition Area. In 1991 it was designated a conservation area, reflecting the importance of this great stretch of water and associated buildings to the character of the Town.

2.31 Some of the land and buildings around the Wet Dock still function as part of the working Port and many of the commercial activities which no longer depend upon water transport, nevertheless remain in their present sites and contribute to the economy of the Town. There are, however, some sites which currently represent major development opportunities which may be complemented by other sites coming forward for redevelopment as change occurs during the Plan period.

Strategy

2.32 It is widely agreed that part of the charm of the Wet Dock area is the mixture of uses and activities which it supports. These include the docking of cargo ships and pleasure craft, headquarter offices, public houses, restaurants and some housing.

2.33 In order to complement the existing range of activities and widen the appeal of the area, the Plan puts forward a number of proposals for different types of development including housing, leisure, employment, small-scale shopping, educational and community uses. It is intended that these proposals will help to stimulate and guide future redevelopment in the Wet Dock area. The Plan acknowledges the need to avoid land use conflicts and the rights of existing businesses to carry out their functions, all of which contribute to the vitality and viability of the Town. However, the Plan puts forward a flexible policy framework for a comprehensive redevelopment of the Wet Dock area as a whole including appropriate phasing measures to accommodate major new development should the opportunity arise. This is set out in the Wet Dock chapter.

2.34 During the Plan period a new neighbourhood will be created at the Nacton Road Airfield site. Following the strategic allocation in the County Structure Plan and the Council's decision to close the airfield for flying purposes a Master Plan has been produced indicating proposals for phased development. The site which is located towards the south east edge of the Town comprises an 87 hectares (216 acres) flat grass field with a small number of ancillary buildings. The Plan puts forward the following proposals:-

- land for up to 1,000 homes;
- extended leisure facilities for Gainsborough Sports Centre;
- additional range of sporting and leisure facilities to meet local and wider needs including headquarters for county cricket and county football;
- community facilities with a local centre;
- a primary school to serve the new community; and
- pedestrian/cycleway links to the proposed Orwell Country Park.

2.35 The Country Park mentioned above will be developed on land which lies both within and outside the Borough boundary. The Plan will ensure that pedestrian and cycle links on the north shore of the River Orwell are provided to access the Country Park from existing and new residential neighbourhoods in the south east of the Town.

NACTON ROAD
AIRFIELD SITE

OPEN SPACE

Chapter 2

Strategy

2.36 The Plan also provides for the provision of two new parks within the Borough boundary at the Bramford Lane Allotment site in north west Ipswich and to the north of the Town on land east of Henley Road. These new park proposals, together with the new Country Park, will help to improve public access to open space.

2.37 A series of 'green corridors' are identified in the Plan, linking the Town's natural landscapes and open spaces with the surrounding countryside. The 'green corridors' are seen as an important element of the Town's structure, which the Plan seeks to protect and take account of when development proposals are brought forward.

Planning for the Environment

Chapter 3

The Natural Environment

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Chapter 4

The Built Environment

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Planning for the Environment

Chapter 3 - The Natural Environment

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The Natural Environment

3.1 Environmental issues addressed by the Plan have been subdivided into two chapters, the Natural and the Built Environment. This Chapter contains policies and proposals concerning development in relation to the conservation and enhancement of the natural environment. The following policy areas are included: landscape quality, the countryside, green corridors and open spaces, landscaping of new development sites, environmental improvement, trees, wildlife, pollution, recycling and energy.

INTRODUCTION

To prevent the loss of sensitive open space with natural amenity value by guiding development towards suitable locations.

To complement the countryside management initiative by protecting the open countryside and the most versatile agricultural land from irreversible development which can be satisfactorily accommodated elsewhere.

To protect and enhance attractive open spaces, valuable natural habitats and sensitive wildlife sites.

To safeguard against the harmful effects of pollution and to encourage the promotion of an energy efficient and cleaner environment.

OBJECTIVES

3.2 The above objectives have been derived from the broader strategic aims mentioned in Chapter 2 which seek to:-

- promote a greener and healthier Town;
- protect and enhance the natural environment and secure sustainable development;
- conserve energy and natural resources;
- protect and consolidate 'green corridors' linking the Town with the country;
- the prevention of urban sprawl by the promotion of urban fringe management; and
- to protect and conserve sites of wildlife importance.

Chapter 3

The Natural Environment

POLICY CONTEXT

3.3 PPG9 outlines the Government's objectives for nature conservation and the planning framework for safeguarding our natural heritage under domestic and international law. The Guidance states that local plans should include policies to be applied to nature conservation offering reasonable certainty to developers, landowners and residents about the application of any criteria when applied to development proposals. Government advice contained in the White Paper 'This Common Inheritance' and PPGs 12 (February 1992) and 22 (February 1993) 'Development Plans and Regional Planning Guidance' and 'Renewable Energy', is concerned with safeguarding scarce natural resources for the benefit of future generations while planning for sustainable development to accommodate necessary growth. The control of pollution from new development is also seen as a material planning consideration of increasing importance. PPG23 'Planning and Pollution Control' and PPG24 'Planning and Noise' (September 1994) address different aspects of pollution in relation to development proposals.

3.4 Regional Planning Guidance (RPG 6) (1991) draws attention to the desirability of conserving the quality of the environment including natural landscapes. The importance of ecology and its contribution to the natural environment is also emphasised.

3.5 The County Structure Plan outlines a number of aims concerned with guiding new development and the protection and enhancement of the natural environment including the landscape quality of the countryside, wildlife habitats and high grade agricultural land.

THE SETTING OF IPSWICH

3.6 Ipswich is set within a high quality landscape, much of which is of national importance such as the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB). The countryside around Ipswich also includes Sites of Special Scientific Interest (SSSIs) as well as areas of local natural beauty and interest including the Belstead Brook, Fynn, Gipping and Mill River Valleys. Although the majority of land covered by the AONB and other rural areas of natural interest fall outside of the Council's administrative boundary, a significant quantity of countryside (405 hectares /1,000 acres) lies within the boundary of Ipswich abutting the urban area.

3.7 The Council aims to protect the attractive setting of Ipswich through the implementation of its policies and proposals outlined below. The Town is largely contained by its relief which takes the form of a shallow bowl, the surrounding higher land limiting the impact of the Town on the wider landscape of East Suffolk, while in places affording attractive views of the Town and of the countryside. In addition there

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are a number of long and short range views or vistas which the Council also wishes to protect. Views from the Southern Bypass across Bourne Park and from the south western approaches along London Road and Birkfield Drive are of particular note. The scale and location of new development should respect these features.

3.8 The intention of the Government is that the landscape quality and character of the countryside will be protected for their own sake and this intention is embodied in the policies of the Approved Structure Plan. That is also the intention of the Plan and in the countryside areas that have been identified development will not normally be permitted other than for the purposes of the efficient conduct of the agriculture that occupies most of the land, for forestry or for recreation, for which the position of the land on the edge of the Town affords particular opportunities.

NE1 When considering development proposals the Council will seek to safeguard and enhance the landscape setting and views of the Town.

3.9 Chapter 7 'Recreation and Leisure' introduces the Greenways Project, a countryside management plan for the entire inner and outer areas of the Town. As mentioned in Chapter 7, the east, west and southern limits of Ipswich are already covered by various management plans to be consolidated by this initiative which also extends to the area of countryside to the north of the Town. The benefits of this kind of countryside management approach include the opportunity to:

- maintain and enhance the character and appearance of the edge of the Town where it meets the countryside;
- retain the physical identity of settlements by preventing coalescence;
- improve public access and recreation facilities;
- conserve wildlife and natural habitats;
- resolve land use conflicts; and
- encourage community participation over developing new initiatives and improve environmental education.

THE COUNTRYSIDE

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3.10 In order to complement the above aims of countryside management the Plan seeks to purposely guide residential, commercial and other irreversible and major new development away from the more environmentally sensitive peripheral areas. The creation of sporadic and isolated development in the countryside not connected with the essential requirements of agriculture will also be discouraged. Generally, development proposals on the edge of the Town should: closely relate to the hard edge of the built up urban area, avoid the coalescence of settlements and not involve the loss of attractive countryside and natural features such as trees, hedgerows or quality agricultural land (grades 1,2 and 3A).

3.11 It should also be acknowledged that the historic environment is also linked to the natural one as the use of land over time has helped to create the present pattern of settlement and the space around it. The conservation and enhancement of the historic landscape will also be a consideration when addressing development proposals.

NE2 The protection of the landscape quality and character of the countryside including the Area of Outstanding Natural Beauty (AONB) will be a prime consideration and proposals for irreversible development which is not required for the efficient operation of agriculture, forestry and recreation will not be permitted in the countryside as indicated on the Proposals Map unless there is an overriding case for a rural location.

Proposals for new development within the countryside will be judged against the following criteria:

- (a) the relationship of the proposal with the edge of the built-up area;
- (b) the impact of the development on the character and appearance of the landscape;
- (c) the separation between Ipswich and the other surrounding settlements; and
- (d) the loss of attractive open countryside, natural features, historic landscapes and Grade 1, 2 and 3A agricultural land.

The Natural Environment

3.12 Ipswich contains a number of established and well landscaped publicly and privately owned open spaces. The larger areas such as Christchurch Park and the grounds of St Clement's Hospital are well known, although perhaps of equal environmental importance are the less renowned and smaller spaces, some of which are visible from the main radial routes of the Town. These green spaces offer the opportunity to form corridors linking the inner parts of the Town with the surrounding countryside, visually and by providing access on foot or by cycle. These corridors are indicated on Plan No 1. They cross several parts of the Town where development may occur in the Plan period and it would be the intention of the Council, in negotiation with developers, to seek to achieve, whatever the land use, qualities of layout and landscaping that would enable an impression of continuity of green and open links to be established and wherever possible to achieve routes that would be available to the public at large. In other sections where the corridors are less well defined and attractive and redevelopment is not in prospect it would be the intention of the Council through its own programmes and by encouraging others to seek to achieve improvements and to facilitate access to the corridors from nearby areas and a continuous route or routes along their length.

GREEN CORRIDORS

3.13 The courses of the Rivers Orwell and Gipping also offer potential to create attractive green links which visually soften the appearance of the urban area. The Recreation and Leisure Chapter addresses the related subjects of recreational enjoyment affecting the waterways and introduces the Greenways Project, whilst this Chapter specifically deals with the natural visual appearance and character of the environment. The Council supports the Greenways Countryside Management Project which encompasses the whole Town and the surrounding rural parishes. The Greenways Project is related to the Green Corridor initiative, and is likely to be a vehicle for maintaining and enhancing aspects of the Green Corridor proposals. This may include identifying those places within the Green Corridors at which some action is required to bring about continuity of "greenness" or access.

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The proposed Green Corridors are as follows :

- A Between Alderman Road Recreation Ground and Whitton Sports Centre playing fields and grounds, Whitton Church Lane and adjoining countryside. The principal open spaces included are :
- 1 Whitton Sports Centre, Playing Fields / Grounds, Whitton Church Lane
 - 2 King George's Field, Bury Road
 - 3 Whitton Recreation Ground
 - 4 Whitehouse Recreation Ground
 - 5 Norwich Road Allotments
 - 6 Westbourne High School Playing Fields
 - 7 Bramford Lane Allotments
 - 8 Handford Hall Primary School Playing Fields
 - 9 Alderman Road Recreation Ground
- B Between Christchurch Park and the playing fields north of Whitton Church Lane and adjacent countryside. The principal open spaces included are :
- 1 Whitton Church Lane Allotments
 - 2 Thurleston High School Playing Fields
 - 3 Castle Hill (Infants and Junior) School Playing Fields
 - 4 Castle Hill Recreation Ground
 - 5 Castle Hill Allotments
 - 6 Dales Open Space
 - 7 Sherrington Road Park
 - 8 Broomhill Park
 - 8 Ipswich School Playing Fields
 - 9 Christchurch Park Upper and Lower Arboretums
- C Between Christchurch Park and the proposed district park east of Henley Road. The principal open spaces included are:
- 1 Ipswich School Playing Fields
 - 2 Ipswich Sports Club
 - 3 Christchurch Park

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D Between the Cemetery and the Guardian Playing Fields, Tuddenham Road and adjacent countryside. The principal open spaces included are :

- 1 Guardian Playing Fields, Tuddenham Road
- 2 Ipswich Ladies Hockey Club
- 3 Northgate Sports Centre (Northgate High School Playing Fields)
- 4 Cemetery
- 5 Hayhill Road Allotments

E Between Woodbridge Road and Bixley Heath. The principal open spaces included are :

- 1 Bixley Heath
- 2 405 Club Sports Ground
- 3 St Augustine's Sports Ground
- 4 Felixstowe Road Allotments
- 5 St Clement's Hospital Grounds and Golf Course
- 6 Britannia Primary School Playing Fields
- 7 Copleston High School Playing Fields
- 8 Newbury Road Recreation Ground

F Between St Helens Street and the Orwell Country Park and adjacent countryside. The principal open spaces included are:

- 1 Orwell Country Park
- 2 Landseer Park
- 3 Cliff Lane Primary School Playing Fields
- 4 The proposed extension to Holywells Park
- 5 Holywells Allotments
- 6 Holywells Park
- 7 Back Hamlet Allotments
- 8 Alexandra Park

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- G Between The Gipping Valley path near Station Bridge and Bourne Park and adjacent countryside. The principal open spaces included are :
- 1 Bourne Park
 - 2 John Player Sports Ground
 - 3 Maidenhall Allotments
 - 4 Maidenhall Sports Centre/Stoke High School Playing Fields
 - 5 St Joseph's Prep School Playing Fields
 - 6 Hillside Primary Playing Fields
- H Between Alderman Road Recreation Ground and the detached playing field for Chantry High School and adjoining countryside. The principal open spaces included are :
- 1 The detached playing field for Chantry High School
 - 2 Ellenbrook Open Space
 - 3 Chantry High School Playing Fields
 - 4 St Joseph's College Playing Fields
 - 5 Pauls' Sports Ground
 - 6 Birkfield Drive Open Space
 - 7 Gippeswyk Park
- I Between Alderman Road Recreation Ground and Chantry Park and adjacent countryside. The principal open spaces included are:
- 1 Chantry Park
 - 2 Aster Road Allotments
 - 3 London Road Allotments
 - 4 Gippeswyk Park
- NE3 Green corridors will be established in the following locations:-
- A Between Alderman Road Recreation Ground and Whitton Sports Centre playing fields and grounds, Whitton Church Lane and adjoining countryside.
- B. Between Christchurch Park and the playing fields north of Whitton Church Lane and adjoining countryside.

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- C. Between Christchurch Park and the proposed district park east of Henley Road and adjoining countryside.
- D. Between the Cemetery and the Guardian Playing Fields, Tuddenham Road and adjoining countryside.
- E. Between Woodbridge Road and Bixley Heath.
- F. Between St Helens Street and the Orwell Country Park and surrounding countryside.
- G. Between the Gipping Valley path near Station Bridge and Bourne Park and adjacent countryside.
- H. Between Alderman Road Recreation Ground and the detached playing field for Chantry High School and adjacent countryside.
- I. Between Alderman Road Recreation Ground and Chantry Park and adjacent countryside.

NE4 Within the green corridors the Council will seek to establish linear form, enhance their appearance and character and make public access available wherever practicable. Development proposals where there is an opportunity to further these objectives will be expected to respect natural features and enhance the appearance, character and access of the corridors by:

- 1. the retention of natural features such as trees and hedgerows;
- 2. the comprehensive landscaping including tree planting; and
- 3. the establishment of public access.

3.14 Due to the emphasis placed on protecting the countryside around the urban fringe, development pressure has fallen on the remaining existing open land within the Town. In order to accommodate future growth the Plan has identified sites which are considered to be suitable for development as distinct from other more environmentally sensitive areas which are to be protected from irreversible development for the benefit of the people of Ipswich and future generations.

PARKS AND OPEN
SPACES

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3.15 In 1988 English Heritage published its 'Register of Parks and Gardens of Special Historic Interest in England' which constitutes an important part of the nation's cultural heritage. Christchurch Park and Chantry Park were both identified as worthy of special recognition and are included on the above Register (Grade II listed). The criteria for inclusion on the English Heritage Register covers age, condition and aesthetic merit of each park and garden and although the Register does not provide any statutory protection, it represents an established material planning consideration which can help safeguard their future. Holywells Park is also of historic interest and may be included on the Schedule of Ancient Monuments. Other historic parks or major landscaped open spaces of intrinsic historic interest may be considered for submission to English Heritage for inclusion on the Register in due course.

3.16 The Proposals Map identifies areas of high amenity value and open space, some of which are in public ownership while others are privately owned. The Council recognises the landscape, historic and general amenity value of these areas which it will safeguard through the implementation of Policy NE5. The Council will conserve and maintain its parks and other valuable open spaces which have natural amenity and historic value and will also seek to protect other open areas of similar landscape and environmental quality.

NE5 In considering proposals for development on open land the Council will seek to safeguard those areas which have high natural amenity value and/or are of special historic interest. Such proposals will be judged against the following criteria:-

- (a) the quantity and quality of trees and other natural features to be retained including open space;
- (b) in cases of parks and gardens of Special Historic Interest, the extent to which the character and appearance of the open space is preserved and enhanced; and
- (c) the improvement of public access to the remaining open space.

NEW DEVELOPMENT

3.17 On sites which are considered suitable for development, opportunities will often exist for the enhancement of the environment through the implementation of landscaping schemes. Policies NE3, NE4 and NE5 refer to development within or close to green corridors and open spaces whereas this section considers development on other sites away from these

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areas which may also contribute to the character and appearance of the Town. Most development proposals including highways should therefore be accompanied by a landscaping scheme which should, wherever possible, include tree planting. Landscaping schemes should consciously relate to the layout of the development and adjoining areas as opposed to being left as an afterthought. Further guidance on landscaping of development sites is given in the Suffolk Design Guide for Residential Areas (1993).

NE6 Where appropriate, development proposals should be accompanied by a comprehensive landscaping scheme including new tree planting to be implemented as part of the overall development.

DERELICT LAND

3.18 Some potential development sites lie vacant and derelict for long periods of time before being redeveloped and brought back into use. Long term neglect and the cumulative effect of this type of land can lead to an overall degraded appearance which the Council is keen to avoid and redress. The Council will, where possible, carry out landscaping works on land within its control close to derelict sites and will, where appropriate, encourage developers to begin landscaping work on their sites in advance of the substantial completion of the development in order to:-

- (a) improve the visual quality of the area in the interim period;
- (b) help to create the circumstances and incentive for the regeneration of the area; and
- (c) help to create a more attractive and established appearance to the development upon completion.

NE7 Whenever possible the Council will carry out landscaping schemes including tree planting on land within its control close to derelict and redundant sites in the interest of improving the natural environment.

NE8 In appropriate circumstances the Council may require the partial landscaping of large sites including a tree planting scheme prior to the completion of the development.

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TREES

3.19 Views of Ipswich seen from tall buildings and other strategic places within the centre of the Town create the impression of a tree lined bowl encircling the built up area. Whether viewed individually or collectively from a distance trees make an important contribution to the environmental quality of Ipswich. Established trees are also a scarce resource and will be protected by Tree Preservation Orders when under threat. The Council will also impose planning conditions where appropriate to secure replanting schemes under circumstances where the felling of trees is unavoidable. The majority of trees within a conservation area have the benefit of additional protection as in most cases there is a requirement to serve 6 weeks notice on the Council before works are carried out.

3.20 The Council will implement tree planting programmes within its parks and on other open spaces. Further tree planting will usually be required as part of landscaping schemes for new development as referred to under Policies NE6, NE7 and NE8. This approach has been recommended by the DoE in its recently published document 'Trees in Towns' (1993).

3.21 Trees to be retained as part of a development proposal should also be adequately protected from the harmful effects of any construction process. Protective measures should include the fencing of canopy perimeters and the careful routing of drains and other services. Further information on this subject is contained in BS 5837 'Guide for Trees in Relation to Construction, Further Information' (1991).

NE9 The Council will take steps to protect trees in the interests of amenity by making Tree Preservation Orders and by imposing conditions of planning permission where appropriate.

NE10 The Council will seek to retain all trees of high amenity value. Consent will only be granted for the cutting down, topping, lopping or uprooting of any tree protected by a Tree Preservation Order providing the works are necessary:-

(a) to secure the proper maintenance of the tree(s) for good arboricultural reasons; or

(b) to secure the removal of the tree(s) so that the survival or growth prospects of other protected trees are enhanced.

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NE11 Where it is considered acceptable for the removal of a tree or trees protected by a Tree Preservation Order, conservation area designation or a condition of planning permission, the Council will require the replanting of at least an equivalent number of trees within the current or following planting season of a suitable size and species and in an appropriate location.

NE12 The Council will require an accurate survey of all existing trees on sites proposed for development including details of protective measures to be undertaken during the development process to ensure the continued health and safety of each specimen to be retained.

3.22 The Council recognises the importance of wildlife sites as a natural resource and will seek to protect the interests of wildlife conservation wherever possible through the implementation of the Plan's policies and by introducing management initiatives for existing sites as well as providing for additional locations in areas with little current interest. The Council will also continue to pursue its various initiatives aimed at increasing public awareness of wildlife and other environmental issues by encouraging and promoting community involvement and education.

3.23 The Department of the Environment has recently designated the Stour and Orwell Estuaries Site of Special Scientific Interest (SSSI) as a 'Special Protection Area' (SPA) under Directive 79/409/EEC on the Conservation of Wild Birds and as a Wetland of International Importance under the RAMSAR Convention. When the European Community Habitats and Species Directive comes into effect a Special Area of Conservation (SAC) may be designated in the Stour/Orwell Estuaries. There are 2 other SSSI sites at Stoke Tunnel Cutting and Bixley Heath. The SPA and the SSSIs have been identified on the Proposals Map and it is possible that further SSSI designations may be made during the Plan period. SSSIs are protected under the Wildlife and Countryside Act, 1981 and some rare species outside of SSSIs also have statutory protection. The Council will also seek to protect all protected species wherever possible. A guide to protected species is given in the Wildlife and Countryside Act, 1981 as well as PPG9 'Nature Conservation' October 1994.

WILDLIFE CONSERVATION



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3.24 A recent survey of Ipswich carried out by Suffolk Wildlife Trust and English Nature (Ipswich Wildlife Study, 1993) on behalf of the Council, identified a number of sites of wildlife value including 20 County Wildlife Sites and 18 Local Wildlife Sites located in various parts of the Town. As the names imply, County Wildlife Sites are areas of county-wide interest whereas Local Wildlife Sites contain habitats or plant species infrequently found in Ipswich. County and Local Wildlife Sites have no statutory designation. The wildlife sites tend to follow the pattern of existing open space and there are few sites in north west and eastern Ipswich. County Wildlife Sites and Local Wildlife Sites have been identified on the Proposals Map and will be protected under Policy NE14. Two new wildlife sites are proposed for the deficient areas listed under Proposal NE17.

3.25 The designation and attempted protection of all sites of wildlife interest may lead to conflict with development proposals. The Council will therefore seek to balance the need for new development for social and economic reasons with the interests of nature conservation. This is particularly relevant to the continued economic development of Ipswich Port and sites allocated for development in the Plan.

NE13 The Council will seek to protect and enhance the scientific interest of land within or close to Special Protection Areas/RAMSAR sites, Special Areas of Conservation and SSSIs containing flora, fauna, geographical and geological features and will not allow development which would have a material adverse impact.

NE14 The Council will seek to conserve the nature conservation interest of the County Wildlife Sites and Local Wildlife Sites identified on the Proposals Map by controlling the type and intensity of development. The Council will not grant planning permission for development which would be likely to result in the destruction of or damage to County Wildlife Sites and Local Wildlife Sites or other sites of high wildlife and nature conservation importance.

NE15 In considering development proposals affecting sites of wildlife significance the Council will take account of:-

- (a) the wildlife significance and importance of the site;
- (b) measures to protect the nature conservation interests.

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NE16 Development will not be permitted which would have a material adverse impact on species protected by specific legislation and species listed in red data books (nationally rare species). Where development is permitted conditions will be imposed that ensure that the effect on a protected species is kept to an absolute minimum and fully compensated.

NE17 Land is allocated for wildlife purposes at the following sites:-

Site No.

- 3.1 Part of Bramford Lane Allotments; and
- 3.2 Former Cliff Lane Allotments, as part of an extension to Holywells Park.

3.26 At present there are no formal Local Nature Reserves (LNRs) within the Borough although the Council owns and manages the LNR at Spring Wood on the south east edge of the Town. LNRs may be designated by local authorities under the 1949 National Parks and Access to the Countryside Act. LNRs may be defined as sites of high natural history interest in the local context or have a reasonable natural interest with a high value for education or informal enjoyment of nature by the public. The Council is committed to encouraging community involvement and education in the field of nature conservation which will be promoted by the designation of LNRs. Following the conclusion of further research the Council is proposing to allocate additional sites for Local Nature Reserve use which have been identified on the Proposals Map.

LOCAL NATURE RESERVES

NE18 Land is allocated for Local Nature Reserve use at the following sites:-

Site No.

- 3.3 Alderman Canal;
- 3.4 Bourne Park Reed Beds;
- 3.5 Pipers Vale;
- 3.6 Braziers Wood/Pond Hall Carr; and
- 3.7 Ashground Plantation.

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WILDLIFE CORRIDORS

3.27 Wildlife corridors are important for allowing animals and plants to move from one site to another within the Town. They should not be confused with the green corridors mentioned in paragraphs 3.12 and 3.13, which perform more of a visual and sometimes recreational function, although in some cases their roles may overlap. The wildlife corridors vary in form and range from areas within public parks and open spaces to less accessible space such as private grounds and railway embankments. For illustrative purposes the wildlife corridors have been identified on Plan No 2.

NE19 The Council will seek to protect and enhance the nature conservation value of wildlife corridors. The impact of development proposals on wildlife corridors will be an important factor in considering planning applications.

POLLUTION

3.28 Pollution including noise, whether generated by industrial processes, traffic or other sources can seriously reduce the quality of urban life and the environment. PPG24 'Planning and Noise' September 1994, suggests that development plans should contain policies to encourage the location of noise-sensitive developments away from existing and planned sources of significant noise. PPG23, 'Planning and Pollution Control', also suggests that land uses should be dispersed to avoid the damaging effects of air pollution. Much of the control for noise and air pollution from existing uses is the subject of other legislation. Proposals for new development will be considered carefully to ensure that new housing or other uses sensitive to noise and air pollution, such as schools and hospitals but also areas for recreation are not placed where there are or could be such problems. New developments which could have such harmful effects will be directed to locations where they would have no significant effect on the environment or amenity of neighbouring uses. Where appropriate, planning conditions may be imposed or planning obligations sought for the control of the harmful noise or air pollution. The Council supports the Ipswich Traffic Study referred to in the Transport Chapter which aims to decrease the volume of traffic in the Town Centre. The resulting Strategy aims to reduce congestion and air pollution, as well as relieving residential streets from the intimidating effects of traffic and noise nuisance.

3.29 Legislation such as the Environmental Protection Act 1990 and the Control of Pesticides Regulations 1986 help to address various kinds of pollutants emanating from existing sources. The policies and proposals of the Plan, however, can contribute to the health and safety of the

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environment by avoiding land use conflicts through the control and location of development. Major development proposals which are likely to have a significant impact on the environment have to be accompanied by an environmental assessment analysis. Further guidance on environmental assessment is given in DoE Circular 15/88.

3.30 Development on contaminated land is another aspect of pollution control which the Council is particularly concerned with and proposals for development on potentially contaminated sites should include specific details of how the pollutants are to be satisfactorily alleviated before permission is granted.

3.31 Due to the densely built up character of Ipswich and general lack of suitable open sites, the Council will discourage proposals to deposit nuclear or other toxic wastes in or near to the Town.

3.32 Water quality, flood risk and pollution caused by poor drainage are further environmental issues which affect development in Ipswich. The Council, in association with Anglian Water and the Environment Agency, will seek to improve the quality of the Town's waterways, minimise water pollution caused by new development and reduce the occurrence of flood risk. Further information relating to water pollution and flood risk is mentioned in the Infrastructure Chapter.

3.33 The policies and proposals contained in the Housing Chapter seek to ensure the protection of residential areas from uses of land and buildings which may harm the amenities of residents. The Employment Chapter also complements this aim by guiding the distribution of industry to suitable locations. The Transport Chapter gives policy guidance on environmental protection and improvement relating to the impact of traffic.

NE20 In considering proposals for development regard will be had to the effects of noise and air pollution. Development which could lead to serious adverse effects on the amenity or environment of neighbouring uses will not be permitted, nor will sensitive uses be permitted where they would be likely to be materially affected by the conduct of established or potentially noisy or polluting uses nearby.

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- NE21 Proposals for development on potentially contaminated land will be expected to be accompanied by details of:-
- (a) a survey to establish the actual level of contamination; and
 - (b) how the contamination will be dealt with to eliminate any future danger.
- NE22 The Council will require measures to be taken to safeguard the waterways and sources of water supply from potential pollution arising from development proposals.
- NE23 The Council will normally resist development proposals likely to be prone to flooding and proposals which would be likely to lead to an increase in the risk of flooding of land and property elsewhere unless appropriate flood protection measures are incorporated as part of each scheme.

RECYCLING

3.34 The Council is committed to recycling, including paper recycling, and has produced a Strategy which in line with Government requirements proposes to achieve a recycling rate of 25% for household waste. The aim of the Recycling Strategy is to develop and implement waste management policies to reduce the amount of waste generated and deposited and to promote effective recycling initiatives.

3.35 As part of the Recycling Strategy the Council in partnership with Anglian Water has built a composting plant at the Ash Tip Site south of Cliff Quay Power Station. The plant co-composts sewage sludge with domestic refuse to produce a soil improver for agricultural use. The plant will enable Anglian Water to comply with the Sewage Sludge Dumping at Sea Directive and will also allow the Council to achieve its statutory target of recycling 25% of domestic refuse by the year 2000.

3.36 The establishment of recycling centres such as bottle, can and clothing banks and the reuse of suitable redundant land and buildings are the principal ways in which planning policies can contribute to the conservation and reuse of resources. The Recreation and Leisure Chapter provides guidance on the reuse of open land for recreational purposes.

3.37 Opportunities often arise for reusing or adapting existing buildings both within the built up area and surrounding countryside. The Council will encourage such reuses as a means of conserving resources providing all other relevant policies in the Plan can be met. Further guidance on development in the countryside is given in PPG7 'The Countryside and the Rural Economy' (February 1997).

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NE24 Land is allocated on the Ash Tip Site for recycling purposes which will include the development of a composting plant [Site No. 3.8].

NE25 The Council will seek to extend its network of sites for recycling materials. Where appropriate some development proposals will be required to provide for recycling facilities for use by the public. Such recycling sites will be assessed according to the following criteria:-

- (a) convenience to the public;
- (b) visual amenity;
- (c) traffic safety;
- (d) noise and other disturbance; and
- (e) the effects on the amenities of occupiers of nearby residential properties.

NE26 The Council will support the conversion and reuse of appropriate existing buildings as an alternative to redevelopment and as a means of conserving resources.

3.38 The Government published PPG 22 'Renewable Energy' in February 1993 which emphasises that renewable energy sources offer the hope of increasing diversity and security of supply, and of reducing harmful emissions to the environment. Renewable energy is a term used to cover types of energy flows that occur naturally and repeatedly in the environment, for example: energy from the sun, wind, sea and the fall of water. The use of renewable energy and the conservation of existing energy resources are important environmental considerations and are also highlighted in the aims of the Council's Recycling Strategy mentioned in paragraph 3.34 above.

ENERGY

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NE27 The Council will support and encourage the conservation of energy and the use of alternative and renewable sources of energy in the design and layout of development proposals for new buildings and converted existing buildings. In considering applications for planning permission the Council will, where appropriate, encourage the use of:-

- (a) heat recycling and solar energy;
- (b) layouts which reduce wind chill;
- (c) maximum natural daylight; and
- (d) alternatives to non-renewable materials (e.g. tropical hardwood).

3.39 The promotion of the use of energy and resource efficient modes of transport are referred to in the Transport Chapter.

The Built Environment

4.1 Ipswich is an historic settlement containing many fine examples of architecture from the Mediaeval period to the present day. Buildings and the spaces between them play an important part in shaping the built environment which heavily influences the character, appearance and people's perception of the Town. This Chapter deals with the main aspects of development affecting the built environment including urban design, new development, alterations to existing buildings, accessibility, safety, the street scene, conservation, listed buildings and archaeology.

INTRODUCTION

OBJECTIVES

To achieve high quality new development which respects the surrounding built form and land use pattern.

To protect and enhance the open spaces, listed buildings and their settings and the designated conservation areas.

To bring about environmental improvements through development opportunities.

To enhance the quality of life by the establishment of a safe, accessible and more pleasant environment.

4.2 The above objectives have been derived from the broader strategic aims which seek to:

- promote and strengthen the special character of Ipswich and its historic identity;
- protect and enhance the Town's buildings and open spaces;

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The Built Environment

- improve the quality of the Town's built environment for the benefit of its residents and visitors;
- improve public accessibility and permeability throughout the built-up area; and
- achieve the careful distribution of development to avoid conflict between different land uses.

POLICY CONTEXT

4.3 Government advice contained in PPG 12 'Development Plans and Regional Planning Guidance' (February 1992) highlights a number of environmental issues which have social, economic and conservation priorities such as achieving a "physically safe environment revitalising older urban areas and giving high priority to conserving the built and architectural heritage". PPG 12 and PPG 3 'Housing' (March 1992) both refer to the full and effective use of land within urban areas without amounting to 'town cramming'.

4.4 Annex A: 'Handling of Design Issues' of PPG 1 Revised 'General Policy and Principles' (February 1997) acknowledges that the appearance of proposed development and its relationship with its surroundings are material considerations and development plans should provide a clear indication of a planning authority's design expectations. Reference is also made to new development and the need to respect its surroundings particularly in environmentally sensitive areas such as conservation areas.

4.5 PPG15 'Planning and the Historic Environment' (September 1994) and the directions contained in Circular 8/87 'Historic Buildings and Conservation Areas - Policy and Procedures', outline the Government's policy guidance for conservation areas and listed buildings.

4.6 PPG 16 'Archaeology and Planning' (November 1990) provides advice on the importance of archaeology and handling archaeological matters in the planning process.

4.7 Regional Planning Guidance for East Anglia (RPG 6) (July 1991) recognises the growing awareness of the need to conserve and enhance the environment by achieving sustainable growth and respecting the character of towns.

The Built Environment

4.8 The County Structure Plan outlines a number of broad aims and policies concerned with the protection and enhancement of the built environment. Particular reference is made to conservation areas, listed buildings and archaeology.

4.9 Ipswich has evolved as a Town with a pleasing and attractive character and setting, enhanced by its historic buildings, mediaeval street pattern, Victorian Wet Dock, large parks, the Orwell Estuary and surrounding countryside.

THE DESIGN OF IPSWICH

4.10 In order to continue to promote the special qualities of Ipswich for the benefit of its residents and visitors it is important to ensure that all new development complements and respects the existing pattern of buildings and the spaces around them. The Council will therefore encourage high standards of design for new development throughout the Town. Principles of enclosure, articulation of views from development sites, the treatment of boundaries, choice of materials, hard and soft landscaping, privacy and security are all important ingredients for creating pleasant new places.

4.11 Small infill developments should normally relate to their surroundings while larger scale proposals have the opportunity to create a sense of place of their own.

BE1 The Council will encourage and expect a high standard of design for new development which should complement the character of Ipswich, respect historic buildings and the mediaeval street pattern and contribute to the creation of a sense of place.

BE2 Proposals for development should be designed to respect the characteristics of the site and its surroundings. Where existing structures and buildings detract from the townscape of an area the Council will support redevelopment proposals providing they are consistent with the other policies of the Plan.

4.12 In order to enhance the built environment and stimulate people's interest and appreciation of their surroundings, the Council has introduced a 'Percentage for Art' policy which stems from a national initiative of the Art's Council whereby developers are encouraged to set aside a proportion of the capital cost of each building project to finance new works of art as an integral part of each development. Commissioned works may take the form of paintings, stained glass, sculpture, murals, tiling or paving schemes. Cooperation will be sought from developers to provide works of art as part of major development schemes.

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NEW DEVELOPMENT AND DEVELOPMENT OF MAJOR SITES

BE3 The Council will in appropriate cases encourage the provision of new works of art as part of schemes of development where they would contribute to the appearance of the scheme and to the amenities of the area.

4.13 The previous section deals with the broader design principles associated with new development in Ipswich whilst this section considers more detailed aspects of design and uses of buildings and their surroundings. The Council will discourage the premature demolition of buildings and will usually expect demolition to be immediately followed by the implementation of an approved redevelopment scheme.

4.14 When planning for an improved town with vitality and variety, uses of land and buildings have to be considered in addition to physical appearance. The Plan is concerned with achieving a desirable mix of uses in terms of balance and compatibility. Further consideration is given to the balance of uses of buildings in the Town Centre and Local Shopping Centres in the Shopping Chapter and compatible land uses are also addressed in the Housing and Employment Chapters. Policies in these Chapters also aim to discourage land use conflicts such as the location of factories in residential and shopping areas.

4.15 This issue is particularly relevant in areas undergoing transition such as the Wet Dock where the Council wishes to avoid a piecemeal approach to redevelopment which may interfere with the efficiency of port operators. This situation may be avoided by careful land use planning, comprehensive redevelopment and phased development secured by planning obligation agreements where appropriate.

BE4 The Council will encourage a mix of compatible uses to avoid land use and environmental conflicts in the interest of achieving a better quality urban environment.

4.16 Large scale development usually involves complex planning, architectural and landscaping issues which extend beyond the boundaries of the site. Major proposals identified on large sites such as the Nacton Road Airfield and Wet Dock will have a wide impact on the character of the area and intending developers should discuss their proposals with Ipswich Planning Services at an early stage so that planning requirements and constraints can be identified from the outset. The Council will prepare supplementary planning guidance for appropriate large sites to guide developers in the interest of achieving a satisfactory form of development. The guidance will include reference to all other planning requirements such as public open space and other community facilities.

The Built Environment

4.17 Large sites are often developed in phases and such proposals should be accompanied by sufficient information to enable the impact of the development as a whole to be considered at the outset of each phase. The Natural Environment Chapter deals with landscaping of development sites and indicates the circumstances when the Council may require landscaping works to be carried out prior to the completion of the development. The visual impact of phased developments can often be softened by tree planting and other landscaping works which will usually be required as part of most large schemes.

BE5 When considering proposals for development on major sites the Council will seek to avoid the occurrence of land use conflicts between existing and proposed uses by the introduction of appropriate phasing measures where necessary. Proposals for phased development should be accompanied by sufficient detail to enable the full impact of each phase and the development as a whole to be fully assessed in relation to its surroundings.

4.18 The landscaping of the environment has been given a high priority and is seen as an important component of each development site. The policies relating to landscaping and tree planting are contained in the Natural Environment Chapter which are cross referenced throughout the Plan and should be taken into account when considering development proposals.

LANDSCAPING

4.19 Commercial buildings vary in design and scale depending on the precise use and size of each site. Much of the central parts of the Town as well as Whitton village are covered by conservation areas where the existing townscape often influences the scale, form and design of new buildings. Development in other areas whether for industrial, office or retail use, also provides the opportunity to bring about an enhancement of the Town by:-

COMMERCIAL BUILDINGS

- ensuring that new buildings are provided with an attractive external environment and relate well to their surroundings; and
- ensuring that the design and materials of new buildings are of high quality, appropriate colour, relate satisfactorily to their wider setting and provide for any external structures and signs to be fitted carefully into the overall design.

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4.20 Proposals for all types of commercial development should be well landscaped, with car parking, servicing and storage areas accommodated unobtrusively. Any necessary roof top plant associated with air conditioning or other systems should also be integrated into the design of the building. The Council will not grant planning permission for proposals to site prominent and unsightly roof top plant which would clearly detract from the building on which it is to be sited and the surrounding street scene.

BE6 Proposals for industrial, commercial and retail development will be expected to provide a high quality external environment. Proposals should include details of how the development will relate to its wider setting and provide screening and planting areas as appropriate, with car parking, servicing, external storage areas and roof top plant accommodated unobtrusively.

HOUSING

4.21 Housing development should provide a pleasant and safe environment for people to live in. The location of new large residential developments such as Nacton Road Airfield site have been identified in the Housing Chapter and will be judged against the specific criteria mentioned in Policy BE7 below. The Housing Chapter also refers to smaller 'windfall' sites i.e. those sites which usually accommodate less than 10 homes. 'Windfall' sites will also be judged against Policy BE7 as well as BE9 and should avoid the occurrence of 'town cramming'.

4.22 Detailed guidance on the design and layout of new housing areas is covered in the Suffolk Design Guide for Residential Areas adopted as Supplementary Planning Guidance which seeks to incorporate local vernacular architecture into new development. New housing should be provided with adequate private garden areas. Larger schemes will be expected to contribute to the provision of public open space, children's play areas and other community facilities as referred to in the Recreation and Leisure and Community Chapters respectively. Supplementary Planning Guidance will be prepared in relation to spacing standards for the positioning of dwellings and the provision of private outdoor amenity space.

4.23 The density of new housing areas will vary according to the size of the site, type of housing proposed (e.g. affordable, special needs or market housing) and the pattern of development prevailing in the area. Larger scale developments may provide a range of house types and densities, while the number of homes on smaller infill or 'windfall' sites will usually be determined by the characteristics of existing buildings in the locality, particularly within conservation areas. Policy BE13 covers the safety and security aspects of development which should be incorporated into each scheme.

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- BE7 Proposals for new housing will be assessed against the following criteria:
- (a) The need to provide an attractive human scale environment with a sense of place;
 - (b) The need to relate to the townscape character of the locality where appropriate;
 - (c) The need to provide satisfactory spacing between dwellings and an appropriate level of private outdoor amenity space;
 - (d) The need to ensure no undue disturbance from other land uses or activities in the area; and
 - (e) The need to achieve a safe secure environment which seeks to reduce crime by providing vandal resistant street lighting, signs and furniture and open unconcealed paths and amenity areas.

4.24 Extensions to houses are often a convenient way of providing additional living space for growing households.

EXTENSIONS

4.25 However, residential extensions involve design challenges and skills to ensure that specific daylight and sunlight, amenity, privacy and townscape considerations are satisfactorily accommodated. The Council will not grant planning permission for extensions or alterations which detract from the visual appearance of the property or street scene or involve a significant reduction in the privacy and amenity of occupiers of neighbouring homes. Special attention should be given to roof alterations as it is usually the most visually prominent part of a building. Again, the Council will be unable to support proposals for unsympathetic alterations and bulky additions to roofs.

4.26 Quality and matching materials are also an important consideration for extensions, as weak imitations can detract from the appearance of the original building. In some cases where a good match of materials cannot be achieved it may be preferable to use an intentional contrast. The Council will prepare supplementary planning guidance to complement Policy BE8.

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- BE8 Extensions to residential buildings will be permitted providing they:
- (a) are well designed and in harmony with the character and appearance of the original building and its surroundings;
 - (b) do not lead to the creation of a terracing effect of detached or semi detached properties in the street;
 - (c) do not lead to undue overlooking of neighbouring properties;
 - (d) would not have an overbearing effect on the outlook of neighbouring properties, or lead to an unreasonable loss of their natural daylight or sunlight enjoyment; and
 - (e) do not lead to an unacceptable reduction in garden area or off street car parking space.

4.27 Minor kinds of smaller alterations and additions can be carried out as 'permitted development' and lie outside of the Council's control. However, minor alterations, particularly windows, doors and porches can have a large impact on the character and appearance of people's homes. The cumulative effect of a number of poor quality and unsympathetic smaller alterations and additions can also have a large impact on the appearance of the street scene and the general impression of specific parts of the Town. Therefore, because of the wider implications and effects of minor 'permitted development', the Council will encourage better design and an improved built environment by preparing further design guidance and giving informal advice on household extensions and additions upon request.

SEVERANCE PLOTS, INFILL SITES AND BACKLAND DEVELOPMENT

4.28 Severance of rear and side gardens and infilling between properties has provided opportunities for the provision of additional homes. Such open areas usually form an integral part of the design and layout of the curtilage of a house, especially where the orientation of a building's principal windows relate to the side or rear garden. The appearance of some residential areas is also characterised by open aspects which are often well landscaped and contain mature trees particularly in spacious suburbs including conservation areas where the gaps between the buildings can be as visually important as the buildings themselves.

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4.29 Backland and 'tandem' development can also raise amenity and privacy problems as well as the townscape and other design issues mentioned above.

4.30 Where severance plots, infill and backland sites are considered to have development potential each proposal should be consistent with the design policies of this Chapter as well as being able to meet the Council's off-street car parking standards mentioned in Appendix 1.

BE9 Proposals for severance plots, infilling and backland development may be permitted providing they:

- (a) do not detract from the setting of existing buildings or the character and appearance of the area;
- (b) have no undue adverse effect on the amenities of neighbouring properties in terms of loss of privacy, outlook, sunlight, daylight and the generation of unreasonable traffic noise nuisance;
- (c) provide sufficient private garden area, off-street car parking space (in accordance with the Council's Standards) and vehicular access arrangements for the proposed and existing property;
- (d) have no adverse effect on any existing trees of amenity value and architectural features within or close to the site; and
- (e) are in keeping with the prevailing spacing and layout standards of the area.

4.31 The Council supports and promotes the concept of a 'barrier free' environment in which all people can independently go about their everyday working and leisure activities. Some existing older buildings contain high stepped approaches, awkward narrow doorways and uneven changes in level creating obstacles to access for the elderly, people with walking difficulties, people in wheelchairs and parents with prams and young children.

ACCESSIBILITY

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The Built Environment

4.32 New buildings, their approaches and spaces around them should therefore be designed in such a way to allow freedom of movement for all, to avoid the creation of unnecessary and unwanted barriers to access. Recent revisions to Part M of the Building Regulations complement the Plan's approach to access which in addition to new buildings also requires certain types of extensions to existing buildings to be made accessible.

4.33 Generally, all buildings, for example shops and offices, should have a level or gently ramped approach to at least the principal entrance. Door leaves with 800mm minimum clear opening widths with flush thresholds are required to allow access to wheelchair users. Restaurants, cafes, public houses and hotels should provide suitable disabled persons' WC provision on an accessible storey and access to other storeys of large buildings should include a passenger lift and a staircase designed to ambulant disabled persons standards.

4.34 Meeting and conference rooms, banking halls and reception areas should also be equipped with hearing induction loops to assist the hard of hearing and all new buildings with public access should be fitted with clearly marked directional signs including the use of Braille where appropriate. The Council will produce design guidance for disabled access provision. Chapter 6 deals with the subject of accessible housing.

BE10 The Council will require adequate provision for people with disabilities to be included and integrated into the design and layout of new developments including new and temporary buildings, their approaches, associated car parking provision, open spaces and permeability throughout the site.

BE11 When considering proposals to alter, extend and change the use of existing buildings used by the public or for employment, educational and leisure purposes, the Council will seek to ensure that suitable access facilities are provided for people with disabilities.

ACCESS TO HISTORIC BUILDINGS

4.35 Paragraph 4.31 above mentions some of the access constraints created by the design of older buildings. The layout of some historic and listed buildings and parts of conservation areas can also pose difficulties for people with disabilities. Proposals to alter conservation areas or listed buildings may, however, create the opportunity to improve the level of

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access which should be carefully designed in such a way to complement the special townscape quality and character of the area and buildings.

BE12 When considering proposals to extend or alter listed buildings or buildings within a conservation area the Council will encourage and expect opportunities to improve access for disabled persons to be pursued providing there is no unacceptable loss of character, architectural and historic fabric.

4.36 Planning for a safe and secure environment plays an important part in the Council's aim of promoting a better quality of life for the Town's residents and visitors. The problems and fears of crime can often be reduced by the thoughtful design and layout of buildings and highways and the spaces around them. The Council is currently installing a series of closed circuit television cameras around the Town in the interest of public security.

DESIGNING
FOR A SAFER
ENVIRONMENT

4.37 Safety in design is applicable to all parts of the Town where people live and visit. In particular public paths and circulation routes should include clear site lines, be well lit and avoid unnecessary unused spaces and recesses. The planting of trees and other natural vegetation as part of landscaping schemes should also take account of the need to plan for a safer environment. Children's play areas and domestic car parking spaces should where possible be located in well used areas and be easily visible from adjoining buildings. Conflicts between different forms of traffic and pedestrian access can be averted by clear delineation of use for each mode of transport.

4.38 Materials and fittings used for buildings and structures should be selected to deter vandalism providing they are well designed and appropriate to their surroundings.

4.39 Further detailed advice on safety and design is contained in the publication 'Secured by Design' produced by the Eastern Region Senior Crime Prevention Officers Conference.

BE13 In considering development proposals, the Council will seek to ensure that the design and layout of buildings, highways and the spaces around them provide for public safety and deter vandalism and crime.

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ENVIRONMENTAL IMPROVEMENT

4.40 In recent years the Council has implemented a series of environmental enhancement schemes to improve parts of the Town Centre and to help regenerate some of the older run down areas. This form of environmental improvement has been an effective use of resources providing a focus for public and private investment.

4.41 Although resources are limited proposals involving the redevelopment and use of land and buildings can be coordinated with environmental improvements associated with conservation area enhancement, transportation schemes and landscaping initiatives also referred to in the Natural Environment Chapter. A prime example of this type of action is the recent paving of Butter Market which was coordinated with the development of the adjacent shopping centre. The appearance of the Town has also been gradually improved by the cumulative effect of a number of smaller enhancement schemes. Following the implementation of such schemes the Council will seek to ensure that they are adequately maintained.

BE14 Whenever possible the Council will encourage the implementation and maintenance of large and small environmental enhancement schemes which, in appropriate circumstances, may be coordinated with redevelopment projects.

THE STREET SCENE

4.42 The appearance of the street scene is subject to constant change. Physical change is created by the combined effect of separate decisions to alter the image of individual premises as well as less frequent large scale redevelopment. The special character of Ipswich is partly dependent on the way in which various changes are coordinated whether in residential, shopping or commercial areas. The Council will therefore seek to guide changes in the built environment to ensure the character of the Town is conserved.

Highways

4.43 When carrying out works relating to public highways the Council will seek to ensure that whenever possible all new works affecting the existing fabric of the Town are designed to complement the character of the surrounding area. This action will be particularly applicable to conservation areas mentioned below and the Council will also seek the co-operation of all relevant statutory undertakers to achieve this aim. Particular regard will be paid to the following:-

Surface materials and Street Furniture

4.44 The surfaces of roads, pavements and paths are prominent features within the environment and play an important part in the setting of buildings and the spaces between them. The Council will encourage the use of good quality paving and other surfacing materials appropriate to the character of the area. Like for like reinstatement to match existing materials will also be encouraged where attractive surfaces are dug up.

The Built Environment

4.45 Seats, bus shelters, litter bins, information panels and other street furniture can all have an impact on the appearance of the street. The design and siting of all street furniture must therefore be carefully treated to ensure that their surroundings are respected.

4.46 It is necessary for street signs and markings to be clearly visible to fulfil their function. However, when considering the erection of signs the Council will aim to minimise their environmental impact by avoiding the more sensitive townscape sites. The use of narrower road markings for yellow lining will also be encouraged in appropriate locations particularly within conservation areas.

Street Signs,
Marking and Lighting

4.47 Within the pedestrianised parts of the Town Centre the Council has recently upgraded the street lights and poles with high quality traditional replacements. The overall effect has been complementary to the historic character of the Town. Where other new or replacement street lights are required the Council will encourage the use of appropriate quality designs which enhance the character and appearance of the street scene. Lights attached to buildings rather than free standing pole mounted lights will often be more appropriate within specific historic streets.

4.48 The enclosure of gardens, grounds and forecourts surrounding and fronting buildings with walls, railings, fences, hedges and gates are all important elements of the street scene. The removal of existing forms of enclosure can lead to an overall downgrading of a building and its surroundings. The Council is therefore keen to seek the retention and reinstatement of traditional boundaries relating to existing properties and to ensure that they form part of new developments where appropriate. When considering new or replacement boundary walls and fences within residential areas the Council will require the provision of brick walling where adjacent to public walkways and, at least, close boarded fencing where open to public view. Panel fencing is only appropriate in rear gardens and other areas away from public sight.

BOUNDARY
TREATMENT

BE15 In considering development proposals the Council will seek the retention and reinstatement of existing or former boundary walls, railings, fences and gates which complement the character and appearance of an individual building and the surrounding area.

BE16 Proposals for new buildings should include the provision of appropriate boundary features.

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TECHNOLOGICAL INNOVATIONS

4.49 With the passage of time new technologies such as the introduction of satellite dishes, cable television and wheeled bins have had an increasing impact on the appearance of the street scene. The Council is concerned with the growing visual effects of additional structures and objects linked with buildings and will seek to minimise their impact through the control of development where they require planning permission.

BE17 The Council will require proposals for new development including changes of use to include suitable provision for the adequate siting and screening of bin storage areas and statutory undertakers equipment.

BE18 Development proposals involving the siting of aerials, satellite antennae/dishes and other technological structures will be permitted providing they have only a minimal impact on the visual appearance of the building and do not detract from the character and appearance of the area.

SHOP FRONTS AND SIGNS

4.50 The design of shop fronts and signs should enable businesses to express their individuality whilst being in sympathy with the buildings or street within which they are located. The quality of a shopping street is enhanced by specific solutions to individual buildings in terms of imaginative, attractively well proportioned and detailed shop fronts with appropriate and sympathetic materials. Standard and corporate house-styles are not overriding considerations but may be acceptable providing their design acknowledges the special character of the building(s) and harmoniously integrate with their surroundings. The Council will prepare further detailed supplementary planning guidance for shopfront designs and advertisements.

4.51 Replacement shop fronts are a common occurrence within shopping areas and they will be acceptable providing the quality of the new shop front represents an improvement to the existing. The Council will expect applicants to gain planning permission before a shop front is altered or replaced. Where an existing shop front forms part of a building which is either within a conservation area or one of a group which has special townscape significance, the Council will seek the retention of any features of architectural or historic value. Generally, a traditional shop front approach should include appropriately proportioned and detailed stallrisers and sill, pilasters, console brackets, window mullions, a fascia and cornice capping.

BE19 Proposals to alter or replace an existing shopfront may be acceptable providing they are of an equivalent or greater architectural quality appropriate to the building and area as a whole.

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BE20 Proposals for new shop fronts will be expected to respect both the character and appearance of the buildings in which they are intended to be installed as well as the surrounding area.

4.52 In the past shop fronts were designed in a way which ensured that a window blind formed part of the overall design and appeared unobtrusive when retracted. Blinds which are not integrated into the design of the shop front are unlikely to relate to the character of the building. PVC and fabric canopies over windows and doors rarely complement the appearance of a building. The Council will take discontinuance action to seek the removal of such unsightly canopies, where they have been displayed, in the interest of visual amenity or highway safety.

4.53 External security shutters present particularly difficult design problems which often result in the creation of a bleak and ugly façade when the shop premises are closed. They also contribute to an alienating, inhuman environment. Where external shutters and grilles are considered necessary their form and detailed design should be carefully considered to relate to the architectural character of the premises. Bulky shutter boxes and solid grilles will not normally be acceptable. Internal shutters with 'see-through' perforated or 'portcullis' type grilles form a more satisfactory solution.



BE21 Proposals to erect external blinds, awnings and security shutter grilles will only be permitted where they form a discreet, integral part of the premises and do not detract from the appearance of the building and the surrounding street scene.

4.54 Through-the-wall cashpoint machines provide a convenient service to the public but are often difficult to accommodate satisfactorily within a traditional building façade particularly on shop type premises. Cashpoint machines can also create problems of highway and pedestrian safety when located close to narrow pavements, busy roads and junctions. The introduction of lobby services sometimes resolves the issues.

BE22 External cashpoints will be permitted providing they:

- (a) are compatible with the design of the building;
- (b) are not likely to lead to traffic congestion or threats to pedestrian or highway safety; and
- (c) are accessible to people with disabilities.

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4.55 Advertisements on shops and other business premises take a variety of forms and by their very nature compete for the attention of the eye. An overload of signs on buildings collectively have a self-defeating effect as the resulting cluttered street scene makes it difficult to distinguish between one business sign and another. The Council will permit a reasonable level of advertising relating to business premises and ensure that the proliferation of signs is adequately controlled in the interest of visual amenity and highway safety.

4.56 Generally, signs should relate to the design and scale of the building and in the case of shop premises be located at general fascia level.

4.57 The Council is keen to encourage the use of good quality designs and materials for new signs. This particularly applies to listed buildings and buildings in conservation areas where the use of garish and flimsy signs will be discouraged. On older listed buildings the use of traditional hand painted and hanging signs will be encouraged in appropriate circumstances.

4.58 Internally illuminated signs may be acceptable providing the extent of illumination is confined to the lettering and logos only. Externally illuminated signs will require subtle design and siting of any lighting unit and bracket. The use of bulky fascia sign units should be avoided and all illuminated signs which require consent will be subject to necessary luminance control.

BE23 Internally illuminated fascia and box signs will be permitted providing:

- (a) the extent of illumination is confined to lettering and logos only;
- (b) the character and appearance of the building and the street scene concerned is not adversely affected; and
- (c) public and highway safety considerations are not prejudiced.

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BE24 Projecting box signs may be acceptable on appropriate shop and business premises providing they:

- (a) are confined to one sign per business premises frontage;
- (b) do not exceed 900mm in length and 0.5m² in surface area per sign face (although only much smaller scale signs will be acceptable on modest sized buildings and fascias);
- (c) are located at one end of a fascia at fascia level and are not sited adjacent to an existing box sign on an adjoining premises; and
- (d) are not out of character and scale with the design and appearance of the building and street.

BE25 In considering proposals to display advertisements on listed buildings the Council will require a high standard of design and use of materials which should complement the character and appearance of the building and its surroundings.

4.59 Free standing pole-mounted signs have evolved as a traditional feature of public houses and petrol filling stations and can often be satisfactorily located on such premises. However, large free standing signs can appear as alien and unattractive features on other kinds of premises and the Council will seek to control the proliferation of large signs on all business premises in the interests of maintaining a pleasant uncluttered and obstacle-free streetscape.

4.60 The siting of large scale advertisement hoardings are rarely compatible with the scale and character of the street scene, particularly within conservation areas, other areas of townscape significance and in close proximity to listed buildings. The Council will not permit advertisement hoardings of any size where they are detrimental to the interests of amenity or to the interests of public safety. Poster-panels should respect the scale of their surrounding location. Poster advertising is out of place in the countryside and in any predominantly residential areas and will not be allowed, unless suitably integrated into purpose designed street furniture. Advertising hoardings will be acceptable in predominantly commercial areas providing the criteria of policy BE27 can be met. Temporary advertisement hoardings may be acceptable around buildings during construction periods providing the criteria of policy BE27 can be met.



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BE26 Free standing pole-mounted signs will only be permitted on appropriate premises where they do not detract from the character and appearance of specific buildings or an area or create a hazard to highway safety. Under circumstances where free standing signs are considered necessary the number of such signs should be confined to one per business premises.

BE27 Advertisement hoardings of an appropriate size, scale and quantity will only be permitted in locations where they do not detract from the character and appearance of adjoining buildings or the surrounding area and would not be detrimental to highway safety.

FLYPOSTING

4.61 Fly-posting usually creates a serious eyesore and does nothing to enhance the appearance of the Town. The Council will continue to seek to control illegal fly-posting by taking necessary action against those responsible and will also aim to identify suitable poster sites.

CONSERVATION

Conservation areas

4.62 Ipswich has a fine legacy of old buildings, many with well landscaped grounds forming interesting townscapes which are worthy of special protection and enhancement. The conservation areas within Ipswich are shown on Plan No.3 and more detailed plans are available from Ipswich Planning Services. The designation of conservation areas demonstrates a clear commitment to the protection and enhancement of the character and appearance which has enabled additional controls over demolition of buildings and structures and the felling of trees to be introduced. Conservation area consent is required for the demolition of most non-listed buildings and structures within a conservation area. There is also a requirement to serve 6 weeks notice on the Council before carrying out works to the majority of tree types. The Natural Environment Chapter, including Policy NE11, gives further guidance on trees and conservation areas.

4.63 In 1965 Ipswich was included on the Council for British Archaeology's list of towns. The historic quality of these towns required careful treatment in any planning or redevelopment proposals. The Central Conservation Area was designated in 1974 and most of it was classified as having 'Outstanding' status by the DoE. Further extensions have been made on a number of occasions over the years in response to a better understanding of the special character of these peripheral but contributory areas.

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4.64 Further conservation areas were designated in 1977 to protect the special character of mid-Victorian housing. Later conservation areas have been designated with special reference to a core of listed buildings, namely: Woodbridge Road/St Helen's Street (1981); Barrack Corner (1985); Stoke (1987); and the old hamlet of Whitton, Old Norwich Road (1989). The remaining designations have been made to protect areas with a special and distinct character of architectural or historic interest. These are the late Victorian/Edwardian housing around Christchurch Park (1985) and the Victorian Wet Dock (1990). The Council is currently preparing supplementary planning guidance for each conservation area.

4.65 There are other areas of the Town which may possess the collective special architectural or historic qualities worthy of conservation area status. The Council will consider designating further conservation areas and revising existing conservation area boundaries as part of a regular review process. The broad criteria the Council uses in its assessment, designation and revision of conservation areas can be found in PPG15 'Planning and the Historic Environment' (September 1994).

BE28 The Council will review the boundaries of existing conservation areas and will designate additional conservation areas where appropriate.

4.66 Effective conservation requires detailed guidance and enhancement schemes. However, the Central Conservation Area and parts of several of the larger conservation areas have a varied character and identity. These special localised characteristics require specific treatments appropriate to the character of those particular localities. The Council will prepare detailed guidance, enhancement schemes and other measures to preserve and enhance the individual character of the conservation areas. The Council will encourage the sensitive repair and adaptation of appropriate buildings within conservation areas.

4.67 PPG15 'Planning and the Historic Environment' (September 1994) gives general guidance on demolition within conservation areas and states that there should be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. The guidance also mentions that consent to demolish should not be given unless there are acceptable plans for redevelopment.

4.68 Conservation areas consist of a combination of man-made and natural features. Several of the conservation areas are characterised by large detached or semi-detached Victorian or Edwardian villas standing in spacious plots with well established mature gardens. The Council is particularly concerned with the retention of these special characteristics.



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BE29 The Council will seek to conserve or enhance the character or appearance of conservation areas. In considering proposals for planning permission the Council will seek the retention of existing buildings, structures, open space, trees and other natural features which contribute to the character or appearance of the conservation area.

BE30 Consent to demolish a building or structure within a conservation area will only be granted where:

(a) the building/structure does not contribute to the townscape quality of the area and its removal would contribute to the enhancement of the area; or

(b) it can be demonstrated that the building/structure is incapable of repair and reuse; and

(c) the demolition works form part of an approved detailed redevelopment scheme.

BE31 The Council will resist the removal of chimneys, skyline features and other parts of buildings which contribute to the character of conservation areas.

4.69 Development permitted by the General Development Order can prove damaging to the built environment, particularly in conservation areas. Unsympathetic alterations to unlisted buildings for works not requiring planning permission or conservation area consent, such as inappropriate replacement windows and the laying out of a concrete hard standing over an attractive front garden, have threatened the character of some conservation areas. To prevent the further erosion of the special character of the conservation areas and in other circumstances where the restriction of the General Development Order permissions can assist in the protection or enhancement of the built environment or amenity of areas the Council will where appropriate make the necessary directions.

BE32 In conservation areas where specific townscape elements are in danger of being lost, consideration will be given to suspension of permitted development rights under Article 4 of the General Development Order.

The Built Environment

New development in conservation areas

4.70 The only way of satisfactorily demonstrating that new development will not adversely affect a conservation area is by the submission of sufficient details to enable the full impact of each scheme to be assessed. Each proposal should therefore indicate existing site features including trees, the proposed development in its setting, its overall form, details of the materials to be used, means of access and the anticipated traffic generation both within and adjacent to the site. The Council will be unable to grant planning permission and conservation area consent for proposals lacking the necessary level of detail.

4.71 Proposals for development should indicate precisely how each scheme will preserve and enhance the conservation area in which it is located. A development proposal lying outside the boundary of a conservation area yet clearly affecting its character and appearance will be considered as if it formed part of the designated conservation area.

4.72 It is also acknowledged that the use of buildings and land is an important factor when considering the effect of a development proposal on the character of a conservation area. The desirability of preserving and enhancing the predominance of retail in a shopping street and dwellings in a residential area are relevant examples in this context. Policies BE4, BE5 and BE33 will therefore be applied to proposed changes of use as well as new building and alteration works when considering the effect on the character of a conservation area.

BE33 The Council will seek to ensure that development proposals including changes of use within or close to a conservation area preserve or enhance the character and appearance of the area. Particular care will be taken to protect open spaces and other collective peculiarities that contribute to the character of each area.

BE34 In considering proposals for development in conservation areas the Council will pay particular regard to the following design criteria for new buildings, redevelopment, extensions or additions to existing buildings:

- (a) the position of a proposed building on a site will be determined by its relationship to adjoining buildings and spaces and to building lines;

Chapter 4

The Built Environment

(b) the height and mass of the proposed building will be in scale with adjoining buildings and with the area as a whole;

(c) the design of the building will pay regard to the character of adjoining buildings particularly in respect of outline, proportions and the ratio of solid to voids in order to reflect any emphasis existing in the street;

(d) materials to be used will be appropriate to the area in both type and colour; and

(e) the design and detail of the space around buildings, landscape schemes, lighting, roads, fences, street furniture and signs will pay regard to the special qualities of the surrounding area.

BE35 Proposals for development in conservation areas should be accompanied by a sufficient level of detail to enable a proper assessment to be undertaken of the impact of each scheme on the character and appearance of the area. Outline planning applications will only be appropriate in certain circumstances and only then if accompanied by sufficient material to demonstrate the townscape implications.

Historic buildings

4.73 The special character of Ipswich is enhanced by a large number of historic buildings of varying architectural styles and eras set within attractively landscaped surroundings. They are a finite resource and are irreplaceable and if they are to survive for future generations to enjoy, appropriate and sensitive use, management and maintenance are essential. Therefore any necessary alterations should always begin by aiming to minimise the loss of historic fabric.

Listed buildings

4.74 Ipswich has 670 listed buildings, 37 of which are either Grade I or Grade II*. Churches are particularly well represented in the list with 23 protected examples ranging from the Mediaeval to Edwardian period. Ipswich also has one of the youngest Grade I listed building in the country, the Willis Corroon building designed by Sir Norman Foster c.1975 which was listed in 1990.

The Built Environment

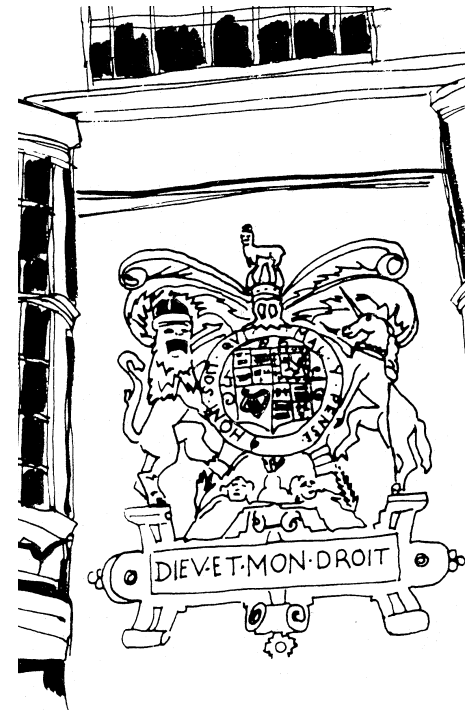
4.75 Buildings listed for their Special Architectural or Historic Interest have statutory protection under the Planning (Listed Buildings & Conservation Areas) Act 1990. The Council has a statutory duty to preserve and enhance the character and appearance of listed buildings in Ipswich and will therefore only grant planning permission and listed building consent for works and changes of use which complement this obligation.

4.76 External and internal alterations to a listed building which would affect its character or the partial or total demolition of such a building requires listed building consent. Buildings, objects or structures within the curtilage of a listed building are protected by the listing. The Council will seek the conservation, repair and maintenance and appropriate use of buildings of special architectural or historic interest. Proposals to demolish listed buildings will rarely be acceptable and will be judged against Policy BE36. Applicants proposing to demolish a listed building will also normally be expected to demonstrate that the building has been offered for sale on the open market for a considerable period of time.

BE36 Consent will not be granted for the demolition of a listed building other than in exceptional circumstances, and not unless the Council is satisfied that every possible effort has been made to continue the present use, or find a suitable new use. Demolition will not be permitted until there are approved detailed plans for redevelopment and development itself is about to commence. The Council will seek to ensure that demolition will be immediately followed by a continuous redevelopment building operation.

BE37 The Council will seek to safeguard the character and settings of historic buildings through control of the design of new development in their vicinity, by control of the change of use of adjacent land to ensure that there is no adverse material impact and by the preservation of trees and other site features as and where appropriate.

4.77 A change in the use of a listed building may affect its character and appearance and involve alterations to the fabric to meet either the functional or statutory requirements necessary for the proposed use.



Changes of use of
historic buildings

Chapter 4

The Built Environment

4.78 When considering proposals involving a change of use of a listed building account will be taken of any or all of the following: floor loadings and strengthening works; fire safety (including means of escape, fire doors, internal screens and protection between floors); internal and external plant (including duct work grilles and fittings); the intensity of use; the impact on the setting (including site works and external storage); access for disabled people and signage. The Council will be unable to grant permission for a proposed change of use of a listed building where sufficient details have not been submitted.

4.79 Redundant historic buildings which remain vacant can fall into a serious state of disrepair which can threaten the Town's heritage as well as detract from its appearance. The Council will therefore take a flexible approach to the reuse of redundant historic buildings including churches in order to encourage their appropriate use, repair and maintenance.

4.80 The Shopping Chapter contains guidance on historic public houses which the Council wishes to retain for their original use.

4.81 Policy BE12 deals with access to historic buildings for people with disabilities.

BE38 Change of use of a listed building or a non listed building of townscape interest will only be permitted if the applicant can demonstrate that the use proposed and any consequent alterations will not be detrimental to the structure, character, appearance or setting of the building.

BE39 Applications for change of use of a listed building or a non listed building of townscape interest which provide insufficient information to assess the impact of alterations associated with the proposed change of use will be refused.

Alterations to historic buildings

4.82 Before alterations are carried out to listed buildings it is essential that the nature of the existing building is thoroughly understood. Decisions on the works of alteration can only be made after a thorough and accurate survey and analysis has been undertaken by the applicant. It is essential that all applications for consent include sufficient detail to precisely show the existing situation as well as the effect of the proposals on the character of the building (and in certain circumstances on adjacent buildings). In cases of minor alterations it may only be necessary to give details of the

The Built Environment

limited area affected. The Council will be unable to grant consent for proposed alterations to listed buildings where sufficient details have not been provided. The following policies are intended to cover guidance on all types of proposals for large or small alterations including floodlighting and burglar alarms.

BE40 In considering proposals for external or internal alterations to a listed building, the Council will seek to ensure that there would be no adverse effect on its special architectural or historic interest.

BE41 In the interests of protecting the character and appearance of listed buildings the Council, in granting listed building consent (and planning permission where applicable), will seek to ensure that the loss or damage of historic fabric in the execution of the works is minimised.

4.83 Applicants will be expected to comply with conditions imposed by the Council, where appropriate, relating to the submission of sample materials, specifications and other details of the works either before work commences or during the implementation of the approval.

4.84 Historic buildings were not built to comply with the standards which now apply to new construction. The current Building and Fire Regulations and standards for environmental health need to be applied in such a way as to strike a satisfactory balance between the need to protect the historic character of the building while remaining safe and fit for their purpose.

BE42 In considering applications for planning permission and listed building consent, the Council will have regard to the importance of safeguarding the special character and appearance of listed buildings and, where appropriate, will encourage other agencies to relax other standards where these conflict with the special interest and fabric of listed buildings.

4.85 Regular maintenance and durable, sensitive repairs to historic buildings should involve the minimum loss of original fabric and safeguard the building for future generations to enjoy. Although many buildings deteriorate unnecessarily for want of occasional good housekeeping, excessive replacement of fabric when it is not justified could be avoided by encouraging owners and building contractors to carry out

Repair of listed
buildings

Chapter 4

The Built Environment



Listed building enforcement

such work in a sympathetic manner. The Council will maintain an historic buildings at risk register to publicise buildings in poor condition as part of its aim to promote sensitive repairs and reuse.

BE43 The Council will actively encourage the sympathetic repair of historic and other buildings of townscape interest by promoting technical and financial assistance where possible.

BE44 Where appropriate, the Council will use its powers to require that appropriate steps are taken to keep listed buildings in good repair.

4.86 Where unauthorised works are carried out to listed buildings, the Council will seek appropriate enforcement action to require restitution of the damage where this is physically practicable. As unauthorised works may be a criminal offence the Council will also take action in the Courts where necessary against those responsible and press for appropriate penalties to be applied.

4.87 Until the early 1970s, listed buildings fell into three categories rather than two. The Grade III buildings were then reviewed by the Department of the Environment (DoE) and either upgraded to Grade II or downgraded to a DoE Local List. This latter category does not provide the buildings with statutory protection, but they remain buildings which local planning authorities pay particular regard to when alterations are proposed. In many cases these buildings are included within conservation areas which conveys an additional measure of protection.

Buildings of interest

4.88 The Council acknowledges the townscape importance of buildings of local interest and encourages their retention and upkeep. In situations where the benefits of a replacement development outweigh the retention of an existing building on the local list, the Council will expect a high standard of design. There are buildings of interest at the Airport, including the terminal building and defensive structures from the last war, which the Council will seek to incorporate into the scheme of redevelopment. Supplementary guidance will be published updating the previous list and identifying buildings of particular local interest. Buildings worthy of being upgraded for inclusion to the Statutory List may be protected by Building Preservation Notices in appropriate circumstances.

The Built Environment

BE45 The Council will encourage, where possible, the retention and appropriate repair of buildings of local or townscape interest. Under appropriate circumstances the Council will serve a Building Preservation Notice in order to safeguard a building of special character. Where proposals involve the loss of such buildings the Council will expect the new development to be of a high standard of design.

4.89 Policies regarding this section are contained in the Natural Environment Chapter.

Historic parks
and gardens

4.90 The settlement of Ipswich has developed through Saxon, Mediaeval and later periods leaving a legacy of history below ground which tells the complex story of the Town's evolution. To ensure that this invaluable and irreplaceable historical, cultural and educational resource is not lost or damaged, the planning process must ensure that development proposals respect archaeologically important sites. There should therefore always be a presumption in favour of the preservation of archaeological remains. The Council will normally refuse planning permission for proposals which are likely to harm Ancient Monuments and other sites of archaeological interest.

ARCHAEOLOGY

4.91 The remains of the Dominican Friary in Foundation Street are a Scheduled Ancient Monument. In addition there are eight Scheduled sites which cover sub-surface remains defining parts of the Middle and Late Saxon Town, several of which also cover parts of the Town's Mediaeval defences (*see Plan No. 4*).

4.92 The town of Ipswich, founded in the seventh century, is one of England's oldest towns. Because of this, an Area of Archeological Importance defined by the County Council's Archaeological Service is illustrated on Plan No. 4. This Area largely encompasses the Anglo-Saxon deposits which are of international importance. Policies BE46 and BE47 will apply both to this Area and to other known sites of archaeological importance which lie outside of the boundary indicated on Plan No. 4, in addition to further sites which may be discovered as a result of more research. The preservation of archaeological remains of lesser importance will also need to be carefully considered on their individual merits.

4.93 Details about all the archaeological sites in the Borough are held in the County Sites and Monuments Record which is maintained by Suffolk County Council's Archaeological Service.

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The Built Environment

4.94 The archaeological importance of a site is a material planning consideration which may constrain development. Preservation of features or investigative digs may require considerable funding. Without commitment to this approach and action to safeguard the archaeological significance of the site, the Council will not be able to support proposals for development.

4.95 If necessary, archaeological sites should be preserved intact for future excavation and research with the assistance of new non- destructive technology. In other circumstances, remains should be excavated and recorded. Preliminary discussions with Ipswich Planning Services and early evaluation are encouraged regarding development proposals which may affect sites of archaeological interest to enable and expedite decision making.

BE46 The Council will seek to preserve Scheduled Ancient Monuments and other remains of national importance and their settings. On other important archaeological sites the Council will seek mitigation of damage through preservation in situ as a preferred solution. When the balance of other factors is in favour of physical destruction of the archaeological site, the Council will wish to be satisfied that adequate provision is made for the excavation and recording of archaeological remains.

BE47 Where research indicates that archaeological remains may exist, the Council will require that a developer submits an archaeological field evaluation prior to the determination of a planning application. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the extent to which the proposed development is likely to affect them. Where proposals are considered acceptable these conservation/preservation arrangements will normally be secured by a condition of planning permission and/or a planning obligation agreement.

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The Wet Dock area

5.1 Ipswich Wet Dock and Transition areas lie at the heart of the Town to the south of the Town Centre. The Wet Dock forms the most northerly, inland part of the Port of Ipswich. When opened in 1842 it was the largest construction of its kind in Britain. Over the years it became the focus of great commercial endeavour, bringing growth and prosperity to the Town.

5.2 Today many of the quays and adjacent land and buildings are redundant and derelict, awaiting a new future. The Council's aim is to rekindle the spirit of commercial and civic enterprise and to encourage growth and prosperity to return to this part of the Town.

5.3 The policies and proposals for the Wet Dock area have a vital role to play in establishing a framework for economic regeneration and for the establishment of links between the Wet Dock and Town Centre. They have therefore, been brought together in this separate Chapter of the Plan.

INTRODUCTION

To provide for opportunities which will create and sustain economic regeneration;

To provide for the integration of new and existing communities;

To promote redevelopment which will preserve and enhance the character of the area;

To provide for a mix of compatible uses including residential use in the Wet Dock area;

To integrate the Wet Dock and the Town Centre by the development of safe and convenient pedestrian routes; and

To enhance the Transition Area between the Wet Dock and the Town Centre by fostering appropriate land uses including residential.

OBJECTIVES

5.4 These objectives are a more detailed interpretation of the Council's strategic aims which seek to :-

- encourage economic opportunity through investment, regeneration and redevelopment in the Wet Dock area;

Chapter 5

The Wet Dock area

- facilitate substantial new housing in the Wet Dock area in addition to that required for forecast local needs.

POLICY CONTEXT

5.5 Advice from Central Government concerning the reuse of land is contained in Planning Policy Guidance Note 12 (PPG12) 'Development Plans and Regional Planning Guidance' (February 1992). PPG12 states that:-

"Development plans are required to include land use policies and proposals for the improvement of the physical environment. Policies and proposals should aim to protect and enhance an environment regarded as being of high quality, and to improve a poor environment, for example, by reclaiming contaminated and derelict land so that it can be brought back into use more quickly and reduce pressure on green field sites".

5.6 The County Structure Plan recognises that the Wet Dock area provides opportunities for redevelopment well related to the Town Centre with potential for creating a high quality environment around the waterfront with increased public access to this historic part of the Town.

BACKGROUND



5.7 The Wet Dock lies at the head of the navigable estuary of the River Orwell, twelve miles from the sea. The nucleus of the area comprises the Wet Dock itself (10.5 hectares), the Island site (7.2 hectares) and the New Cut. Over the years, the changing pattern of trade and methods of cargo handling have led to a decline in its use for commercial shipping activity. The lock itself imposes a constraint upon the size of vessels which can use the Dock and down stream, deep water quays available at all states of the tide, have been developed on both banks of the river.

5.8 Within the Wet Dock just under half the quay length is privately owned, some by companies with adjoining warehouses and mills. Their use of water based transport has been almost entirely superseded by road transport and market changes have brought about closures and demolitions.

5.9 Recent years have seen the introduction on the northern quays of a range of non-port related activities including an international office complex, a pub, a snooker club, two restaurants and an art gallery. The Council has encouraged and welcomed these new activities whilst seeking to protect the special qualities of the area by designating in 1991 a conservation area which encompasses both the Victorian structure and its surrounding historic area.

The Wet Dock area

5.10 The Wet Dock Conservation Area links, at St Peter's Street and Fore Street, with the mediaeval street pattern which joins the Town Centre to the Wet Dock area. This part of Ipswich is in transition from an area in which there have long been a variety of commercial uses, including manufacturing and warehousing, to one more characterised by uses such as offices, recreational activities and residential. It lies between the Central Shopping Area and the Wet Dock, and contains some particularly attractive streets and buildings many of which are listed and lie within the Central Conservation Area.

TRANSITION AREA

5.11 The Transition Area is defined on the Proposals Map Inset Map. During the Plan period it is intended that this area is revived to form the link between the Town Centre and the emerging activities of the Wet Dock. This Chapter contains proposals for sites within this area.

5.12 In order to facilitate economic regeneration, environmental enhancement, the creation of a new community and the introduction of leisure uses the Plan incorporates a flexible policy framework for the Wet Dock area. This has been developed in response to the widely held view that part of the charm of the Wet Dock area is the mixture of uses and activities it supports. The essence of the proposals is that on redevelopment there should be a mix of uses, those that remain plus new ones, exploiting the unique environment and development opportunities including housing, leisure, employment, small shops, education and community uses, together in harmony and without conflict between the different activities. The mix, and the new building, should retain the charm and character of this historic feature of the Town and provide a new centre of attraction for the Town.

FLEXIBLE POLICY FRAMEWORK FOR MIXED USE DEVELOPMENT

5.13 In recent years a limited amount of new housing has been introduced into the Wet Dock area by the attractive conversion of Stoke Bridge Maltings at Dock Street into flats. The regenerative effect of new housing and the opportunity to develop a new community in a unique environment support proposals for new housing in the Wet Dock area in addition to that required to meet the requirements of the Structure Plan. The Plan acknowledges that there is uncertainty as to its amount and timing and that it will be in addition to that required for forecast local needs.

5.14 The continued operation of the Port and other established commercial activities will be facilitated and protected on redevelopment insofar as they are compatible with the new mix of uses which emerges as redevelopment proceeds.

Chapter 5

The Wet Dock area

5.15 The defined Transition Area includes an established residential community which has been strengthened by new residential development in recent years. It is an objective of the Plan to reinforce and consolidate this community by the allocation of sites for residential development, together with small scale employment opportunities. Land in the Transition Area between Star Lane and College Street is identified for mixed uses and is, potentially, an important link between the Town Centre and the Wet Dock. It is intended that its uses are made dependent upon them effectively fulfilling this function. If it is developed as part of a comprehensive scheme with land on the quays it could reflect the same land use pattern. If it is developed independently the uses which could reasonably be considered appropriate are set out below.

WD1 Within the area of the Wet Dock defined on the Proposals Map the Council will seek to encourage, promote and support redevelopment which will preserve and enhance the character of the area and provide for a mix of compatible uses including residential uses.

WD2 The continued operation of the Port and other established commercial activities will be facilitated and protected on redevelopment insofar as they are compatible with the objectives of Policy WD1.

WD3 When development opportunities arise, sites should be developed primarily for the following purposes:-

Site No. 5.1 Land on the northern part of the Island site. Site area 4.24 hectares (10.48 acres) and lies within a Conservation Area. For predominantly residential use, and for leisure and B1 employment in accordance with Policies WD11 and WD17. Development proposals should provide for the environmental improvement of New Cut East.

Site No. 5.2 Land on the southern part of the Island site. Site area 1.69 hectares (4.18 acres) and lies within a Conservation Area. For mixed residential, leisure, open space and employment use in accordance with Policies WD10, WD11 and WD17. Development proposals should provide for the environmental improvement of New Cut East.

The Wet Dock area

Site No. 5.3 Land fronting the northern quays of the Wet Dock. Site area 3.0 hectares (7.41 acres). Part of the site is within a Conservation Area. There are a number of listed buildings on the site to be retained. For mixed residential, leisure, hotel and conference centre, restaurants, B1 employment and small scale retail use in accordance with Policies WD11, WD12, WD17 and WD18.

Site No. 5.4 Land at the eastern quays of the Wet Dock, north of Patteson Road. Site area 5.18 hectares (12.8 acres). For mixed residential, leisure, open space and community use in accordance with Policies WD10, WD11 and WD13.

Site No. 5.5 Land at the eastern quays of the Wet Dock, south of Patteson Road. Site area 2.46 hectares (6.08 acres). For mixed residential, leisure, open space, community and employment use in accordance with Policies WD10, WD11, WD13 and WD17.

Site No. 5.6 Burton's Star Lane. Site area 0.55 hectares. (1.36 acres) Development should provide for the establishment of a pedestrian link between the Wet Dock and the Town Centre and respect the historic buildings and ancient monument within and close to the site. Development for predominantly B1 employment and recreation and leisure uses or if developed comprehensively with all or part of Site No. 5.3, for uses appropriate to the larger site in accordance with Policies WD11, WD17.

Site No. 5.7 Land west of New Cut, south of Felaw Street. Site area 1.66 hectares (4.10 acres). For mixed leisure, employment, small scale retail and car parking use in accordance with Policies WD11, WD17, WD18 and WD 20.



The Wet Dock area



WD4 The Council will seek to integrate the Wet Dock and the Town Centre by the development of safe and convenient pedestrian routes and the preservation and enhancement of the Transition Area, together with the fostering of appropriate land uses including residential use.

WD5 The following sites in the Transition Area are allocated for residential development in accordance with Policy H4 and H5.

		<i>Approx no. of homes</i>
Site No. 5.8	University College Suffolk Annexe, Smart Street. Site Area 0.30 hectare (0.74 acre).	10
Site No. 5.9	Land to the west of Turret Lane, north of Rose Lane. Site area 0.16 hectare (0.40 acre).	20
Site No. 5.10	Land west of Turret Lane, south of Rose Lane. Site area 0.37 hectare (0.91 acre).	35
Site No. 5.11	13-25 Waterworks Street; Richmond House and Portia Engineering Works, Star Lane and Ice Cream Factory, Grimwade Street. Site area 0.92 hectare (2.27 acres). Listed buildings to be retained and refurbished, Richmond House to be demolished.	50

WD6 The following site in the Transition Area is allocated for residential development in accordance with Policy H6

Site No. 5.12 T E Condor Ltd., Turret Lane.
Site area 0.22 hectare (0.52 acre).

5.16 In addition to the proposals for residential development as part of mixed use schemes on sites with a Wet Dock frontage the Plan allocates a site for housing between Great Whip Street and New Cut West. This is one of the sites allocated in the Plan to meet the Structure Plan requirement. It includes Felaw Street Maltings, the largest listed building in Ipswich, and a number of other substantial uses. Residential development will reinforce the community between Great Whip Street and Felaw Street and provide a link for the residential area proposed on the Island site which it fronts all along New Cut West.

The Wet Dock area

WD7 The following site in the Wet Dock area is allocated for residential development in accordance with Policy H5.

*Approx no.
of homes*

Site No. 5.13	Land west of New Cut, east of Great Whip Street and north of Felaw Street. Site area 2.23 hectares (5.51 acres). Site includes Felaw Street Maltings (Grade II listed) to be refurbished and retained and lying within a conservation area.	90
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5.17 Pedestrian access to the water frontages in the Wet Dock and along the New Cut is, at present, intermittent. Working quays, such as Orwell Quay, are not always suitable environments for unrestricted public access and other quays were never designed or intended for that purpose. Economic regeneration and mixed use redevelopment provide the opportunity to introduce the concept of full pedestrian access along the quaysides, or promenades. Pedestrian access should be combined with environmental enhancement which has its own regenerative effect and would lead to increased public use and appreciation of the special character of the Wet Dock area.

THE WATER FRONTAGES

WD8 Development proposals in the Wet Dock area including changes of use on sites which abut or relate closely to the banks of a river or waterway will be required to provide for the improvement of public access including appropriate landscaping works along the length of the site boundary fronting or relating to the river or waterway shown within the Wet Dock area defined on the Proposals Map in accordance with Policy RL4.

5.18 The Council is committed to improving and enhancing existing open spaces and parks and to providing for further open space in the parts of the Town in most need for the benefit of residents as well as visitors. The Wet Dock area has little accessible open space at present and the Plan allocates land to the west of Bridge Street as a small urban park to complement the network of river walks, one of which skirts the site. The site itself has an important position at the entrance to the Town Centre, adjacent to the river and opposite the Wet Dock. The appearance of the land at present does nothing for any of these significant features of the Town, while as a small urban park it could make a positive and encouraging gateway to the Town Centre and to the Wet Dock.

PARKS AND OPEN SPACES

Chapter 5

The Wet Dock area

5.19 Other opportunities for the creation of new public open space may arise from large development proposals around the Wet Dock.

WD9 Land is allocated for the provision of public open space

Site No.

5.14 Land west of Bridge Street, north of River Orwell. Site area 0.90 hectares (2.22 acres). The site occupies a prominent position on a main approach to the Town Centre and provides an opportunity to complement the network of river walks.

WD10 If the opportunity for development arises the Council will require the provision of an element of open space on the following sites in the Wet Dock area:-

Site No.

5.2 Land on the southern part of the Island Site;

5.4 Land adjacent to the eastern quays, north of Patteson Road; and

5.5 Land adjacent to the eastern quays, south of Patteson Road.

MUSEUMS, ARTS AND ENTERTAINMENT

5.20 The Council will look for the provision or extension of arts and entertainment facilities wherever appropriate opportunities occur within the Wet Dock area, as part of large redevelopment schemes and on sites containing open land and in vacant buildings that are suitable for such activities. Policies RL23 and RL24 in the Recreation and Leisure Chapter encourage the retention and provision of further arts and entertainment facilities in the Town Centre and Wet Dock area as redevelopment takes place.

WD11 If the opportunity for development arises recreation and leisure uses including a maritime and heritage museum, art gallery and marina will be supported on the following sites in the Wet Dock area:

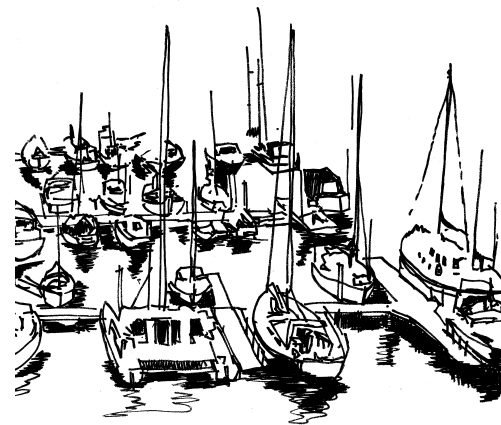
Site No.

5.1 Northern part of the Island Site;

5.2 Southern part of the Island Site;

The Wet Dock area

- 5.3 Land adjacent to the northern quays;
- 5.4 Land adjacent to the eastern quays, north of Patteson Road;
- 5.5 Land adjacent to the eastern quays, south of Patteson Road;
- 5.6 Burton's, Star Lane (excluding marina development);
- 5.7 Land west of New Cut West, south of Felaw Street; and
- 5.15 Land adjacent to Orwell Quay.



TOURISM

5.21 The need for a large exhibition and conference centre has been established which could form part of a large hotel complex accommodating holiday as well as business visitors. In the interests of economic and tourist development these facilities could be located on a site within the Wet Dock area close to the Town Centre (Site No. 5.3).

WD12 If the opportunity for development arises the Council will support the development of a hotel and conference centre on land adjacent to the northern quays on the Wet Dock as indicated on the Proposals Map (Site No. 5.3).

5.22 The Plan supports the provision of local community facilities and acknowledges that large scale developments, such as major housing schemes, often generate a demand for additional community facilities. In the Wet Dock area the Council will direct appropriate community uses to Site Nos. 5.4 and 5.5 as indicated on the Proposals Map.

WD13 When development takes place the principal provision for community facilities appropriate to the needs of the new developments in the Wet Dock will be sought on Site Nos. 5.4 and 5.5.

LOCAL COMMUNITY FACILITIES

Chapter 5

The Wet Dock area

UNIVERSITY COLLEGE SUFFOLK

5.23 University College Suffolk campus lies immediately to the north-east of the Wet Dock. The College has plans for extension which could make a valuable contribution to the rejuvenation of the Wet Dock and be a key to linking the Wet Dock and the Town Centre as redevelopment takes place.

5.24 University College Suffolk is the major provider of further, higher and adult education in Suffolk. At present it caters for 6,000 full-time equivalent students, of which 2,000 are following courses in higher education. It is anticipated that the College will continue to expand at current rates, at least until 1997, by which time the numbers in higher education are expected to reach 3,000 full-time equivalents or 40-42% of the overall total.

WD14 The Council will support the continued expansion and consolidation of University College Suffolk on sites adjacent to the Rope Walk Campus and on other off-campus sites. Land is allocated for the expansion of teaching and related student accommodation at and adjacent to Neptune Quay and Coprolite Street, as shown on the Proposals Map (Site No. 5.16).

EMPLOYMENT

5.25 With the decline of the old employment activities of the Wet Dock, which was at one time a considerable source of employment, it is a consideration of the Plan that the new development should provide some new employment appropriate to the needs and skills of the local population. The Plan identifies land to the east of Hawes Street as more appropriate for developments of an industrial nature than the land immediately around the Wet Dock, where conservation and amenity considerations are more to the fore. It is intended that Site Nos. 5.17 and 5.18 should be developed primarily for employment purposes in the use classes B1 - B8 but may incorporate other appropriate activities contributing to the regeneration of the Wet Dock.

5.26 Sites which could accommodate small scale employment opportunities are identified in the Transition Area.

The Wet Dock area

WD15 The following sites are allocated for employment use but may incorporate other appropriate activities contributing to the regeneration of the Wet Dock:-

Site No.	Location	Site Area
5.17	Land north of Bath Street	1.42 hectares (3.51 acres)
5.18	Land south of Bath Street	5.39 hectares (13.32 acres)

WD16 The following sites in the Transition Area are allocated and reserved for employment use :-

Site No.	Location	Site Area
5.19	Land to the north of Star Lane	0.15 hectares (0.37 acres)
5.20	Land on the corner of St Peter's Street and Rose Lane (ground floor retail use to be retained)	0.06 hectares (0.15 acres)

5.27 Proposal WD17 consists of a list of sites situated around the Wet Dock area, where further change may occur during the Plan period. As stated in the Plan's Strategy the aim is to encourage a mix of land uses in the Wet Dock area as development opportunities arise, including land for employment purposes. It should be acknowledged however that parts of the sites listed under WD17 form part of the working port and other employment uses. Therefore in order to avoid land use conflicts new proposals will be judged against Policies BE4 and BE5 of the Built Environment Chapter and Policy WD2.

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The Wet Dock area

WD17 If the opportunity for development arises proposals for B1 employment uses will be supported on part of the following sites in the Wet Dock area as identified on the Proposals Map insofar as they are compatible with Policy WD2:-

Site No.

- 5.1 Land on northern part of the Island site;
- 5.2 Land on southern part of the Island site;
- 5.3 Land adjacent to the northern quays;
- 5.5 Land adjacent to the eastern quays, south of Patteson Road;
- 5.6 Burton's, Star Lane; and
- 5.7 Land west of New Cut West, south of Felaw Street.

SHOPPING IN THE WET DOCK AREA

5.28 As sites within the Wet Dock area come forward for development the Council wishes to encourage the introduction of small-scale specialist shopping to complement the mixed nature of the preferred land use pattern. The Plan aims to direct such activity which may also include the provision of further Class A3 uses, e.g. restaurants, wine bars and public houses, to sites adjacent to the northern quays as well as other land to the west of the New Cut shown on the Proposals Map. It should be made clear that the development of retail warehousing is not considered to be suitable on either of these sites.

WD18 If the opportunity for development arises proposals for small-scale retail and service uses within Classes A1, A2 and A3 will be permitted on Site Nos. 5.3 and 5.7 in the Wet Dock area adjacent to the northern quays and west of the New Cut as defined on the Proposals Map, providing all other relevant policies in the Plan can be met.

5.29 Two speciality shopping areas in St Nicholas Street/St Peter's Street and in Fore Street provide links between the Town Centre through the Transition Area to the Wet Dock area. It is anticipated that regeneration of the Wet Dock area will bring new impetus to shopping and other Class A uses in these areas which the Plan's shopping policies encourage.

The Wet Dock area

MOVEMENT TO AND WITHIN THE WET DOCK AREA

5.30 The various proposals for development in the Wet Dock are likely to change traffic demands and circulation patterns in the area. At present many of the sites around the Wet Dock are generators of heavy goods vehicle movements by reason of Port and commercial activity, the storage of containers and the overnight parking of heavy goods vehicles. As these sites are redeveloped for new mixed uses greater trip generators may replace existing occupiers but it is anticipated that there will be less heavy goods vehicle movement and that due to the location of the development sites a high proportion of local trips may be made by alternative modes to the private car.

5.31 The southern cross-town route, which utilises the gyratory systems of Star Lane and College Street/Key Street, is an obstacle to the integration of the Wet Dock with the Town Centre in that there are limited opportunities for pedestrians to cross what is in effect a dual carriageway. There are no proposals either for relocating this cross town route or for diverting the traffic which it carries during the Plan period. The problem of access across the route will be addressed through the implementation of the Transport Strategy with its emphasis on pedestrian and traffic management measures.

5.32 The aim of these measures will be to improve both the environment on land adjacent to the northern quays of the Wet Dock and the links between the Wet Dock area and the Town Centre. In order to further enhance the environment of the Town Centre and Wet Dock areas the Council will seek to improve pedestrian access via the streets in the Transition Area including St Nicholas Street/St Peter's Street, Turret Lane, Foundation Street, Lower Brook Street and Fore Street with crossings over Star Lane and College Street/Key Street to the Wet Dock.

5.33 At present the operations of the Port and other commercial operators generate heavy goods vehicle movements within and across the Island site. The Island has accesses from Bridge Street/Foundry Lane and from the bridge across the lock, neither of which is adequate or very convenient to serve the new development proposed in the Plan. A further access is proposed from Felaw Street via a bridge from New Cut West to New Cut East (Site No. 5.21). It is not intended that this bridge will take any land from Site No. 5.7.

5.34 Traffic generated by development on the Island site will disperse onto the local road network via New Cut Bridge to Felaw Street, via an improved junction to Bridge Street and Foundry Lane and via the bridge across the lock to Cliff Road.

Chapter 5

The Wet Dock area

5.35 An additional car park site has also been proposed in the Wet Dock area, west of the New Cut, should the development opportunity arise (Site 5.7).

5.36 It is proposed that as redevelopment of the Island site takes place Port traffic will generally be prevented from using New Cut East as a short cut from Bridge Street to Cliff Road. Port traffic from the east bank will disperse onto the local road network via Cliff Road and Toller Road and from the West Bank via Bourne Bridge to Bourne Hill and the A14.

WD19 The Council will seek to improve pedestrian access between the Town Centre and Wet Dock via St Nicholas Street/St Peter's Street, Turret Lane, Foundation Street, Lower Brook Street and Fore Street with crossings over Star Lane and Key Street/College Street.

WD20 If the opportunity for development arises, proposals for short stay car parking will be permitted on part of the site west of the New Cut, south of Felaw Street as indicated on the Proposals Map (Site 5.7).

WD21 A local road scheme is proposed as indicated on the Proposals Map;

Site No.

5.21 New Cut Crossing



Housing

6.1 This Chapter deals with the provision of housing within the Plan period and where it should be located. It covers: new development, further development in existing residential areas, housing for local and special needs, affordability, homelessness, the subdivision of houses including houses in multiple occupation, travellers and travelling showpeople. Reference is made to related issues of recreation, transportation and the built environment which are dealt with in detail under the appropriate chapter headings.

INTRODUCTION

To meet the County Structure Plan requirement for 4,490 new dwellings up to 2006 by identifying sufficient land for housing including 1,000 homes on the Nacton Road Airfield site.

To ensure that the identified need for affordable and special needs housing is met and the problem of homelessness addressed.

To allocate further sites for housing within the built up area including the Town Centre in order to bring about the reuse of redundant buildings and derelict urban land and relieve pressure on the urban fringe and open countryside.

To ensure that new housing development is fully integrated into the existing pattern of settlement well related to public open spaces, employment areas, community facilities and the transport network.

To ensure that new housing development contributes to the appearance of the Town and avoids the loss of quality open space.

OBJECTIVES

6.2 The Plan's housing Objectives establish the Council's long term intentions and are a more detailed interpretation of the broad strategy mentioned in Chapter 2. The strategic aims are concerned with the provision of a sufficient number and range of homes in appropriate locations in order to enhance: community life, economic improvement and the quality of the environment.

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Housing

POLICY CONTEXT

6.3 The most recent advice from Central Government is contained in Planning Policy Guidance Note 3 'Housing' (March 1992). Briefly, Government policy is concerned with providing sufficient land for private and rented housing especially in areas where employment growth is likely to occur. The use of suitable vacant land within urban areas which can "assist regeneration ... and at the same time relieve pressures for development in the countryside," is seen as the preferred way forward. Equally the Government is committed to the conservation of the urban environment and built heritage as well as green spaces which all towns and cities need for recreation and amenity.

6.4 The provision of affordable housing is also seen by the Government as a material planning consideration and has been addressed by the Plan.

6.5 Circular 1/94 (January 1994) provides guidance on 'Gypsy Sites and Planning' while Circular 22/91 (December 1991) gives advice on planning considerations relating to 'Travelling Showpeople'.

6.6 Regional Planning Guidance (RPG 6, 1991) recognises that the population of East Anglia has been increasing and in accordance with demographic trends Suffolk is expected to accommodate 62,000 new dwellings out of the 205,000 planned for the region from 1986 to 2006.

6.7 Unlike RPG 6 which uses 1986 as a start date, the base date of the Structure Plan begins at 1988. As with the Local Plan both the regional and county wide plans roll forward to 2006. The Structure Plan allows for an increase in the County housing stock of 54,150 between 1988-2006 and 4,490 of these homes are to be provided within the boundary of Ipswich Borough, 1,000 of which have been allocated on the Nacton Road Airfield site.

6.8 It should also be recognised that a substantial number of new homes have been built on the periphery of the Town outside of the Borough's boundary, at Grange Farm and Bixley Farm to the east and Pinebrook to the west. Planning permission has been granted for the provision of further homes in these areas in addition to 800 at Thorington Hall to the south. All of this planned development places additional pressure on the Town's services and infrastructure.

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6.9 The Structure Plan also gives encouragement to residential development within the Town Centre including the Wet Dock but safeguards against development on the urban fringe which would bring about the coalescence of settlements, the loss of public and private open space and attractive open countryside.

6.10 The Structure Plan estimates that the resident population of Ipswich will rise modestly from 117,300 in 1988 to 117,400 by 2006. The 1991 Census places the resident population at 116,956 and shows a reverse of a slow decline which has been occurring since 1971. Although the population is expected to remain static, the Structure Plan identifies the need for around 4,490 additional dwellings during the Plan period 1988-2006. The demand for additional homes may be explained by the increased rate of new household formation, in other words less people living in each home, causing a growing trend towards more smaller households generally.

POPULATION

6.11 The number of homes in the Town in April 1992 was estimated at around 49,447 made up as follows:-

Private Sector	36,855
Local Authority	10,159
Other Public Sector	195
Housing Association	2,238
<hr/>	
Total	49,447

EXISTING HOUSING STOCK IN CONTEXT

6.12 The 1991 Census statistics estimate the number of households (i.e. all people living in one home) to be 47,748 and the tenure type of these households divided as follows:-

Owner Occupied	65%
Privately Rented or Rented through a Housing Association or with a Job	14%
Rented from Local Authority	21%
<hr/>	
Total	100%



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IPSWICH HOUSING NEEDS STUDY

6.13 Compared with the surrounding rural districts Ipswich has a lower proportion of owner occupied homes and a higher number within the Council's ownership. However, when Ipswich is compared with other similar sized towns and cities in East Anglia i.e. Cambridge, Norwich and Peterborough, the ratio of owner occupied homes is higher, with a lower proportion rented from the local authority.

6.14 A detailed analysis of the need for affordable housing in Ipswich has been undertaken for the Council by consultants. The Study took place between January and May 1993 and its objectives may be summarised as follows:-

- To provide evidence of the local need for affordable housing, including households with special needs, through the process of a local housing needs survey.
- To identify current requirements and, in the context of the Plan period up to the year 2006, to anticipate future requirements.
- To specify the types and amount of housing to meet the range of identified needs.
- To identify a range of options whereby the identified needs can be met.
- To provide evidence which can be used in both Local Plan and Housing Strategy preparation.
- To examine current data collection methods and advise on any improvements which could contribute to the maintenance of satisfactory local needs information in the future.

6.15 The Study provided a sound basis for Local Plan policy formulation relating to future housing development and the provision of social and affordable housing.

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6.16 Table 1 below gives an up to date picture of the housing land availability situation up until April 1996. The actual figures included in the calculations will change over time and be updated as part of the monitoring of the Local Plan. In addition to the 1,000 homes to be built on Ipswich Airport (Proposal H3), land for 662 further homes has been identified under Proposals H4, WD5 and WD7 to meet the Structure Plan requirement of 4,490 by 2006.

SUPPLY OF HOUSING

TABLE 1:

HOUSING LAND AVAILABILITY

	Figures in Housing units	
1. Structure Plan Requirement (1988 -2006)		4,490
2. Completions Mid '88 - April 1996		1,884
3. Unimplemented Planning Permissions and sites under construction	715	
Less 10% deduction	- 72	643
4. Current Planning Applications likely to be approved	254	
Less 10% deduction	- 26	228
5. Windfalls at 70 per annum (70 x 10.25 years)		718
6. H3 Large site allocation (Proposal H3 Ipswich Airport)		1,000
7. Other large site allocations - Proposals H4, WD5, WD7	662	
Less sites included in 2,3,4, above	- 201	461
Total number of housing units		4,934
Deduct from Structure Plan requirement		- 4,934
ESTIMATED SURPLUS		444

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6.17 Table 1 has been broken down to show all homes built (completions) since the beginning of the Structure Plan period (mid 1988), homes with planning permission either not started or under construction, and applications likely to be approved as at the end of April 1996. Proposals H3, H4, WD5 and WD7 are also included in the Table. Current planning permissions either not started or under construction have had a 10% deduction taken off the total figure to allow for those permissions which may not come forward for development in the Plan period.

6.18 'Applications likely to be approved' relates to applications which have been considered by the Council's Committees, but are awaiting the conclusion of a Section 106 Agreement prior to the issuing of planning permission. Again, a 10% deduction has been made to allow for those permissions which may not come forward for development in the Plan period.

6.19 Windfall sites are also mentioned in Table 1 and are generally defined as small housing developments for less than 10 homes. These smaller developments appear in a variety of forms including infilling, severance of land, subdivision of existing dwellings and conversions of upper floors of business premises. It is also recognised that a number of windfall sites capable of accommodating more than 10 homes may come forward for development during the Plan period. No specific windfall sites are identified in the Plan, however, various policies relating to their acceptability are dealt with as part of the Natural and Built Environment Chapters. The Council's records show that in the period between mid 1990 and mid 1994, housing completions on sites of less than 10 dwellings were contributing an average of 70 homes per annum to the overall supply of housing land. This average figure has formed the basis for calculations in Table 1.

6.20 Some sites within Proposals H4, WD5 and WD7 have subsequently been developed or have current planning permissions for housing and have been subtracted from the total to avoid double counting.

6.21 When the total number of homes provided by Proposals H3, H4, WD5 and WD7 together with the commitments and estimates also mentioned in Table 1 are subtracted from the Structure Plan requirement of 4,490 homes, there is an overall surplus of 444 homes (10% of the total Structure Plan requirement). This excess will allow for some sites not to come forward for housing in the Plan period, or to realise less than the anticipated number of homes on some sites, as well as allowing for possible windfall rate fluctuations.

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6.22 Plan No. 5 indicates large sites which have planning permission for residential development. Other potential housing sites form Proposal H6. These sites have been specifically excluded from the land availability calculations because of the large number of constraints on each site and the consequent uncertainty of implementation.

6.23 The overall housing stock has increased by 1,884 up to April 1996 since the start of the Structure Plan period in mid 1988. Therefore a further 2,606 homes have to be built in order to reach the overall target of 4,490 by 2006. As explained above, the target will be met when existing commitments (sites with planning permission) and the Plan's proposals are brought forward for development.

6.24 The Council produces 'Housing Land Availability: Mid Year Statistics' at 30 June every year. By using these statistics past and future average annual building rates can be calculated and the existing supply of land for housing can be demonstrated.

6.25 At April 1996, 1884 dwellings had been completed which demonstrates an average building rate of 243 per year:-

$$\frac{1,884 \text{ dwellings}}{7.75 \text{ years (mid 1988 - April 96)}} = 243 \text{ dwellings per year}$$

6.26 As 2,606 additional dwellings were required at April 1996 to meet the target of 4,490 by 2006, a higher average building rate of 254 per year is necessary over the next 10.25 years:-

$$\frac{2,606 \text{ dwellings required}}{10.25 \text{ years (April 1996 - mid 2006)}} = 254 \text{ dwellings per year}$$

6.27 The Department for the Environment, Transport and the Regions requires local authorities to aim to ensure the availability of a five year supply of housing land. Paragraph 45 of PPG3 'Housing' defines genuinely available housing land as sites which are "not only free, or readily freed, from planning, physical and ownership constraints, but must also be capable of being developed economically, be in areas where potential house buyers want to live and be suitable for the wide range of housing types which the housing market requires."

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6.28 Given the number of homes with planning approval (715 units) and those sites likely to be approved at April 1996 (254 units), the assumed windfall rate for small sites (350 over 5 years) and the average required building rate of 254 per year, a 5 year housing supply can currently be demonstrated. This figure excludes sites allocated for housing in the Plan which will come forward for development. The five year supply is indicated as follows:-

$$\begin{array}{rcl} 1,319 & \text{(assumed homes with planning permission for} & \\ & \text{development)} & \\ \hline 254 & = & \text{(assumed average annual building rate)} \\ & & \\ & = & \text{5 years supply of land for housing.} \end{array}$$

6.29 The figures outlined above illustrate the type of calculations which will be made to assess completion rates and the supply of land for housing and will vary from year to year. In general, the Council will not attempt to slow the rate of development as a result of completion rates exceeding the average building rates.

H1 Sufficient land shall be allocated to meet the Structure Plan requirement for 4,490 homes by 2006.

H2 The Council will ensure that five years' supply of housing land is genuinely available judged against the scale and location of development provided for in the Plan.

6.30 Nacton Road Airfield site (Site No. 6.1) occupies an 87 hectare (216 acre) flat grass site on the south east boundary of the Town. In 1990 the Council commissioned consultants to prepare a development study for the site. On the basis of its findings which determined better use of the site for development the Council decided to close the Nacton Road Airfield in 1993. A draft Master Plan was prepared which proposes 33 hectares (82 acres) of residential development accommodating 1,000 homes. The development of part of the site for housing has numerous planning advantages including:-

- a low existing landscape value and therefore no loss of attractive countryside;
- close proximity to a major employment area (Ransomes Europark);
- easy access to the Town Centre;

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- provision for recreational facilities to complement the development e.g. public open space and access to the River Orwell; and
- land can be released within a 5 year period and could significantly contribute to the Council's 'affordable housing' programme.

6.31 The Council's objectives in developing a new balanced neighbourhood on the Airfield site, are to achieve a high quality development on the whole of the site which is well integrated with the existing community and meets housing, leisure and community needs whilst enhancing the local environment. The development will incorporate new services and facilities for its own support and to better serve the adjoining areas.

H3 Land is allocated on the Nacton Road Airfield site for 1,000 homes which will include a significant proportion of affordable housing (Site No. 6.1).

6.32 When allocating new housing sites, particular attention has been given to the need to integrate each area within the existing pattern of settlement and surrounding land uses. Close proximity to shops, community facilities, employment areas and the public transport network has also been taken into account. Encouragement of development on every large open space and allotment area, particularly on land which has amenity value, has purposely been avoided especially in areas where the provision of open space is deficient.

6.33 The Plan's strategy encourages new housing within the Central Area which is almost completely covered by designated conservation areas containing many listed buildings. Although conservation and design issues are dealt with in detail in the Built Environment Chapter, it should be emphasised that housing proposals must respect their surroundings including any special architectural and historic characteristics peculiar to each site.

6.34 The quantity of land suitable for housing development in Ipswich is in short supply. Therefore in order to ensure the continuation of an adequate supply of land for housing and to meet the overall Structure Plan housing requirement, land allocated for this purpose will be reserved for residential use. Existing use rights and unimplemented planning permissions will not of course be affected but the protection of allocated residential land will also help to ensure that further development pressure on land needed for other purposes such as public open space is avoided.

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H4 The following sites are allocated for residential development:

Site No.	Site Location/Address	Approx. No. of Homes
6.2	Land to the south of Birkfield Drive. Site Area 1.60 hectares (3.95 acres).	20
	Site lies within a 'green corridor' linking the Town with Belstead Brook Park and the open countryside. The site contains woodland protected by a Tree Preservation Order (TPO). To respect the requirement to retain the trees, proposals should be confined to a low density scheme only.	
6.3	Land to the south of Bramford Road including Sackers Yard and The Tannery, land adjacent to Riverside Road and part of the TA Centre, Yarmouth Road. Site Area 5.93 hectares (14.65 acres)	150
	Site may include contaminated land. Proposals should include an environmental enhancement scheme to the river frontage, provide an area of landscaped open space and children's play areas. Redevelopment should allow for the proposed Bramford Road relief route (See Proposal T17)	
6.4	Barrack Lane Garage and Half Moon and Star PH, St Matthew's Street. Site Area 0.24 hectares (0.59 acres).	10
	Part of site is within a conservation area. Site includes a Grade II listed building to be retained and refurbished.	

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6.5	21-25 Berners Street. Site Area 0.12 hectares (0.30 acres). Site lies within the Central Conservation Area. Site includes listed buildings to be retained.	6
6.6	Former Running Buck Public House, St Margaret's Plain Site Area 0.15 hectares (0.37 acres). Site is within the Central Conservation Area and includes a building to be retained and refurbished.	10
6.7	Machins Transport and British Rail Depot, Wherstead Road. Site Area 1.30 hectares (3.20 acres). Land in multiple ownership, noise and drainage difficulties.	30
6.8	Victoria Nurseries, Westerfield Road. Site Area 2.58 hectares (6.38 acres).	50
6.9	Part of the Hayhill Road allotments, the Driving Test Centre and British Telecom Depot, Woodbridge Road. Site Area 3.5 hectares (8.65 acres). Site adjoins a conservation area and has wildlife interest; in multiple ownership and possible difficulties of access and drainage. Housing yield may be more than 30, dependent on the preparation of a detailed scheme.	30
6.10	Surface Car Park west of Portman Road. Site Area 0.46 hectares (1.14 acres).	30
6.11	Land south of Richmond Road. Site Area 0.62 hectares (1.53 acres).	50

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6.12	Land to the west of Handford Cut. Site Area 0.48 hectares (1.18 acres). Site is in mixed use and ownership.	16
6.13	St. George's House and NCP Car Park St George's St / St Matthew's St / Berners St. Site Area 0.47 hectares (1.16 acres). Ground floor shops to be retained.	30
6.14	Ipswich Co-op Depot, Henslow Road. Site Area 0.60 hectares (1.48 acres).	10
6.15	Part of Co-op Funeral Directors, Suffolk Road. Site Area 0.72 hectares (1.78 acres) Vehicular access to be from Vermont Road	15
	ESTIMATED TOTAL NUMBER OF HOMES	457
H5	Land allocated for residential development under Proposals H3 and H4 will be reserved for residential use.	

6.35 In addition to the sites listed under Policy H4 the following further sites are likely to come forward for development in the period of the Plan and are listed under Policy H6. These are sites which either are currently used for a non residential purpose or possess a non residential planning permission. For these sites residential is the preferred land use. However, alternative uses may be permitted depending on the circumstances of the site, and its surroundings, and if they can be shown to be more advantageous to the objectives of the Plan.

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H6 If the opportunity for development arises proposals for residential use will be supported on the following sites:

Site No. Site Location/Address

6.16 Music School, Bolton Lane and adjacent builders yard.
Site Area 0.45 hectares (1.11 acres).

Site lies within a conservation area. Existing school building to be retained.

6.17 Lambourne Clothing Factory, Christchurch St.
Site Area 0.41 hectares (1.01 acres).

6.18 Part of Hayhill Road Allotments.
Site Area 3.80 hectares (9.39 acres).

6.19 McNamara Motors Ltd, 151-159 St Helens St.
Site Area 0.29 hectares (0.72 acres).

6.36 Chapter 7 deals with Recreation and Leisure and acknowledges that many of the Town's residential areas suffer from a lack of provision and poor access to parks and other informal public open spaces. In order to address this deficiency, residential development will be guided away from existing 'green' open spaces, privately owned landscaped areas, sports grounds and well utilised allotment gardens.

6.37 On sites allocated for residential development, the provision of a proportion of public open space will be necessary. The Council's standards have been derived from the guidance set out in PPG 17 'Sport and Recreation' which also refers to the National Playing Fields Association (NPFA) guide of 2.4 hectares (6 acres) of open space per 1,000 people. Particular attention should also be paid to the necessity to retain established trees and other natural features, as part of each development proposal referred to in Chapter 3, Natural Environment.

6.38 Where the Council agrees that it is impractical or undesirable to provide open space on the site itself, alternative locations and arrangements for equal provision may be considered. Chapter 7, Recreation and Leisure, contains the relevant policy guidance for the provision of open space.

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DEVELOPMENT IN RESIDENTIAL AREAS

6.39 All housing developments will be required to be landscaped in an imaginative way, further guidance is given on this aspect of development in the Natural and Built Environment Chapters.

6.40 The protection of residential areas from the introduction of commercial and industrial uses causing unreasonable levels of traffic, noise, air pollution and general activity is viewed as a key objective of the Plan.

6.41 The Natural Environment Chapter draws attention to the need to carry out an environmental assessment analysis as part of any relevant development proposal in accordance with Government guidelines in order to safeguard all aspects of the environment including residential areas.

6.42 Some of the older residential areas of the Town possess long established and randomly sited businesses such as workshops, stores, scrap and sales yards which often appear out of place in such areas and many appear unsightly. Although it is acknowledged that these 'non-conforming' uses have an established right to continue their operations, they do not justify the location of further unneighbourly uses near to peoples' homes. The Built Environment and Transport Chapters also refer to the effects of particular uses on the character and appearance of the area in relation to traffic generation and vehicle parking. Some uses will also not be appropriate within conservation areas, primarily where they do not preserve or enhance the area's character and appearance.

6.43 However, the needs of a residential area are diverse and the rigid application of land use zoning can produce disadvantages especially if it results in a lack of access to community facilities and services such as schools and doctors surgeries as well as employment opportunities. It is also recognised that some small scale businesses can operate within residential areas without causing damage to residential amenity.

H7 Non-residential uses in residential areas will be permitted where the proposed use:-

- (a) would not involve the loss of a unit of residential accommodation unless the use provides a necessary community facility essential to meet the identified needs of the neighbourhood and would not harm the amenities of those residing in the locality;

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(b) is compatible with the size and scale of housing in the surrounding area and would not have an adverse effect on that area relating to noise, vibration, smell, safety, illumination, health, traffic generation and general activity caused by excessive numbers of people calling at the premises throughout the day and night;

(c) can be satisfactorily serviced and accommodated on the site in terms of vehicular access and car parking requirements; and

(d) would not involve the overall loss of car parking, domestic garages or open space provided for residents.



SMALL HOTELS AND BOARDING HOUSES

6.44 Some residential areas contain small hotels and guest houses often converted from older larger houses. Smaller hotels of this kind with up to 8 lettable bedrooms can usually operate within residential areas without creating a disturbance to surrounding households. However, a proliferation of this type of hotel use can cause an increase in levels of noise, traffic and activity which may disrupt the peace and quiet enjoyed by residents in the area. The Council will therefore seek to control the number and location of small hotels and boarding houses to avoid such conflict of interests. Hotel accommodation should be able to provide an off-street parking space for each lettable bedroom and member of staff and suitable service area, all detailed in Appendix 1.

6.45 In conservation areas, however, particular care must be given to avoid the loss of boundary walls and large proportions of garden areas in order to accommodate car parking space. The Built Environment Chapter contains further guidance and policies on this subject. Larger new hotels and conference centres requiring additional space and car parking will be directed to appropriate locations away from residential areas.

H8 The use of larger dwelling houses as hotel and guest house accommodation may be acceptable providing:-

(a) the property to be converted possesses 4 or more bedrooms;

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AFFORDABLE AND SPECIAL NEEDS HOUSING



(b) the proportion of similar establishments as a result of the proposal or otherwise does not lead to an overload of such uses to the detriment of the residential amenities of the street;

(c) the Council's car parking standards can be met; and

(d) the proposal does not detract from the character and appearance of a conservation area and/or a quiet residential neighbourhood.

6.46 The need for affordable housing is a recognised material planning consideration. For the purpose of this Plan affordable housing has been defined as housing which is accessible to those whose income does not enable them to afford to buy or rent appropriate for their needs in the local housing market. When planning for affordable housing, the Council will seek to promote an appropriate tenure balance and particular types of accommodation which are in short supply in relation to needs. The application of Policies H9 and H10 are intended to assist with this aim which will be likely to necessitate the use of occupancy conditions where appropriate.

6.47 In 1981 the number of dwellings owned by the Council stood at 13,000 but since the right to buy scheme was introduced the stock has decreased by 3,303. Council house sales have diminished in recent years but resulting sales have had the effect of reducing the number of homes available at affordable rents, despite the increase in homes provided by housing associations.

6.48 Although house prices have fallen from their peak in 1989 access to affordable housing in Ipswich remains a significant problem with a considerable gap between supply and demand. High numbers of applicants joining the Housing Register and sustained high levels of homelessness, provide a clear sign of unmet housing need.

6.49 The provision of affordable housing is therefore to be encouraged and may include different tenure types such as rented housing and shared ownership. Where affordable houses are provided arrangements will usually be made to ensure that the economic benefit of each home is not limited to the first occupier but should be kept available in perpetuity where possible.

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6.50 Legislative changes have led to local authorities playing a vital role in the community care planning process. The Care in the Community initiative involves the provision of housing for the elderly, people with physical, sensory and learning disabilities and people with mental health problems, to enable each group to fully integrate and live independently within the community. The Council supports the Care in the Community initiative but does not have the resources to fund or build the required quantity of special needs housing alone in order to meet the needs of the people of Ipswich. Therefore the assistance of other agencies and private investment is required to fulfil these objectives. The Council will also look for interagency action to provide care and support to occupiers of special needs homes.

H9 The Council will continue to enable the provision of affordable housing, housing for those with special needs and hostels in partnership with housing associations, house builders and other agencies.

6.51 The Ipswich Housing Needs Study 1993 referred to in paragraph 6.14 above identified a level of housing needs across the Town on an area basis. The results of this Study have been reflected in the Council's Housing Strategy. For the purpose of the Plan, the needs of the Borough as a whole are seen as the local need. The Town's affordable and special needs housing requirements will be achieved through a variety of ways from public and private funding. The need identified in the Study for the period 1993 - 2003 was for approximately 1200 dwellings, to meet a backlog of provision as well as to meet needs arising in the period. It can be anticipated that further needs would arise in the Plan period beyond 2003, although these have not yet been quantified. Having regard to the number of dwellings anticipated to be built in the Plan period that remain to be constructed, it would require about 30% of all new dwellings to be affordable. These will be on sites identified for residential development in the Plan as well as through negotiations on renewals of planning permission. Some of the Study's indicators of housing need are the subject of regular update in line with its recommendations.

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Housing

H10 When considering proposals for residential development on sites of 1.5 hectares or more, or for 40 or more dwellings the Council will seek to achieve a mix and balance of dwelling types to cater for a range of housing needs including an element of affordable housing. The Council will need to be satisfied that such affordable housing:-

(a) will be available to meet long term local needs through secure arrangements being made to restrict the occupancy of the development; and

(b) is compatible with other policies of the Plan.

6.52 Physical disability, temporary or permanent, potentially affects everyone at a stage in their lives. The Council therefore aims to assist people with disabilities to live as independently as possible. The OPCS Survey of Disability (DHSS 1984) gives the best estimates of disability for the purposes of planning benefits and services. The most common type of disability relates to locomotion which corresponds to a rate of 10% of the population in the East Suffolk Health District within which Ipswich is the largest settlement. If an increasing proportion of the housing stock is designed to accessible standards then greater opportunities will be created for people to retain their independence if they become less mobile which would also help to reduce expenditure on costly adaptations. The Council will, therefore, seek a minimum of 10% of all units in large residential developments of 15 or more dwellings to be specifically designed to be capable of adaptation without further structural alteration.

H11 The Council will encourage schemes for the provision on suitable sites of housing for those with special needs, including the elderly, people with disabilities and people in need of supportive care if they are to lead independent lives.

H12 Wherever possible new dwellings should be constructed to be accessible to visitors in wheelchairs and capable of adaptation to suit most people with disabilities.

H13 In larger residential developments of 15 dwellings or more the Council will seek to achieve a proportion of dwellings to be agreed with the developer specifically designed to be capable of adaptation to the standard set out in Wheelchair Housing (HDD occasional paper 2/75, DoE

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1975) without further structural alteration. These dwellings should be distributed throughout the development and have parking provision adjacent in accordance with the parking standards.

6.53 According to the Council's records in 1991/92 1,207 households were presented as homeless and 434 households were placed in temporary accommodation. Additional hostel accommodation will be encouraged which, like other types of housing, should be well integrated into the existing pattern of land uses, close to shops, community facilities and the public transport network.

H14 The Council will support proposals for hostels for homeless people requiring temporary accommodation providing:-

(a) the proportion of similar establishments do not exceed 10% of the total number of buildings fronting the same side of the street when added to the property to be converted;

(b) the Council's car parking standards can be met; and

(c) the proposal is not out of keeping with the character of the street or conservation area where applicable.

6.54 In the face of an identified local housing need and shortage of affordable housing referred to in Paragraph 6.46 earlier, the Council wishes to retain existing housing for residential use. There is also further justification for the retention of homes in the Town Centre, where the Council is keen to promote community life and activity throughout the day and after shopping hours. Residents can contribute to the vitality and security of the Town Centre as well as helping to maximise the housing supply by occupying valuable living accommodation especially if small scale and affordable. Paragraph 6.43 above refers to necessary non-residential community uses which are considered acceptable within residential areas.

RETENTION OF RESIDENTIAL ACCOMMODATION

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Housing

H15 The loss of a unit of residential accommodation will only be permitted where:-

(a) the proposed use is a necessary community facility essential to meet the identified needs of the locality and would not harm the amenities of those residing in the surrounding area;

(b) the building forms a subsidiary part of a non-residential property where a separate access cannot be practically provided independently or linked to adjoining residential accommodation;

(c) the proposed building is a listed building which the Council considers can only be satisfactorily preserved by necessary sympathetic alterations and repair which respects the buildings architectural and historic integrity proposed as part of the change of use; and

(d) the accommodation is situated in a location unsuited to any form of residential use.

6.55 Where redevelopment proposals involve the loss of existing housing an equivalent number of replacement homes should normally be proposed in order to avoid a net loss to the overall housing stock. Higher density redevelopment may be formally considered in areas where there are no adverse environmental or townscape effects.

H16 Proposals involving the demolition of existing dwellings should be accompanied by a commitment to replace the accommodation either within the site or at an alternative location agreed with the Council, normally on a like for like basis in terms of numbers of dwellings or at a higher density where environmental and townscape conditions allow.

6.56 Many opportunities for the provision of additional homes arise from conversions of business premises and bringing empty and under used floor space above shops back into residential use. In addition to social and economic advantages, such conversions can also aid environmental improvements to previously neglected buildings. Encouragement is also to be given to the provision of homes above new business premises and as part of new large scale developments within the Town Centre and Transition Area where no conflict of activity is likely, in order to promote variety, vitality and security.

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H17 The Council will support the provision and re-occupation of suitable living accommodation above shops and business premises for residential purposes subject to the provision of a convenient and safely sited principal entrance and providing the proposal is compatible with other surrounding land uses.

H18 Within the Town Centre and Transition Area the Council will seek the provision of a proportion of residential accommodation as part of each large scale development where the range of proposed land uses are compatible.

6.57 The conversion of larger houses into a number of smaller homes can make a valuable contribution to the general housing stock. Some older substantially larger houses have become less desirable for single family occupation and therefore more appropriate for subdivision to suit the needs of smaller households at more affordable prices and rents.

6.58 For the purpose of the Local Plan, a House in Multiple Occupation (HMO) is defined as a house or flat which is occupied by either (1) a group of seven or more people who do not live together as a single family, or (2) any number of people who do not live together communally as a single household. Subdivided housing appears in a variety of forms such as self-contained flats and non-self-contained bedsits with shared facilities.

FLAT CONVERSIONS AND HOUSES IN MULTIPLE OCCUPATION (HMO's)

6.59 Not all housing is, however, suitable for conversion. Ipswich contains a large quantity of modest sized terraced and semi-detached housing. This type of housing is usually found in densely built up areas with limited provision of public open space and off-street parking. Narrow congested streets cluttered with parked cars are a familiar scene in such areas which could become worse if further intensified by the creation of additional homes through subdivision. Smaller houses of this kind with up to 3 bedrooms are also considered to be convenient for single family occupation and therefore unsuitable for subdivision. For similar traffic and amenity reasons the Council will discourage the further concentration of large numbers of HMOs in established residential areas.

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6.60 Conversions normally require 3 car parking spaces per 2 flats with additional visitor parking if the conversion is for six or more flats. Tandem and stacked car parking layouts are generally awkward to use and can lead to highway dangers and should therefore be avoided.

6.61 In the Town Centre, Transition Area and Wet Dock area locations the application of car parking standards may be more flexible where suitable accommodation could be provided, for example, in converted larger buildings and over business premises where the provision of car parking space is limited. Flexibility on car parking standards may also apply to suitable conversions above shops and business premises in other parts of the Town. Where car parking is proposed, care must be taken to avoid the erosion of townscape quality particularly in conservation areas referred to in detail in the Built Environment Chapter.

6.62 All entrances must be easily accessible from the public highway avoiding awkward rear approaches. Provision should also be made for refuse storage areas and access for collection within 25 metres. An area of amenity space should be provided with convenient access to each dwelling. The area of amenity space should be proportional with the size of the proposal, the number of homes provided and the density of development in the locality, based on a standard of 25 square metres per unit of accommodation. A lower standard of amenity space provision may be acceptable in appropriate locations e.g. over the top of shops and in the Town Centre and Transition Area mentioned in paragraph 6.56 above. Further guidance on standards for conversions are contained in the Council's Environmental Services HMO Standards.

H19 Proposals to convert houses into flats, bedsits or other types of HMO may be acceptable providing they:-

- (a) Comply with the Council's Standards for the provision of off-street car parking space, private outdoor amenity and bin storage areas;
- (b) provide each unit of accommodation with a principal entrance door conveniently accessible to the public highway;
- (c) do not lead to an overload of flats and other HMOs in the street causing unacceptable levels of traffic congestion and activity;

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(d) do not involve the loss of modest sized family housing containing 3 bedrooms or fewer; and

(e) would not have a detrimental effect on the character and appearance of a listed building or conservation area.

6.63 County councils have a statutory duty under the 1968 Caravan Sites Act to provide adequate accommodation for gypsies and generally, as with Ipswich, such sites are managed by the district councils. Changes in legislation are, however, likely to occur during the Plan period which may affect the way in which gypsy accommodation is provided. Ipswich Borough Council has an appointed gypsy officer and manages a designated gypsy site at West Meadows/Woodlands Way.

TRAVELLING PEOPLE

Gypsies

6.64 The Government has withdrawn support for the provision of public sites and its new proposals encourage the provision of private gypsy sites. There is currently a private site at Henniker Road, the licence for which will expire when the existing owners of the site cease to live there. It is proposed to adopt a flexible and sympathetic approach to applications for planning permission in order to encourage gypsies to help themselves.

H20 In addition to maintaining and managing the existing permanent gypsy site at West Meadows and Woodlands Way, the Council will endeavour to ensure that there is adequate provision of caravan sites to meet the needs of gypsies residing in or resorting to the Borough, throughout the Plan period.

6.65 Showpeople are self-employed business people who travel the country holding fairs, chiefly through the summer months. Despite their travelling nature showpeople require a secure permanent base for the storage of their equipment and for residential purposes. These sites have traditionally been referred to as 'Winter Quarters'. Increasingly though, there has been a movement towards a more fixed base in order to help with children's education and machinery maintenance. Since showpeople are specifically excluded from the definition of gypsies under the 1968 Caravan Sites Act, they do not benefit from the duty on Local Authorities to provide gypsy accommodation.

Travelling Showpeople

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6.66 Ipswich has had a privately owned site for showpeople for some time based at Bramford Road.

H21 The Council will support the continued use of the land at Bramford Road as a travelling showpersons site including use of the land as a fairground, and for the temporary siting of associated caravans and storage of fairground equipment.

Recreation and Leisure

7.1 Recreation and Leisure activities embrace a wide range of formal and informal pastimes ranging from participation in competitive sports to occasional visits to a theatre or cinema. This Chapter addresses the planning issues associated with existing and future recreation and leisure provision and covers: open space for adults and children both in the Town and countryside, sports pitches and centres, leisure facilities, allotment gardens, tourism, entertainment and the arts. The policies and proposals are based on the following four objectives:-

INTRODUCTION

OBJECTIVES

To improve public access to open spaces and the countryside.

To achieve a level of provision of sport and other recreational facilities to meet the identified needs of the people of Ipswich.

To protect and enhance existing open spaces which have high recreational amenity value whether in public or private ownership.

To provide for improved facilities to complement the Town's entertainment and arts venues, tourist attractions, museums and other cultural activities.

7.2 The above Objectives represent the Council's long term intentions and are a more detailed interpretation of the strategic aims mentioned in Chapter 2 which seek to:

- protect and enhance recreational open spaces and access to the countryside;
- provide recreation and leisure facilities suitable for the needs of Ipswich; and
- encourage appropriate tourist developments.

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Recreation and Leisure

POLICY CONTEXT

7.3 The relevant Central Government advice is contained in Planning Policy Guidance Note 17 (PPG 17) 'Sport and Recreation' published in September 1991 and PPG 21 'Tourism' (November 1992). PPG 17 states that it is Government policy to "promote sport and recreation in the widest sense: to enable people to participate in sport, whether as players or spectators, and to encourage the provision of a wide range of opportunities for recreation, so that people can choose those which suit them best".

7.4 PPG 21 highlights support for encouraging tourism in Britain while at the same time conserving those qualities in the environment that are a major attraction for tourism itself. The significant contribution of tourism to the economy is also acknowledged.

7.5 Regional Planning Guidance (RPG6) published in July 1991 points out that the benefits of increased participation in sport and leisure include better health and involvement for local communities as well as the retention of open and green spaces within urban areas. RPG6 also suggests that local plan policies and proposals should provide a framework for meeting the demand for sports and recreation facilities having regard to the Regional Strategy of the Eastern Council for Sport and Recreation (ECSR).

7.6 The ECSR published 'Sport In the East - A Strategy for The Nineties' in 1988. Its major objectives are to promote increased participation in sport, high levels of performance and excellence and the requirements for additional sports facilities. The ECSR in the 1994 Regional Strategy has identified the need for the following specialist facilities:-

- indoor athletics facility
- permanent gymnastics centre
- county cricket centre
- county tennis coaching (now provided)
- county small bore shooting facility

as well as a range of community facilities.

7.7 The Approved Suffolk County Structure Plan seeks to protect and enhance the countryside and other open spaces where they penetrate or abut the Ipswich urban area whilst recognising their recreation and general amenity value.

Recreation and Leisure

THE COUNTRYSIDE

7.8 The Natural Environment Chapter emphasises the desirability and need to assist with the management of countryside fringe issues and the control of development for environmental and aesthetic reasons. The Council also recognises that opportunities for informal recreation such as walking and enjoyment of the countryside can arise from improved access which if carefully coordinated may complement the overall aims of countryside management.

7.9 Encouragement of the development of recreation opportunities within the countryside and on the edge of the built up area of Ipswich has already been pursued through the establishment of three different initiatives, namely the Belstead Brook Park, the Suffolk Coast and Heaths Management Plan and the Gipping Valley Project Area. Much of the areas covered by these initiatives fall outside of the administrative boundary of Ipswich Borough and lie within the surrounding districts of Babergh, Mid Suffolk and Suffolk Coastal. However, there remains over 1,000 acres of agricultural land within Ipswich's boundary mostly on the northern side outside of the areas covered by all three project areas mentioned above. Therefore, in the interest of a coordinated approach to the fringe of the Town, the Council has consolidated the current countryside management plans by supporting the 'Greenways' project which covers and unites the Town as a whole with the surrounding rural areas. Further reference to the 'Greenways' project is made in the Natural Environment Chapter.

7.10 Encouragement of recreation opportunities within parts of the countryside may include improved public rights of way, picnic sites and visitor centres. Development and coordination of these facilities can contribute to the quality of life for residents and visitors and to the appearance of this visually prominent part of the Town.

7.11 The Council is currently planning to establish a new country park on the south east edge of the Town north of the River Orwell. The park will extend public access to the north shore of the River and the AONB and will provide for the recreational needs of the adjacent residential neighbourhood as well as serving the wider public interest.

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Recreation and Leisure

- RL1 The Council will promote and support an Ipswich countryside management plan which will seek to encourage and provide improved public access and informal recreational activities within the surrounding area while avoiding conflict with the aims of agriculture and nature conservation.
- RL2 Land is allocated for the provision of a country park north of the River Orwell, west of the Airfield site as indicated on the Proposals Map (Site No. 7.1).
- RL3 Support will be given to informal recreation activities in the countryside providing each proposal:-
- (a) can provide satisfactory vehicular access and on-site car parking;
 - (b) does not have an adverse effect on the visual appearance of the environment; and
 - (c) does not conflict with the interests of agriculture and nature conservation.

THE WATERWAYS

7.12 Ipswich contains a variety of waterways including the docks, the Rivers Orwell and Gipping, Belstead Brook, Ostrich Creek and the Black Ouse. The Natural Environment Chapter addresses the related subject of nature conservation, wildlife and pollution affecting the different waterways, whilst this Chapter specifically deals with recreation issues. The recreational enjoyment associated with water, such as sailing, windsurfing and river walks etc. can be linked to the quality of the natural environment. Sailing and other water sports have mostly occurred around Ostrich Creek to the south of the commercial port, with the exception of some moorings in the Wet Dock and New Cut.

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7.13 The Council's aim to establish walks along the banks of the Rivers Gipping and Orwell has enjoyed some success. Future proposals in these areas will have to continue to tackle the problem of limited public appeal across particular stretches due to poor environmental quality, pollution problems associated with low tides and difficult public access. Such improvements may take the form of signing, surfacing, draining, siting of handrails, lighting, landscaping and better access including requirements for disabled people. The Council will continue to improve and extend pedestrian access to the banks of the Town's rivers and waterways.

7.14 New development proposals may also provide opportunities to improve the recreational value of the waterways.

RL4 Development proposals including changes of use on sites which abut or relate closely to the banks of a river or waterway will be required to provide for the improvement of public access including appropriate landscaping works along the length of the site boundary fronting or relating to the river or waterway.

7.15 Ipswich contains a variety of publicly and privately owned open spaces all of which fulfil a number of different functions and contribute to the quality of urban life. This section specifically deals with the issues surrounding the provision of informal public open spaces such as parks and recreation grounds whereas children's play areas, sports pitches and allotment gardens are dealt with separately.

7.16 Ipswich has often been perceived as a Town richly endowed with public parks. There is no doubt that the parks within the Town are well established and frequently visited by large numbers of people. The Council is considering introducing management plans for each park with the aim of improving their appearance and the range and quality of public facilities.

7.17 The Council's Standards for the provision of open space are based upon accessibility rather than total provision and take on board Government guidance issued in PPG17 'Sport and Recreation', which states that "...In considering possible standards, ease of access to public open space, particularly on foot, should be an important consideration in plan preparation."

PARKS AND OPEN SPACES



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Recreation and Leisure

7.18 Plan No. 6 shows public open spaces and their accessibility. The Plan's standards for accessibility to areas of public open space defined as local and district parks are based upon a hierarchy set out in Table B of PPG17 "Sport and Recreation" outlined at Appendix 2 of the Plan.

7.19 Areas of open space are categorised either as District Parks (of 20 hectares or more in size providing for a range of activities, which may be visited by foot, cycle, car or public transport); Local Parks (of approximately 2 hectares in size which may provide for outdoor sports if large enough), or small Local Parks and other public open spaces primarily for pedestrian visits. Homes should normally be within 1.2 kilometres of District Parks, whilst Local Parks, small Local Parks and open spaces should normally be within 0.4 kilometres of all homes.

7.20 Accessibility catchments of open spaces illustrated on Plan No.6 in the Local Plan are broadly defined and are indicative only. Obvious barriers to access such as rivers, the A14 trunk road and railway lines have been taken into account when defining catchments, but other barriers such as busy urban roads and impermeable housing areas cannot easily be evaluated and have not therefore been shown. Likewise, catchment areas have been defined by straight-line distances measured from the centres of open spaces, and do not precisely reflect actual pedestrian distances to the entrances of open spaces. This may mean that some sites lying just outside the catchment of a park may in fact be within the recommended travelling distance of them and vice versa. However, using the broad-brush approach of Plan No.6, it can still be seen that there are large areas in east and north west Ipswich which are deficient in terms of access to areas of public open space.

7.21 Local Plan allocations under Policy RL8 provide for further open space where opportunities have been identified in the parts of the Town with poor access to existing provision. In addition to these public open space proposals, Policy RL5 of the Plan seeks to protect areas of open space with recreational amenity value.

7.22 The Council is committed to improving and enhancing existing open spaces and parks for the benefit of its residents and visitors, as well as providing for further open space in the parts of the Town in most need identified on Plan No.6. Other opportunities for the creation of new open spaces arise from large development proposals, particularly from the development of Nacton Road Airfield site where land is allocated for public open space. On other sites allocated for residential development there may be opportunities to provide new open spaces and the Council will seek, in cooperation with developers, to achieve as part of the design of the developments open space to serve the needs of residents for children's play and informal recreational use

Recreation and Leisure

where 15 or more homes are to be provided and where the surrounding area cannot adequately provide for these needs or is generally deficient in public open space. In these instances, where an adequate provision cannot be made within the site the Council will seek as part of a planning obligation a contribution towards the provision of comparable recreational facilities elsewhere where it could serve the residents of the site.

7.23 Recent government policy has emphasised the need to make the best use of vacant urban land for development and to relieve pressure on the surrounding countryside. The Council agrees with this view and intends to distinguish between sites which are genuinely suitable for development and areas which are to be retained for recreation, amenity and nature conservation purposes. Derelict and redundant sites will have to be cured of any potential contaminated land problems before they can be seriously considered for use as public open space.

7.24 Preservation and enhancement of the Town's historic parks such as Chantry Park and Christchurch Park is also an important aspect of the Council's policy and therefore any necessary alterations to these open spaces for recreational reasons such as the provision of barbecue areas, play equipment, toilets, paths, fences and gates must respect the Plan's conservation aims. Wildlife and other natural environmental issues are further considerations to be taken into account over future action affecting parks which are dealt with in more detail under the Natural Environment Chapter.

RL5 Development proposals should avoid the loss of open space with recreational amenity value. Proposals involving the development of open land will be judged against the following criteria:-

- (a) the recreational amenity value and potential of the site;
- (b) the level of existing open space in the area and the need to address any local deficiency; and
- (c) the contribution the proposed development makes to the provision of new recreational and other community facilities in the Town.

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RL6 It will be expected that in residential developments providing 15 or more homes open space will be provided sufficient to meet the needs of the residents for children's play and informal recreational use where this is not available from public provision convenient to the site. Such land should be landscaped and equipped for its purpose by the developer and retained permanently as open space. On sites where the provision of such open space is not practical a contribution may be sought for the provision of comparable recreational provision as a part of public open space proposals convenient to the site by way of planning obligation agreements.

RL7 The Council will support proposals for the creation of public open space providing the site can be cleared of any pollutants, adequately serviced, landscaped and does not conflict with the interests of conservation of the natural and built environment.

RL8 Land is allocated for the provision of public open space on the following sites:-

Site No.

7.2 Bramford Lane Allotments.

4.85 hectares (11.98 acres) of the 13.3 hectares (33 acres) site is to be set out, landscaped and reserved for public open space along the western boundary of the site;

7.3 Land to the east of Henley Road, north of the railway line. As part of the Countryside Management Plan, opportunity exists for the creation of a district park with a minimum area of 20.20 hectares (54.86 acres).

This proposal will help to redress the deficient residential area to the west of the site as well as contributing to the natural visual appearance of this northern approach to the Town;

Recreation and Leisure

7.4 Former allotment gardens north of Cliff Lane. 0.99 hectares (2.45 acres). This redundant vacant site could become a natural progression and expansion to Holywells Park. The proposal also includes the provision of a further park entrance, footpath and the creation of a wild-life site within the more densely wooded area; and

7.5 Land to east of Braziers Wood, north of the A14.
12.85 hectares (31.75 acres)

RL9 Proposals to alter and improve parks and other open spaces for the benefit of community use or access will be acceptable providing any necessary alterations complement the character and appearance of the area and do not conflict with the interests of the natural and built environment.

7.25 There are over 40 children's play areas throughout Ipswich situated in various locations: inside public parks and recreation grounds, on housing estates and other land. These play areas currently cater for the needs of children up to the age of 10 years. Existing play areas include formal areas with swings, slides and other equipment and informal space either on open land or set amongst trees.

CHILDREN'S PLAY

7.26 The Council is committed to maintaining and improving all types of existing play areas which is reflected in recent decisions to invest in play equipment provision catering for older children. New provision is expected to occur on Council owned land when opportunities arise and as part of large development proposals. The provision of play areas is discussed in greater detail in the Council's adopted Supplementary Planning Guidance 'Children's Play - Guidance for the Provision and Maintenance of Children's Play Space' September 1995.

7.27 The quality and distribution of play areas varies from area to area and part of the Plan's aim is to establish an improved, safer, more accessible and secure level of provision across the Town serving all residential areas especially those neighbourhoods currently under-provided for.

7.28 The National Playing Field Association (NPFA) in their document, 'The Six Acre Standard Minimum Standards for Outdoor Playing Space' (1993) recommend that local authorities should aim for between 0.6 and 0.8 hectares (1.5 - 2.0 acres) of

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children's play space per 1,000 population. This ratio is based on the total population figure and not on the number of children. The NPFA recommendations relate the location of areas for children's play to the walking time from a child's home. When new play areas are being made to serve new development or established residential areas the Council will wherever possible follow the NPFA guidelines as to the accessibility of play areas to children of different ages and the facilities the play areas should provide. Although the current level of provision in Ipswich is far below this target, the Council will continue to improve the overall level of provision when opportunities arise.

7.29 Proposals for residential developments of 15 homes or more will normally be expected to provide children's play areas in accordance with the Council's standards. Exceptions to this requirement may be made where it is apparent that there is already adequate play space accessible to children who will be living on the site or if the development is for dwellings unlikely ever to be occupied by families with children. Where provision of the necessary play space cannot be made on site, a commuted payment may be expected towards the provision of play space in the locality to serve the needs of the development. Such commuted payments could go towards the laying out of new or the improvement of existing open spaces. In appropriate circumstances the Council may seek to negotiate for commuted sums for the maintenance of play areas through planning obligation agreements. Further guidance on the provision of play areas is contained within the Council's adopted Supplementary Planning Guidance.

RL10 Where opportunities arise the Council will encourage proposals for the provision of:-

(a) new equipped play spaces in or close to residential areas which are deficient in terms of current provision; and

(b) informal play areas in existing parks, other open spaces, woodland, green corridors and the countryside;

providing they do not conflict with the interests of residential amenity, agricultural practices and the natural and built environment.

Recreation and Leisure

RL11 Land is allocated for the provision of children's play area use on the following sites:-

Site No.

7.2 Bramford Lane Allotments Site.

To be provided as part of the 4.85 hectares (11.98 acres) of open space;

7.6 Land between Fuchsia Lane, Gerald's Avenue and the railway line. 0.30 hectares (0.74 acres)

This site is suitable for providing recreational opportunity for children of all ages;

7.7 Land to the south of Churchill Avenue. 0.03 hectare (0.07 acre). Due to the small area of land in question and its close proximity to existing houses this site is only suitable for use by young children up to the age of 5 years;

7.8 Land at Nacton Road Airfield site. 1.10 hectares (2.72 acres); and

6.18 Land at Hayhill Road Allotments.

To be implemented as part of the housing proposal included under Proposal H6.

RL12 Proposals for residential development on sites of fifteen or more homes will normally be expected to provide for a children's play area in accordance with the Council's Supplementary Planning Guidance. On sites where the provision of usable recreational open space is not practicable the developer may be expected to provide for a comparable recreational facility elsewhere secured as part of a planning obligation agreement.

RL13 Where the Council agrees to adopt a play area, it should first be laid out in accordance with the Council's adopted Supplementary Planning Guidance for play areas.

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OUTDOOR SPORT



7.30 A variety of formal and informal outdoor sports activities are carried out in Ipswich designed for both the active participant and the spectator. Immediately outside of Ipswich for example, there is a dry ski centre at Wherstead and a motor cycle racing centre at Foxhall. Ipswich Town Football Club draws large crowds on a regular basis during the winter season and during the summer months minor counties cricket is played in Ipswich. In addition, a vast number of smaller teams and clubs engage in a wide range of sports in local leagues, cup competitions and friendly matches all of which places a heavy demand on the use of existing sports pitches and facilities.

7.31 The Council undertook a Sports Pitch Survey in the winter of 1992/93 as part of its Sports Strategy to determine the demand for and availability of sports pitches in the Borough. This research indicated that demand for the use of existing pitches was high and expected to increase over the following season. A review of this survey, including school shared use facilities, was carried out in 1994 and 1995.

7.32 The NPFA recommend that between 1.6 and 1.8 hectares (4 and 4.5 acres) of outdoor playing space per 1,000 people should be provided for youth and adult formal recreation use. When this formula is applied to Ipswich the current level of provision is equivalent to 1.22 hectares (3.02 acres) per 1,000 people leaving a substantial shortfall. When other private sports grounds outside of the Borough's administrative boundary on the fringes of the Town are included the overall total area increases to 1.57 hectares (or 3.88 acres) per 1,000 population. Therefore, similar to other kinds of open space, the availability of playing pitches and grounds required for outdoor sport is severely limited. In recent years development has occurred on a number of sports grounds reducing the amount of land available for that purpose.

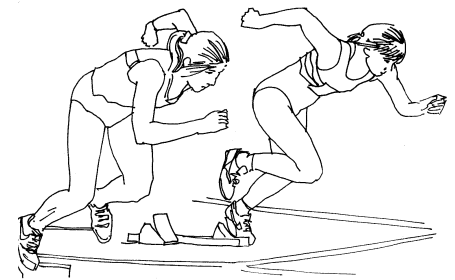
7.33 The Council's Sports Strategy (1995) is aimed at achieving a desirable and realistic quality and quantity of provision in order to meet demand for the benefit of the existing and future youth and adult population of Ipswich. Development proposals should avoid the loss of playing fields unless comparable facilities can be provided elsewhere or by way of a commuted payment secured as part of a planning obligation agreement.

7.34 Conflicts of interest can occur between different types of formal and informal sport and recreation pursuits, therefore the Council will seek to avoid these occurrences by the careful allocation and distribution of different activities.

Recreation and Leisure

7.35 The wider use of school playing fields, other public and private sector grounds and clubs can make a crucial contribution to the provision of facilities within the Town. Under local management of schools this type of 'dual use' arrangement may become financially attractive whilst any increase in the use of these facilities can help to reduce shortfalls in pitch provision and other sports activities. The Council will encourage the dual use of sports facilities provided by schools, colleges and other public and private clubs and organisations.

7.36 The English Sports Council - East, (formerly the Eastern Council for Sport and Recreation) recommends that permanent sites for county football and cricket grounds should be found within Suffolk. Ipswich has the potential to accommodate both of these facilities on the Nacton Road Airfield site which along with other pitches and facilities could be provided as part of the 'Sports Park' complex referred to later.



RL14 Development proposals should avoid the loss of playing pitches and grounds used for outdoor sports use. Proposals involving the loss of playing pitches and grounds should provide for an equivalent facility in a location agreed with the Council secured by a planning obligation agreement.

RL15 The Council will support proposals for the provision of playing pitches providing:-

(a) the site can be adequately accessed and suitable changing facilities and on-site car parking arrangements can be made in accordance with the Council's standards;

(b) there would be no conflict with the interests of conservation of the natural and built environment, other recreational or sporting activities and land uses; and

(c) the proposal would not involve an unacceptable loss of residential amenity to occupiers of nearby homes.

Chapter 7

Recreation and Leisure

RL16 Land is allocated for sports pitch use on the following sites:-

Site No.

7.3 Land to the east of Henley Road, north of the railway line; and

7.9 Land at the Nacton Road Airfield site.
2.40 hectares (5.93 acres).

INDOOR SPORT AND LEISURE FACILITIES

7.37 Indoor sport and leisure facilities in Ipswich are dispersed among the neighbourhood sports centres at Gainsborough, Maidenhall, Northgate and Whitton. There are also a small number of private sector facilities such as keep fit studios, gymnasiums, an indoor ten pin bowling centre, a laser quest centre and an indoor cricket centre.

7.38 Changing sport and leisure patterns throughout the Country have raised general expectations over the level and variety of indoor provision. The ECSR as part of its 'Strategy for the Nineties' identified a demand for an indoor permanent gymnastics and indoor tennis centres within Suffolk. The Council's Sports Strategy also highlights the need for an indoor athletics barn, an indoor bowls centre and a new sports centre and health suite within the Town.

7.39 The Council can play a positive role in enabling the provision of new facilities by allocating land in the Plan and entering into partnership schemes with the private sector to develop sites within its ownership. Land at the Nacton Road Airfield site provides an opportunity to locate and group together a number of sport and leisure uses in the form of a 'Sports Park'. Such a 'Sports Park' can contain several complementary uses which can enjoy the advantages of shared facilities.

RL17 Proposals for the development of new indoor sport and leisure facilities, the extension of existing facilities and the conversion and change of use of buildings to sport and leisure uses will be acceptable providing:-

(a) satisfactory vehicular access, on-site car parking provision and other highway considerations can be met;

Recreation and Leisure

- (b) there is no significant loss of residential amenity enjoyed by residents of nearby properties;
- (c) there is no significant adverse effect on the character and appearance of the area;
- (d) adequate access to and within the premises for people with disabilities can be provided; and
- (e) the site is, or can be made accessible to public transport links for the benefit of non car users.

RL18 Planning permission will not be granted for proposals leading to the overall loss of sport and leisure facilities.

RL19 Land is allocated at the Nacton Road Airfield site (Site No. 7.10) for the development of a sports park containing indoor and outdoor sport and leisure facilities and associated car parking.

7.40 There are three public swimming pools within Ipswich all under the Council's control: Crown Pools built in 1984, the open air 'lido' pool at Broom Hill and the older indoor Victorian pool at Fore Street. The Council's Sports Strategy recognises that Broom Hill and Fore Street swimming pools have a limited life span and future pool provision is likely to occur as an extension to Crown Pools and adjacent to one of the Town's sports centres in the form of a community pool. The need for an improved leisure pool has also been identified to broaden the swimmer's experience which may include features such as lazy river rides, geysers, water cannon, bubble pools and flume rides. The Council will encourage and seek to provide improved swimming facilities for teaching, competitions and general leisure bathing.

SWIMMING POOLS



7.41 The Council has a statutory duty to provide allotments for its residents. There are 67.6 hectares (167 acres) of public and private allotment gardens distributed on 16 sites which provide a popular form of leisure activity. Many of the allotment gardens are well utilised and maintained whereas a small proportion have remained mostly vacant and overgrown for a considerable period of time. The Council wishes to retain the majority of allotment land for gardening purposes as once built on they are unlikely to

ALLOTMENT GARDENS

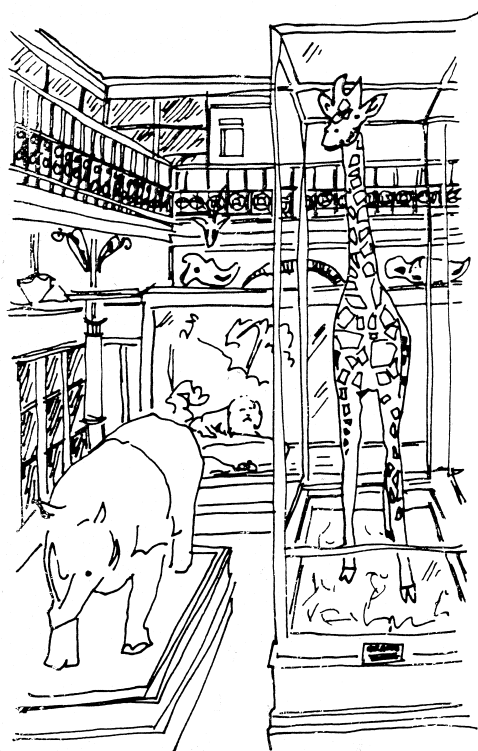
Chapter 7

Recreation and Leisure

be replaced. Short term vacancies will not justify their loss. Following a review of allotment land, the Council has decided to rationalise and release parts of Bramford Lane Allotments for recreational open space use and Hayhill Road Allotments for residential development and public open space referred to in the Housing Chapter.

RL20 Allotment land should be retained for gardening and cultivation purposes. On sites where the long term demand for allotment land is low and a significant majority of the plots remain vacant, alternative open space uses will be permitted providing the occupiers of remaining existing plots can be accommodated elsewhere in the locality.

MUSEUMS, ARTS AND ENTERTAINMENT



7.42 Ipswich has a diverse range of arts, entertainments and cultural facilities including museums, art galleries, theatres and a multiplex cinema all of which contribute to the character and vitality of the Town. The Council directly funds many of these venues and wishes to encourage their continued use, improvement and appeal to a larger and broader cross section of residents and visitors.

7.43 The Council's existing museum on High Street requires additional space and has pursued the prospect of expanding into the adjacent premises to the north, formerly occupied by the University College Suffolk's Art School. Some of the Town's arts and entertainments facilities lack adequate convenient car parking space for visitors and the buildings themselves have difficult access arrangements for people with disabilities. The Council also wishes to seek access improvements for the benefit of all visitors and employees.

RL21 The Council will support the development of arts, culture and entertainment uses in the Town Centre and Wet Dock areas providing they are compatible in land use terms, complement the character and appearance of the area and meet the Council's car parking standards.

RL22 The Council will seek to encourage improvements to car parking and general access arrangements to existing arts and entertainment venues when opportunities arise.

7.44 The Town Centre contains the majority of arts and entertainment uses and among the Objectives of the Plan is the encouragement of the provision of further

Recreation and Leisure

cultural, arts and entertainment facilities in the Town Centre and the Wet Dock as redevelopment takes place. It is one of the Council's aims to promote the Town Centre and the Wet Dock as the focal point for culture and entertainment.

7.45 The Council requires the provision and extension of arts and entertainment facilities as part of large redevelopment schemes within the Town Centre and Wet Dock area, on sites containing open land and vacant buildings suitable for these types of uses.



RL23 Development proposals should avoid the loss of arts and entertainments uses within the Town Centre and Wet Dock areas defined by the Proposals Map including theatres, cinemas, nightclubs, dance schools and galleries.

RL24 In the event of large sites coming forward for redevelopment in the Town Centre and Wet Dock areas defined by the Proposals Map the Council will encourage the inclusion of an arts or entertainment use as part of each scheme.

RL25 Land and buildings located north of the Ipswich Museum, on the corner of High Street and St George's Street, are allocated for museum use (Site No. 7.11).

7.46 Planning for tourism has strong economic and environmental implications as well as the cultural aspects referred to in the previous section. The aims and objectives mentioned in the Natural and Built Environment and Transport Chapters will help to create the circumstances for further tourist development through protection and enhancement policies in addition to making the Town more accessible to visitors generally. Tourism also makes a significant contribution to the prosperity of the local economy as its continued growth can stimulate economic activity and create new job opportunities. The Council has moved its tourist information centre to improved premises at St Stephen's Church and has developed a strategy which seeks to increase the number of visitors to the Town by the general promotion of the attractions of Ipswich.

TOURISM

RL26 The Council will continue to promote and improve the development of the Town's tourist facilities through the implementation of policies and proposals outlined throughout the Plan.

Chapter 7

Recreation and Leisure

7.47 Ipswich is not perceived as a centre for camping and caravanning reflected by the lack of general facilities both within and outside of the Town. The Council wishes to provide for and encourage short stay overnight' camping and touring caravan facilities which may help to encourage the number of visitors to Ipswich who may be passing through or touring the area.

RL27 The Council will support proposals for seasonal holiday camping and caravan sites providing there would be no significant adverse impact on the environment in respect of traffic congestion and natural and visual amenity.

Community Facilities

8.1 This Chapter addresses the planning issues associated with those community facilities which are responsive to changes in size and composition of the population, such as community halls, churches, hospitals, doctors surgeries, chemists, primary and secondary schools and higher education.

INTRODUCTION

8.2 Areas within the Town have different socio-economic structures and this will affect the need and demand for facilities on a more local level. Reference is made to related issues of housing and the built environment which are dealt with in more detail under the appropriate chapter headings.

To ensure that everyone in the Town has access to adequate community facilities and services.

To accommodate future provision of education facilities.

To ensure that an adequate supply of land is available to provide community and health facilities to meet local needs.

OBJECTIVES

8.3 The above Objectives represent the Council's long term intentions and are a more detailed interpretation of the strategic aims mentioned in Chapter 2, which seek to:-

- Ensure that new shops and community facilities are conveniently distributed throughout the Town; and
- Encourage the development of educational establishments and broader opportunities.

8.4 The relevant Central Government advice is contained in Planning Policy Guidance Note (PPG) No. 12, 'Development Plans and Regional Planning Guidance' (February 1992), which states that "plans should make provision for land for schools and higher education, places of worship and other community facilities". The SCEALA Regional Strategy urges local authorities to meet the service needs of a growing population. This is emphasised by the County Structure Plan which states that "new housing must be well related to employment, community and other services."

POLICY CONTEXT

Chapter 8

Community Facilities

LOCAL COMMUNITY FACILITIES

8.5 The provision of local community facilities is essential for those sections of the population who do not have access to a car, the elderly and people with young children. The Council will liaise with social, religious and ethnic groups, the Suffolk Health Authority, and other providers of health services in order to assess any deficiencies in community facilities provision. The Council's programme for replacement and provision of public conveniences will also be phased and implemented with large new developments.

8.6 Large scale developments such as major housing schemes often generate a demand for additional community facilities. Under these circumstances the Council will expect developers to provide sites for, or make a contribution towards the funding of necessary facilities. These contributions will normally be secured through a planning obligation agreement.

CF1 The Council will seek to ensure that a satisfactory range of local community facilities including shops, doctor and dentist surgeries and chemists, places of worship and meeting halls are made available and retained to meet local needs.

CF2 Major new development will be required to provide for community facilities to meet the future needs of residents, employees and visitors generated by such developments.

CF3 Land is allocated on the Nacton Road Airfield site for the provision of a Local Centre (Site No. 8.1) Site area 1.80 hectares (4.45 acres).

8.7 The Council will encourage the continued use of places of worship and private or voluntarily run meeting halls to meet the needs of local communities.

HEALTH CARE

8.8 Local health services such as doctors, dentists and chemists are distributed unevenly throughout the Town. Some areas, particularly in the north east and south west are poorly served. Suffolk Health Authority will be encouraged to improve accessibility to health care services in areas currently defined as being deficient and areas which will come under increasing pressure from new development opportunities.

Community Facilities

8.9 The development of new health care facilities, or the change of use of existing premises to surgeries for doctors, dentists and other primary health care services, will be judged against policies set out in the Housing, Shopping and Built Environment Chapters.

8.10 Major specialist health care facilities within the Borough are located at Ipswich Hospital, Heath Road (Ipswich Hospital Trust), and Ivry Street and St Clement's Hospital on Foxhall Road (East Suffolk Local Health Services NHS Trust). The Allington NHS Trust provides various facilities in the Town, including clinics at Woodbridge Road, Elm Street, Clapgate Lane and Meredith Road. These Trusts support specialist units which provide essential services to the Ipswich community and beyond.



CF4 Proposals to develop additional health facilities will be acceptable providing they:-

- (a) can accommodate suitable vehicular access and satisfactory car parking on the site in accordance with the Council's standards;
- (b) do not have an adverse effect on the amenities of local residents caused by either an overload of such uses and/or excessive noise, traffic generation and people calling at the premises throughout the day and night; and
- (c) do not conflict with the interests of the natural and built environment and/or involve the loss of playing pitches.

CF5 Proposals to redevelop existing hospital sites and other land used for health care purposes for non-health uses will only be permitted where it can be clearly demonstrated that the sites will not be required for continued or long term health care provision.

Chapter 8

Community Facilities

CEMETERIES AND CREMATORIA

8.11 The existing cemetery only has enough spare capacity to accommodate burials up until 1998. The implications of the Environmental Protection Act, 1990 require that the crematorium must be updated.

CF6 The Council will seek to provide sufficient land for the provision of new cemetery facilities to meet existing and future demand. Land is allocated for a new cemetery adjacent to Tuddenham Road as identified on the Proposals Map (Site No. 8.2) Site area 13.19 hectares (32.59 acres).

CARE IN THE COMMUNITY

8.12 Central Government has changed the emphasis of social work practice towards more community based services. A service based upon care in the community relies less upon care in institutions and more upon supporting the client within the community. Local sites are likely to be developed or converted for residential nursing homes for the elderly, the ill and people with disabilities. It is the Health Authority's policy to disperse community homes and avoid concentrations of these uses.

8.13 It is important to ensure that community homes are located where other community facilities are accessible whilst safeguarding the amenities of local residents. The housing implications of the 'Care In The Community' initiative are dealt with under the Housing Chapter.

CHILDCARE PROVISION

8.14 The provision of childcare facilities such as nurseries, play schemes and creche facilities, stem from two main needs:-

(a) the needs of the children themselves in providing a safe and stimulating environment which benefits their educational development; and

(b) enabling more people to take up employment, training and leisure opportunities.

8.15 The Council will continue to encourage the provision of childcare facilities to meet identified local needs. All facilities should meet internal space standards as set out by the County Council Social Services Department.

Community Facilities

- CF7 Proposals for the development of a day nursery or childcare premises, or change of use of part of a dwelling house will be acceptable, providing:-
- (a) suitable vehicular access and satisfactory car parking can be accommodated on the site in accordance with the Council's standards;
 - (b) there is no unsatisfactory loss of residential amenity caused by outdoor play noise, excessive traffic generation and general activity by people calling at the premises; and
 - (c) there is no loss of a unit of residential accommodation.

8.16 The County Council Education Department is currently responsible for the operation of all state nursery, primary (including junior and infant schools) and secondary schools within the Borough, as well as certain special schools. In addition, the Education Department also has a role in the running of voluntary aided church schools. The impact of any reorganization of Education Services and Government legislation on the provision of these services will be kept under review.

8.17 It is essential that there are sufficient school places to cater for children of all age groups expected to live in the Borough. The Education Authority have identified a number of sites which are required for future educational purposes. Development of major new housing sites and forecasted changes in the demographic structure of the Town's population will generate more demand for school places than can be accommodated within the existing framework. Where a major housing development requires further school places to be provided to meet the needs of its residents, a planning obligation may be sought to contribute towards the cost of the additional provision.

- CF8 Where residential development creates extra demand for school places which cannot be accommodated within existing schools, the developer will be expected to contribute towards meeting this additional demand.

EDUCATION



Chapter 8

Community Facilities

CF9 The Council will ensure that adequate provision is made within the Town for educational facilities to meet existing and future demand. Land is allocated for the development of new schools and the expansion of existing facilities at the following locations as identified on the Proposals Map:-

New Schools

Site No.

8.3 Fishpond Covert, Stoke Park Drive
2.16 hectares (5.34 acres);

8.4 Crane Hall, Lavenham Road
1.08 hectares (2.67 acres); and

8.5 Nacton Road Airfield site
2.50 hectares (6.18 acres).

School Expansion

Site No.

8.6 Land west of Riverside Road, east of railway line
1.58 hectares (3.90 acres);

8.7 Morland Primary School, Morland Road
0.78 hectares (1.93 acres); and

8.8 Rose Hill Primary School, Derby Road
0.45 hectares (1.11 acres).

CF10 Proposals to redevelop land identified for educational use and existing school sites for non-educational uses will only be permitted where it can be clearly demonstrated that the sites will not be required for continued or long term educational uses.

Community Facilities

8.18 There are a number of private schools within the Town which help to maintain a diverse range of educational facilities. Their continued existence depends upon their ability to compete in the open education market by responding to fluctuations in demand for day pupil and boarding requirements.

PRIVATE EDUCATION

8.19 Development proposals should provide for sufficient playing fields and open play areas for school use. Building and playing field requirements are covered by the 1981 School Premises Standards.

CF11 Proposals to develop or expand private schools or other tutorial colleges will be acceptable providing:-

- (a) suitable vehicular access and car parking can be accommodated on the site in accordance with the Council's standards;
- (b) there is no adverse impact on residential amenity caused by excessive traffic generation and general activity;
- (c) there is adequate provision of open play areas and playing fields; and
- (d) a satisfactory design which respects its surroundings is secured.

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Planning for the economy

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Employment

INTRODUCTION

9.1 The future well being of the Town depends on those activities which support the role of the Town in the wider economy, whether industrial or office based, retailing, the Port, higher education or other services. This Chapter deals with the supply of land for many of these and for more local needs, including business development, port related uses, special industrial development, derelict and vacant land, existing firms and employment uses in residential areas, offices, environmental improvement, accessibility and working from home. The Local Plan needs to accommodate growth in a flexible way by offering a range of sites in order to respond to the changing demands of new development as well as nurturing existing investment.

9.2 This Chapter embraces all employment types defined within classes B1 - B8 of the Use Classes Order 1987. Land allocated for employment development within these use classes will be referred to as Employment Land. It is acknowledged that other types of land use outside of classes B1-B8 are also important providers of employment. Planning policies concerning retailing, financial and professional services and food and drink uses (classes A1 - A3) are contained in the Shopping Chapter. Cross reference is made to all other related chapters.

OBJECTIVES

To provide opportunities for the development of the local economy, by which employment can be sustained and new jobs created.

To accommodate the growth requirements of the local economy by providing an adequate supply of land and buildings for all employment purposes throughout the Plan period.

To ensure provision of an appropriate choice of land and buildings in terms of location, size, appearance and range of uses to meet the demands generated by existing and new employers.

To achieve improvements to the physical condition and environmental quality of the Town including the protection and enhancement of listed buildings and conservation areas by securing the reuse of redundant buildings and derelict, vacant and contaminated land.

Chapter 9

Employment

9.3 These Objectives are a more detailed interpretation of the Council's strategic aims which seek to:-

- Create circumstances beneficial for economic growth and access to employment by the provision of a suitable range of employment land to attract new firms and other large employers;
- Encourage investment in the Town Centre and Wet Dock area in order to create job opportunities for residents and bring about environmental improvements;
- Ensure employment development is accessible to the public transport network and people's homes.

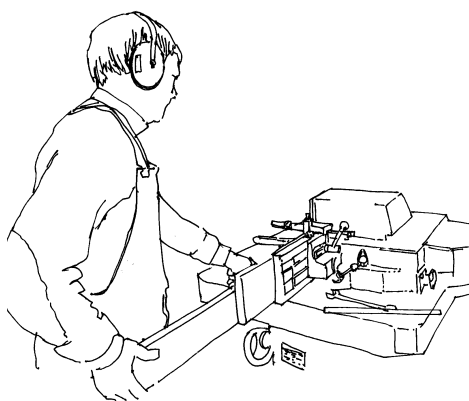
POLICY CONTEXT

9.4 The most recent advice from Central Government is contained in Planning Policy Guidance Note 12 (PPG 12) 'Development Plans and Regional Planning Guidance' (February 1992), PPG 4 'Industrial and Commercial Development and Small Firms' (November 1992), and Regional Planning Guidance for East Anglia (RPG 6) (July 1991). PPG12 states that "Local authorities need to be alive to the future needs of local businesses. A flexible approach with a range of sites should be provided in plans and authorities will want to ensure that in allocating sites there is a reasonable expectation of development proceeding."

9.5 PPG4 advises that development plans should provide for choice, flexibility and competition. If local authorities ensure that there is sufficient land readily capable of development then this will stimulate competition between developers and help promote economic activity. It also states that "in areas which are primarily residential, development plan policies should not seek to unrealistically restrict commercial and industrial activities of an appropriate scale - particularly in existing buildings - which would not adversely affect residential amenity."

9.6 The main objective of RPG 6 is to promote the dispersal of growth away from the west of the region and in particular Cambridge, to areas in the east and north. The improved road network has increased the attractiveness of these areas for economic development and growth.

9.7 The County Structure Plan encourages industrial and commercial development to be located in or near towns where there is a concentration of labour supply and investment in services and communications. It states that "Local authorities should ensure that no shortage of readily available land exists when viewed against past rates of development, current demand and current policies."



Employment

9.8 Whilst the East Anglian Region has remained relatively prosperous - second only to the South East - the Region's economy has not been immune from the effects of the national recession. Despite this, the Region has not been as badly affected as many other areas and although short term prospects are still uncertain, the longer term outlook is relatively favourable for many parts of East Anglia, including Ipswich.

9.9 The latest Cambridge Economic Review (Cambridge Economic Review, Volume 2, 1992) referred to in the SCEALA report 'East Anglia - A Regional Commentary 1992/93', suggests that there will be much slower growth nationally during the 1990s, but East Anglia will continue to be the fastest growing region in the country with an average 3.3% per annum increase in gross domestic product (GDP) between 1994 and 2001. East Anglia is expected to continue to have the highest growth rate in employment at 4.8% for the period 1991 - 2001, compared with an almost standstill situation nationally. Within this framework, Ipswich and Suffolk as a whole are well placed to benefit from future economic growth.

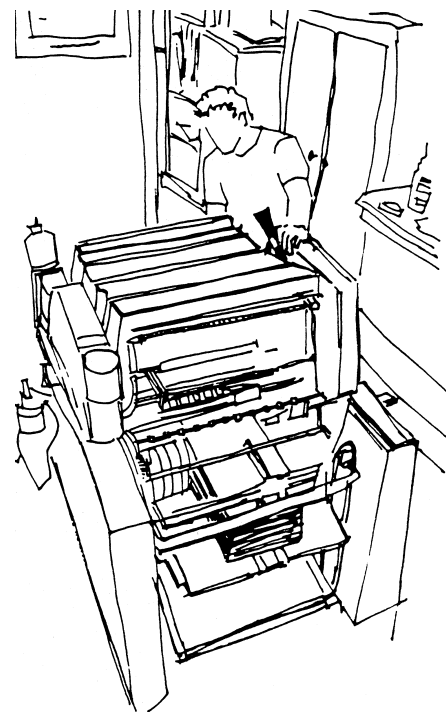
9.10 The key strength of the Ipswich economy is that it has a relatively diverse structure which has demonstrated a long term attraction to inward investment. The Town is well placed to benefit from the Single European Market with the Haven Ports providing a convenient link to Europe and beyond.

9.11 Transport links to Ipswich have greatly improved in recent years with the electrification of the main rail line to London and the upgrading of the A12 Trunk Road. The completion of the A1-M1 Link has provided improved road access to the Midlands and the North. The Town's strategic location, high quality environment and good communication links should provide the basis for future economic growth well into the next century.

9.12 There has been a national shift in employment from manufacturing to service industries. This change in employment profile is reflected in Ipswich. Employment levels in the long established manufacturing industries have steadily declined, especially in the larger companies, from 15,100 employed in 1981 to 8,900 in 1991 (see Table 2 overleaf). This loss has been offset by increases in the financial and other service sectors with 37,800 being employed in 1981 and 47,400 in 1991 (see Table 3 overleaf). The total number of people employed in Ipswich in September 1991 was 60,200*.

* Census of Employment statistics exclude the self-employed.

BACKGROUND



Chapter 9

Employment

Table 2:

CHANGE IN MANUFACTURING SECTOR EMPLOYMENT IN IPSWICH 1981-1991

<i>Persons</i>	<i>% of Total Employees</i>	<i>Date of Return</i>
15,100	25.9	Sept 1981
12,500	21.2	Sept 1984
11,100	18.6	Sept 1987
11,300	17.3	Sept 1989
8,900	14.9	Sept 1991

Table 3:

CHANGE IN SERVICE SECTOR EMPLOYMENT IN IPSWICH 1981-1991

<i>Persons</i>	<i>% of Total Employees</i>	<i>Date of Return</i>
37,800	65.6	Sept 1981
42,400	71.6	Sept 1984
44,800	75.6	Sept 1987
49,700	76.4	Sept 1989
47,400	78.6	Sept 1991

Census of Employment : Source: NOMIS

9.13 Ipswich has attracted a number of outside investors who have made an important contribution to employment growth. Service industries in the Town now account for over three quarters of all employment, and the proportion of employees working in this sector is likely to continue to increase.

9.14 The availability of land and buildings is an important factor in economic development and job creation, not just in terms of quantity but also the range available and the choice offered in terms of quality and location. The Plan will aim to balance the needs of the local community by making the best use of existing facilities as well as opportunities presented by new development.

LAND FOR EMPLOYMENT

Employment

9.15 Ipswich has thirteen industrial estates, as well as business parks and other areas with high concentrations of employment, located throughout the Town. As well as these there are also other sites with planning permission for employment use. The majority of these sites are collectively defined as Employment Areas and are identified on the Proposals Map. In order to retain an adequate range and choice of sites, land within the identified Employment Areas will be protected for employment use. The Council will encourage further employment development within these areas providing that other policies of the Plan can be met, such as environmental and highway considerations.

9.16 The Council recognises the importance of retaining existing employment uses and allowing for their growth and development where this can be accomplished without giving rise to serious environmental problems or unacceptable increases in traffic. Some residential areas lie adjacent to employment sites and need protecting from the adverse effects of vehicular movements and noise. Where employment uses are no longer appropriate to their surroundings or cannot reasonably expand further on their existing sites they will be encouraged to relocate within the Employment Areas identified in the Plan.

9.17 A recognised approach to assess the future land requirements for industrial and commercial developments is to use past building rates as a guide to establish what the future levels of provision should be. Table 4 illustrates the take up of employment land within Ipswich Borough between 1987 and 1993. These figures do not include extensions to properties or changes of use.

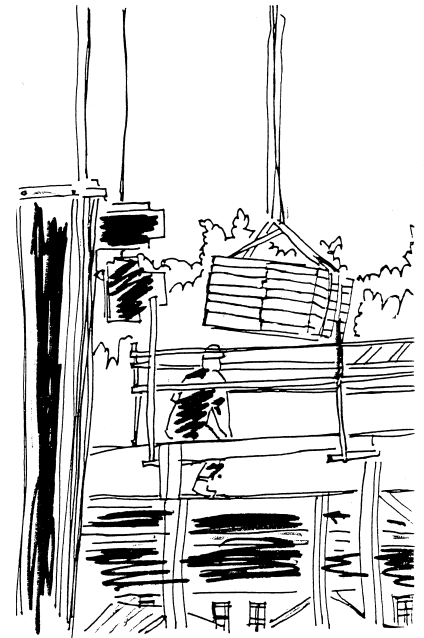


Table 4

**TAKE UP OF EMPLOYMENT LAND FOR B1, B2 AND B8 USES,
1987 to 1993 (IBC statistics)**

1987	1.45 hectares	
1988	2.84 hectares	
1989	3.21 hectares	
1990	5.93 hectares	
1991	2.67 hectares	
1992	3.24 hectares	
1993	1.63 hectares*	* Statistics up to end June 1993.
TOTAL	20.97 hectares (51.81 acres)	

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9.18 The average annual take-up rate of land for employment purposes between 1987 and 1992 was 3.22 hectares (7.96 acres) per annum. This would mean that 45.1 hectares (111.40 acres) of Employment Land would be required up until the end of the Plan period (i.e., between 1992 and 2006). The amount of land available for employment use as at June 1993 is outlined in Table 5 below:-

Table 5

LAND AVAILABLE FOR EMPLOYMENT USE (as at June 1993)

Vacant Premises within existing Employment Areas	23.78 hectares
Sites with unimplemented planning permission*	35.76 hectares
Sites with planning permission (subject to a Section 106 Agreement)	35.82 hectares
	95.36 hectares (235.64 acres)

(Source: IBC Statistics) * Statistics exclude B1 permissions in the Town Centre.

9.19 As there is a large quantity of land available for employment, some sites with planning permission for employment use have been identified for different purposes on the Proposals Map and described in the appropriate chapters. This will help to accommodate other necessary land uses as well as avoiding any potential over supply of Employment Land.

EMP1 The Council will monitor the take-up of Employment Land and will ensure an adequate supply of land to meet future requirements during the Plan period.

EMP2 Land within the following Employment Areas, indicated on the Proposals Map will be reserved for employment use:-

- (a) White House Industrial Estate, White House Road;
- (b) Dales Road, Knightsdale Road Area;

Employment

- (c) Eastway Business Park, Sroughton Road;
- (d) Boss Hall Industrial Estate, Boss Hall Road;
- (e) Hadleigh Road Industrial Estate;
- (f) Land south of Handford Road;
- (g) Land south of London Road, east of Scrivener Drive;
- (h) Land north of Ranelagh Road;
- (i) Civic Amenity Site, West End Road;
- (j) Land west of Constantine Road;
- (k) Russell Road/Princes Street/Commercial Road Area;
- (l) Gower Street/Great Whip Street Area;
- (m) Wherstead Road Industrial Park, Rapier Street;
- (n) West Bank Area;
- (o) White Elm Street, Cavendish Road Area;
- (p) Holywells Road/Holywells Close Area;
- (q) Landseer Business Park, Greenwich Close;
- (r) Cliff Quay, Greenwich Road Area and Tolly Cobbold Brewery, Cliff Road;
- (s) Sandyhill Lane, Raeburn Road Area;
- (t) Bull Motors/Celestion, Foxhall Road;
- (u) Rose Hill Area, north of Felixstowe Road;
- (v) Cobham Road Area;
- (w) The Drift, Leslie Road Area; and
- (x) Ransomes Europark including Cranes, Nacton Road.



EMP3 Proposals for employment development within the sites listed under Policy EMP2 and Proposals EMP5 and WD 16 as indicated on the Proposals Map will be acceptable providing:-

- (a) there is no unacceptable adverse environmental impact;
- (b) satisfactory vehicular access, on site parking and service arrangements can be demonstrated; and
- (c) the development will not have an unacceptable adverse effect on the amenities of adjoining residential areas in terms of noise and traffic generation.

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OTHER USES IN EMPLOYMENT AREAS

9.20 In order to maintain the widest economic base possible including the continued provision of a manufacturing presence in the Town, the Council will seek to ensure that land allocated and reserved for employment use is retained for this purpose.

9.21 The Council has generally resisted the development of retail uses on industrial estates and employment land for reasons of the incompatibility of retailing and manufacturing/warehousing activities and to safeguard land for employment purposes. It is acknowledged, however, that changing operational needs of companies have occurred, and some retailing uses such as small ancillary outlets at the front of a workshop or factory may be acceptable.

EMP4 The Council will allow non-employment uses including retail within the sites listed under Policy EMP2 and Proposal EMP5 and WD 16 providing they are ancillary to the principal employment use.

9.22 As part of the Plan's aim of securing economic growth and environmental improvement through the reuse of vacant and redundant land and buildings, the Council is keen to encourage the introduction of new employment development such as light industrial and other B1 business uses. Therefore some sites previously occupied by general industrial and warehouse uses will be protected for employment purposes to allow for employment growth in a flexible way.

9.23 The site of St George's House and the NCP car park, designated in the Plan for residential development under Policy H4 (Site 6.13) and employment use by Policy EMP5 (Site 9.4), is among sites seen as appropriate for development for B1 use. The site at present contains retail uses which the Council expects to see retained or replaced and it is intended that new residential accommodation should be provided. The position of the site on the roundabout at the junction of Civic Drive with St Matthew's Street and Berners Street requires a building that will compliment others at the roundabout and provide a fitting entry to the Town Centre. This with the disturbance from traffic has led to the proposal that employment use should be concentrated on the part of the site facing the roundabout. It is anticipated that the development of the site will be undertaken in accordance with an agreed comprehensive plan embracing the whole of the allocated site.

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EMP5 The following sites are allocated and reserved for employment use as indicated on the Proposals Map:-

Site No.	Location	Site Area
9.1	Quadling Street/ New Cardinal Street	1.55hectares (3.82 acres)
9.2	Wolsey Street/ Commercial Road	1.77hectares (4.38 acres)
9.3	Land at Nacton Road Airfield Site	2.45hectares (6.05 acres)
9.4	Land on the north east corner of St Matthew's Street (ground floor retail use to be retained. Scheme to also include residential development)	0.10hectares (0.25 acres)
9.5	Land north of Bury Road.	3.70hectares (9.15 acres)

9.24 Distribution businesses (Class B8 Storage and Distribution uses) provide low levels of employment for the size of site used, but are usually served by large numbers of vehicles. The Council will encourage such developments to locate on the periphery of the Town away from the Town Centre and residential areas. This will allow easy access to the primary road network thereby reducing congestion and avoiding an unsatisfactory loss of residential amenity. It is also acknowledged that storage and distribution uses exist as part of the Port's operation.

STORAGE AND DISTRIBUTION USES

EMP6 Proposals for Class B8 storage and distribution uses will be acceptable providing they are located within the outer Employment Areas and allocated employment sites away from the Town Centre and residential areas, where satisfactory vehicular access and service arrangements can be provided avoiding undue traffic congestion and an unsatisfactory loss of residential amenity.

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THE PORT

9.25 Ipswich is the fourth largest container port and the seventh largest ferry port for freight cargoes in the United Kingdom. The gross tonnage of trade crossing the Port's quays in 1992 was almost 5,500,000 tonnes. Unlike Felixstowe, Ipswich concentrates on short-haul and European business. Cliff Quay handles general cargo and container vessels and petroleum imports, whilst the West Bank Terminal handles containers and road trailers.

9.26 As the pattern of British trade and transport methods have changed, so the role of the Port has altered to keep up with demand. Traditionally the Port served the local and primary hinterland, but now it is a port of national significance and is continuing to expand. It is therefore essential to ensure that there is sufficient land with deep water access to allow the Port to continue with its development programme. In order to release land in the Wet Dock it may be desirable to relocate some of the uses from this enclosed dock to land with more direct access to the River.

9.27 For the purposes of the Plan, Port related uses means :-

- (a) activities directly associated with or ancillary to the embarking, disembarking, loading, discharging or transport of passengers, livestock, goods or vehicles to or from shipping at a dock, pier or quay in the Port of Ipswich, and
- (b) employment uses in the Classes B1-B8 that are ancillary to (a) or require direct access to the facilities of the Port for their functioning.

EMP7 The following sites are allocated for port related use as identified on the Proposals Map:-

Site No.

9.6	Cliff Quay Power Station	6.70 hectares (16.55 acres)
9.7	The Ash Tip site, Cliff Quay	2.29 hectares (5.65 acres)
9.8	Land south of Bell Terminal, River Orwell	6.09 hectares (15.05 acres)

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9.28 To allow the local economy to prosper, the Town needs to attract investment in growth industries such as research and development and high technology. High-tech businesses normally locate in quality environments which are visually prominent and in close proximity to the primary road network and housing areas. Land at Ransomes Europark, Nacton Road already has planning permission for offices and high-tech uses, and the Council will encourage the further development of a business park in this location.

BUSINESS PARKS
AND
HIGH TECHNOLOGY

9.29 Major office development will be encouraged in locations which can easily be served by public transport. The Town Centre is the administrative and commercial centre, the focal point for the public transport network and is within walking distance of surrounding residential areas. For these reasons the Council will continue to focus office development within, and adjacent to, the Town Centre. The Town Centre falls within the Central Car Parking Core in which the Council will only allow necessary operational car parking in order to avoid further traffic generation and congestion. This policy is complemented by the park and ride proposals, included in the Transport Chapter. Offices and other B1 development will also be permitted within the Employment Areas identified on the Proposals Map, providing all other policy criteria can be met. Proposal WD17 addresses B1 business uses in the Wet Dock area if development opportunities arise.

B1 OFFICE
DEVELOPMENT

EMP8 Proposals for B1 business development will be acceptable providing :-

- (a) the development is of a design and scale which is compatible with the surrounding buildings and character of the area;
- (b) the site has not been allocated for other purposes as identified on the Proposals Map and does not conflict with other policies of the Plan;
- (c) it can be demonstrated that the proposals will not generate a significant volume of traffic which would have adverse effects on safety, traffic flows or the environment which cannot be satisfactorily overcome;
- (d) satisfactory servicing and parking arrangements can be met, as highlighted in the Transport Chapter.

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9.30 There are currently over 99,000 square metres of outstanding office permissions within Ipswich (IBC Office Floorspace Statistics, June 1993). This figure does not include permissions under 500 square metres, vacant properties and offices up for renewal of leases. Details on vacant and leased properties are contained in the Land and Property Register, compiled biannually by Ipswich Borough Council in association with local estate agents.

9.31 An element of vacant floorspace is not necessarily detrimental to the economy of the Town as it provides choice for prospective employers. However, due to the large number of existing planning permissions for office development in and close to the Town Centre, the Council will allow greater flexibility for the development of alternative uses on these sites.

EMP9 On sites located within and close to the Town Centre, outside of the sites listed under Policy EMP2 and Proposal EMP5 and WD16, the Council will support proposals for alternative development on sites with planning permission for B1 Business use providing each proposal is compatible with surrounding, existing and allocated land uses and all other policies in the Plan can be met.

9.32 The provision of temporary buildings for offices is a useful way of accommodating workers during periods of unexpected demand or redevelopment. The amenity and access considerations of proposals for temporary permissions are the same as those for permanent permissions.

CAR PARKING

9.33 Car parking associated with new employment in the Central Core is mentioned in the B1 Office Development section above. The Council will expect new employment development within the Central Core to contribute towards the funding of the park and ride scheme outlined in the Transport Chapter by way of commuted payments secured through a planning obligation agreement. Developers will be expected to provide sufficient car parking for the operational needs of any proposed scheme outside the Central Core in accordance with the Council's Parking Standards (see Appendix 1). Further detail on parking policies is contained in the Transport Chapter.

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EMPLOYMENT USES IN RESIDENTIAL AREAS

9.34 There are many established small businesses and manufacturers located in residential areas throughout the Town which do not experience operational difficulties or create environmental problems for neighbours. It is acknowledged that these 'non-conforming uses' have an established right to continue their operations. The characteristics of industry and commerce are evolving continuously and many businesses can be carried out in residential areas without causing unacceptable disturbance through increased traffic, noise pollution or other adverse effects. Employment uses located in or close to residential areas can have the positive benefit of reducing the need to travel long distances to work. The Council will seek to ensure that these benefits are not outweighed by any potential inconvenience to the amenities enjoyed by residents.

9.35 The Council will not grant planning permission for development which would have an adverse effect on residential areas. In order to safeguard local amenity planning obligation agreements or conditions on individual employment proposals may be used to control material considerations such as noise and hours of operation. Where employment uses are considered to be acceptable, proposals should include a scheme which is designed to respect the residential character and appearance of the surrounding area. Such proposals may involve the reinstatement or addition of a domestic residential facade where appropriate. Under circumstances where a continued employment use is not considered acceptable, a conversion to or redevelopment for residential use will be encouraged.

EMP10 Proposals involving the establishment or expansion of employment uses in residential areas will be permitted providing there are no unacceptable adverse environmental effects on the residential amenities of the area or problems of highway safety or loss of a unit(s) of residential accommodation. Where such uses are considered to be acceptable proposals should include a design to reflect the character and appearance of the area.

9.36 Further reference to employment uses in residential areas including loss of residential accommodation is contained in the Housing Chapter (see Policy H7). Policies relating to isolated shops in residential areas are included in the Shopping Chapter.

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WORKING FROM HOME

9.37 It is an increasing trend for people to work from home due to advances in technology. Working from home does not necessarily require planning permission. Permission is required where part of a dwelling house is used for business purposes which materially changes the overall character and use of the property as a home. People considering working from home should seek the advice of Planning Services at the earliest opportunity to establish whether planning permission is required.

ACCESSIBILITY

9.38 The Council is committed to achieving an accessible environment for all, especially within the workplace, and will support proposals to extend employment opportunities. The Chronically Sick and Disabled Persons Act, 1970, and Section 76 of the Town and Country Planning Act, 1990, requires developers of workplaces for employment to provide suitable means of access, parking and toilet facilities to meet the needs of people with disabilities where it is practical and reasonable.

9.39 In the case of new building development the requirements of Part 'M' of the Building Regulations (updated in June 1992) provide detailed standards on access requirements and design. These Regulations will complement policies set out in this Chapter and in the Built Environment Chapter. (See Policies BE10, BE11 and BE12).

EMP11 All proposals for employment development including new buildings, alterations to existing premises and changes of use will be required to provide suitable access for people with disabilities.

ENVIRONMENTAL IMPROVEMENT

9.40 Much of the Central Core of Ipswich lies within the designated Central Conservation Area. It is important to safeguard the special character and quality of the area whilst encouraging new investment which can benefit the conservation of the Town.

9.41 A flexible approach will be taken to proposed changes of use involving certain types of employment uses within listed buildings and other historic buildings which are in a poor state of repair or are under threat of dereliction. Further guidance on development in conservation areas and historic and listed buildings is contained in the Built Environment Chapter.

9.42 New development provides opportunities to maintain and improve the appearance of the Town through effective site layout and landscaping and by the provision of, or contribution towards, areas of open space well related to the needs of

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the people which they are meant to serve. The Council will seek to ensure an adequate provision of open space and satisfactory landscaping including tree planting in all large scale development schemes. Further guidance on these issues is contained in the Natural and Built Environment Chapters.

9.43 Parts of the Town suffer from a poor physical appearance caused by neglected redundant buildings and contaminated land. New development provides opportunities for environmental improvement and the reclamation of contaminated land can help redress the problems experienced by affected areas. Making the best use of derelict and under-used land can help to create jobs and restore confidence in local businesses. The reuse of derelict or contaminated land will also relieve development pressures in other parts of the Town and the countryside. Grant aid may be available from Central Government in certain cases to carry out land reclamation. The Council will continue to apply for grant aid on its own land and will encourage others to do so in appropriate cases.

DERELICT AND CONTAMINATED LAND

9.44 Small scale improvement works can also have a significant impact on the local environment. New boundary treatments such as fences, walls, hedges, tree and shrub planting can all contribute to this. Policies NE7 and NE8 in the Natural Environment Chapter refer to landscaping on derelict and redundant sites.

9.45 Where land is known or likely to be contaminated it is vital to carry out soil tests prior to development. Schemes for the decontamination of and will be expected and secured as part of a planning obligation agreement or through conditions. Policy NE21 refers to proposals for development on contaminated land.

EMP12 The Council will require the inclusion of land reclamation and environmental improvement work in association with employment development schemes on derelict and contaminated land.

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SPECIAL INDUSTRIES AND HAZARDOUS INSTALLATIONS

9.46 Special industries such as refining and forging metals and cement production are defined as Classes B3 to B7 of the Use Classes Order 1987. By their nature, special industries have very strict locational requirements placed upon them to prevent any adverse environmental impact on the surrounding area. Metal forging is carried out at Cranes off Nacton Road but apart from this site the Council considers there to be few locations suitable for such uses within the Town. Proposals for special industry development will be judged according to other legislation such as the Environmental Protection Act and the pollution policies of the Natural Environment Chapter. It should, however, be acknowledged that changes in legislation during the Plan period may take the control of special industries outside of the sphere of planning legislation.

9.47 Oil refineries and oil, gas and chemical storage facilities are defined as hazardous installations and can cause nuisance to local residents from smells and heavy goods vehicles visiting the site. They also tend to be visually obtrusive. These installations are best located as far away from residential areas as possible. As there are environmental problems associated with this type of use any proposed redevelopment of land currently used for hazardous installations for more environmentally sympathetic uses will be acceptable subject to other policies set out in the Plan. The Council will seek the advice of the Health and Safety Executive regarding off-site risks when considering any proposal for hazardous installations. Applicants should be aware of the need to apply for Hazardous Substances Consent before storing certain types of chemicals and other materials.

EMP13 Proposals for the development of special industries and hazardous installations falling within Classes B3-B7 of the Use Classes Order will only be acceptable where it can be demonstrated that they will not materially add to environmental and health hazards.

Shopping

10.1 Retailing is an extremely important component of the economy of the Town, a fundamental component of the status of Ipswich in the region and among the most important providers of employment. The strength of High Street spending is regarded as an indicator of the condition of the national economy. The health and vitality of the Ipswich Central Shopping Area may be taken as an indicator of the condition of the local economy.

10.2 This Chapter deals with policies and proposals for the Central Shopping Area, retail warehouses, food supermarkets and superstores, shopping in the Wet Dock area and local shops serving the needs of nearby housing areas.

INTRODUCTION

To protect the vitality and viability of the Town Centre in order to maintain and enhance its role as the main shopping area of the Town and as a regional shopping centre.

To provide flexibility of use in the Town Centre in order to respond to the changing patterns of the Town's retailing and allied activities.

To ensure that shops selling convenience and bulk comparison goods suited to out-of-town-centre locations are appropriately sited in order to adequately serve the retail catchment population of Ipswich.

To provide for the continued vitality and viability of the Town's local shopping centres by allowing flexibility and choice in the use of properties in order to meet the needs of local neighbourhoods.

OBJECTIVES

10.3 These Objectives establish the Council's long term intentions and are a more detailed interpretation of the Plan's broad strategy. The strategic aims seek to protect and promote the Town Centre as the principal shopping area serving the Town and a substantial hinterland beyond. The primary shopping area will in particular be protected, but it is acknowledged that the secondary areas also have an important role to play. They also seek to ensure that new shops and community facilities are conveniently situated throughout the Town.

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POLICY CONTEXT

10.4 New Government guidance on the subject of Town Centres and Retail Development was issued in Revised PPG 6 July 1996. This guidance contains a new emphasis on the role of town centres and introduces the sequential approach to site selection for new development. At the same time it continues to encourage competition between different forms of retailing and stresses that there is an appropriate balance between in-town and out-of-town facilities.

10.5 The Regional Planning Guidance for East Anglia (RPG 6, 1991) recognises that existing town centres will continue to be the main focus of the economic and social life of the communities in the region. It is suggested that town centres will differ in their capacity to absorb further investment in retailing without risk to their character and vitality. Where it is not possible to reconcile large scale developments with an historic character and street layout it can be preferable to provide more suitable locations away from town centres.

10.6 The County Structure Plan seeks to maintain and enhance the role of Ipswich as a regional centre and county town.

IPSWICH RETAIL STUDY

10.7 In accordance with Government guidance expressed in PPG 6, a Study has been undertaken of retailing in and around Ipswich in order to provide a foundation for the Plan's policies and proposals. This Study was carried out by the Council's consultants between March and June 1993 who advised on current and future retail requirements for Ipswich as a shopping centre.

10.8 In summary, the Retail Study demonstrated that Ipswich Town Centre functions as a successful sub-regional centre serving the needs of a widespread catchment area. It has a good range of department stores, all variety stores are represented and a wide range of national multiples many of which are trading above their UK average levels.

10.9 Current forecasts of population and economic growth together with a market perspective of the requirement for premises do not support proposals for major new shopping floorspace in the Town Centre in the near future. The early years of the Local Plan period may be viewed as an opportunity for the Town Centre to absorb the Buttermarket scheme as a consolidation of the Primary Shopping Area. A demand for the provision of additional retail warehouse floorspace was, however, identified.

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10.10 The Council has always made clear its intention to protect the vitality and viability of the Town Centre and to enhance its role as a regional shopping centre. In order to succeed in this role the Town Centre should provide a full range of shops and services in an attractive environment and the balance and concentration of uses must be carefully addressed.

10.11 At present a full range of both food and non-food purchases can be made in the Town Centre and this is very convenient for those people who live within walking distance of the centre or travel there by bus or who work within the centre and make food purchases in their lunch hour. The Council wishes to make clear its desire to maintain the current range of food shopping which adds to the vitality of the Town Centre and increases its attraction to all sectors of the community.

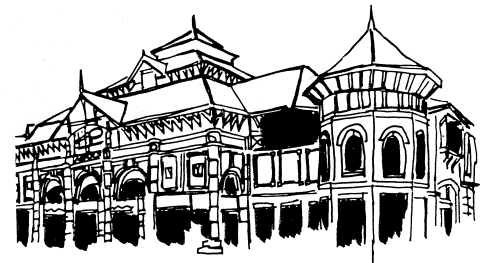
10.12 Ipswich Open Air Market operates on a temporary basis on the Civic Centre car parks for three days a week. On a permanent site it could operate from improved stalls for six days a week which would extend the food offer and help to support the vitality and viability of the whole Town Centre. The Plan supports the relocation of the Market.

S1 Land is allocated for a permanent open air market to the north of Tacket Street (Site No. 10.1).

10.13 Shopping trips can be enhanced by opportunities to undertake a range of activities in the Town Centre and these may be as diverse as visiting the library or cinema, having lunch at a pavement cafe or taking the family to have their hair cut or eyes tested. There are a range of complementary land uses which, by their presence, strengthen the local shopping economy and contribute to the Town Centre's wider regional role.

10.14 The Town Centre must be easily accessible by both public transport and by car. Bus stops and car parks must be conveniently sited and well sign-posted. Once within the Town Centre pedestrians should be able to enjoy a safe and attractive environment with high quality paving and lighting, convenient seating and public toilets, clear signposting and a relaxing ambiance.

SHOPPING IN THE TOWN CENTRE



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10.15 The Council considers that the predominant use within the Town Centre should remain within Class A1 shops uses as defined in the Town and Country Planning Use Classes Order 1987. However, in accordance with national retailing trends and Government guidance contained in PPG6 , the Council recognises that other uses which can complement shopping centres also have a role to play. Such uses will usually include those within Class A2 (Financial and Professional Services) and Class A3 (Food and Drink) of the Use Classes Order. In order to retain vitality and diversity within the Central Shopping Area the Council may in appropriate circumstances remove permitted development rights from new Class A3 Food and Drink uses, to prevent the change of use to Class A2 Financial and Professional Services uses without the need for planning permission.

10.16 To assist with the guidance of the location and distribution of retail and service uses within the Town Centre, the Council has identified a Central Shopping Area, which includes Primary, Secondary and Speciality Shopping Frontages. These areas are identified on the Proposals Map and Plan No. 7. The Central Shopping Area hierarchy described above generally reflects the footfall rate recorded by a recent pedestrian flow survey (September 1993).

10.17 The Primary Shopping Frontages consist of:-

- Westgate Street
 - north side Nos 2-32 (inclusive)
 - south side Nos 1-33 (inclusive)
- Cornhill
 - north side
- Tavern Street
 - north side Nos 1-45 (inclusive)
 - south side Nos 2-62 (inclusive)
- Tower Ramparts Shopping Centre
- Butter Market
 - north side Nos 7-41 (inclusive)
 - south side Nos 6-40 (inclusive)
- The Buttermarket Centre
- Part of Lloyds Avenue
- Part of Tower Street
- Hatton Court
- St Lawrence Street
- Dial Lane
- The Walk
- The Thoroughfare
- Part of St Stephen's Lane

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10.18 The Secondary Shopping Frontages consist of:-

Carr Street	- north side Nos 1-75 (inclusive) south side Nos 2-70 (inclusive)
Eastgate Shopping Centre	
Upper Brook Street	- west side Nos 2-44 (inclusive) - east side Nos 1-51 (inclusive)
Butter Market	- north side Nos 1-3, 43-57 (inclusive) - south side Nos 4, 42-54 (inclusive)
Westgate Street	- north side Nos 36-58 (inclusive) - south side Nos 35-69 (inclusive)
High Street	- west side Nos 3-17 (inclusive) - east side Nos 6-16 (inclusive)
St Matthew's Street	- north side Nos 2-32 (inclusive) - south side Nos 1-31 and Queen's Head PH (inclusive)
Princes Street	- north end including No.3,
Cornhill (south side)	- The Town Hall, Corn Exchange, former Head Post Office, Golden Lion Hotel, Mannings PH
Queen Street	- west side Nos 8-38 (inclusive) - east side Nos 1-25 (inclusive)
Falcon Street	- north side The Falcon PH

The remaining parts of the defined Central Shopping Area have been identified as Speciality Shopping Frontages.

10.19 The defined Primary Area which was recommended to the Council by the shopping consultants includes those shopping streets with the higher Zone A rental values, in addition to the Buttermarket Shopping Centre where the Council wishes to direct further retail investment. The Secondary Area is viewed as a vital integral part of the shopping centre which has generally lower rental values than much of the Primary Area. The Secondary Area also includes the Cox Lane or Cloisters Shopping Centre site which has outline planning permission (subject to a Section 106 agreement) for 525,000 sq.ft. of retail floorspace. The consultants considered that the early implementation of this scheme was unlikely. If market conditions allow and the Cloisters development comes forward then the definition of the Primary Area may have to be revised at the Plan review stage.

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10.20 The Speciality areas represent parts of the Secondary Shopping Area in which there are to be found a higher proportion of non-retail uses, particularly of Class A3, together with clusters of specialist retailers. Many of the streets in this area are made up of attractive older buildings which give them a special character found particularly suitable by some trades. In these areas conservation is a prime objective. Parts of the Speciality Shopping Area will provide the physical and land use links between the main shopping centre and the new activities to be developed in the Wet Dock. This is expected to give a new impetus to shopping and other Class A uses in these areas which the Plan intends to encourage.

10.21 Within the Primary Shopping Area it is recognised that the dominance of uses falling within Class A1 (retail uses selling comparison and convenience goods) is of vital importance to the role and character of the Town Centre. The identified frontages usually comprise a continuous line of frontage buildings segregated by intersecting streets, lanes or other form of physical break in the building line. In recent years there has been sustained pressure from non-retail uses wishing to locate within the Primary Shopping Area. Consequently, the distribution of retail and non-retail uses within a large number of the Primary Frontages is delicately balanced and the scope for the further loss of retail units is limited. A small proportion of non-retail uses will, however, be permitted within the Primary Frontages under circumstances where the criteria of Policy S3 can be met.

10.22 The Secondary Shopping Frontages vary in character and function. Some of these frontages such as the western limits of Westgate Street and the east side of Upper Brook Street form extensions to the Primary Frontage streets. Other Secondary Frontages, such as St Stephen's Lane and Queen Street, serve as vital shopping links between Primary Frontage streets and other Secondary and Speciality Shopping Areas, where the Council is also keen to maintain and improve shopping vitality and viability.

10.23 Parts of the Speciality Frontages containing Class A3 Food and Drink uses such as public houses, wine bars and restaurants contribute to the vitality and character of the Town Centre in the evenings after shopping hours.

10.24 Although some Class A2 uses such as banks, building societies and estate agencies can be satisfactorily accommodated within Secondary Shopping Areas, high concentrations of these uses can create 'dead' and uninteresting frontages. This unsatisfactory situation can also contribute to the decline of the more peripheral shopping areas by severing

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the vital retail link and creating a poor image to specific parts of the Town Centre. Therefore, in the interest of enhancing the shopping character of the Town Centre, a balanced mix of uses within the Secondary and Speciality Shopping Frontages is considered desirable. Policies S4 and S5 relating to Secondary and Speciality Frontages are aimed at balancing the need for the retention of a shopping presence whilst providing for non-retail Class A2 and A3 uses.

10.25 Although Class A2 office uses are generally considered to be acceptable within parts of the Central Shopping Area subject to the policy criteria below, in the interest of shopping vitality and character the Council will not grant permission for B1 uses in shop type premises at ground floor level.

10.26 The Council recognises that hot food takeaway shops also have a place within the Central Shopping Area. In addition to meeting the same criteria for other non-retail uses the Council wishes to ensure that hot food takeaway shops do not conflict with the amenities of occupiers of any nearby residential accommodation. Highway safety is another important consideration to be addressed as hot food takeaway shops often generate a high turnover in car borne customers.

S2 Within the Central Shopping Area defined on the Proposals Map proposals for new Class A1 retail uses will be acceptable.

S3 Within the identified Primary Shopping Area, proposals for change of use from Class A1 Shops use at ground floor level to Class A2 Financial and Professional Services and Class A3 Food and Drink uses will be permitted where:-

(a) the percentage of non Class A1 uses whether as a result of the proposal or otherwise, does not exceed 10% of a group of identified frontages and the site is not adjacent to an existing non-retail use within the same Use Class as the proposal;

(b) the character of a listed building or conservation area is not prejudiced;

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(c) there would be no detrimental effect on the amenities of occupiers of nearby residential accommodation in terms of noise, fumes, smell, litter and general activity generated from the use; and

(d) there would be no unacceptable levels of traffic generated within close proximity of the site to the detriment of highway safety.

S4 Within the identified Secondary Shopping Area, proposals for change of use from Class A1 Shops use at ground floor level to Class A2 Financial and Professional Services and Class A3 Food and Drink uses will be acceptable providing:-

(a) the percentage of non-Class A1 retail uses whether as a result of the proposal or otherwise, does not exceed 20% of a group of identified frontages; the proposal does not create a concentration of more than 30 metres of non-retail frontage and the site is not adjacent to an existing non-retail unit within the same Use Class as the proposal;

(b) the character of a listed building or conservation area is not prejudiced;

(c) there would be no detrimental effect on the amenities of occupiers of nearby residential accommodation in terms of noise, fumes, smell, litter and general activity generated from the use; and

(d) there would be no unacceptable levels of traffic generated within close proximity of the site to the detriment of highway safety.

S5 Within the identified Speciality Shopping Area, proposals for change of use from Class A1 Shops use at ground floor level to Class A2 Financial and Professional Services and Class A3 Food and Drink uses will be acceptable providing the percentage of non-Class A1 uses whether as a result of the proposal or otherwise does not exceed 33% of a group of

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identified frontages or the shopping character of the street would not be adversely affected and the provisions of Policy S4(b), S4(c) and S4(d) can be met.

- S6 Within the defined Central Shopping Area the Council will not grant planning permission for use of a ground floor unit to a use falling within Class B1 of the Use Classes Order.

10.27 Amusement centres can be satisfactorily accommodated within Secondary and Speciality Shopping Frontages. They are unlikely to be acceptable in the Primary Shopping Area and due to the nature of the use should be situated away from residential accommodation. The Council acknowledges that in land use terms a small number of amusement centres may be acceptable within the Central Shopping Area but would not wish to encourage a proliferation of such a use.

- S7 Proposals for the establishment of an amusement centre within the defined Central Shopping Area will only be acceptable providing:-

- (a) the site is not within a Primary Shopping Frontage;
- (b) there are no other amusement centres within the same street;
- (c) the percentage of non Class A1 retail uses whether as a result of the proposal or otherwise, does not exceed 20% of a group of identified frontages in the case of a proposal within the Secondary shopping streets or 33% in Speciality shopping streets and the proposal does not create a concentration of more than 30 metres of non-retail frontage;
- (d) the character of a listed building or conservation area is not prejudiced; and

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(e) there would be no detrimental effect on the amenities of occupiers of nearby residential accommodation in terms of noise, and general activity generated from the unit.

10.28 Within the remaining parts of the Town Centre outside of the defined Central Shopping Area, in streets such as Princes Street and Old Foundry Road, the Council will support proposals for the introduction of non-retail use (Classes A2 and A3) providing they are compatible with the character of the area and do not involve the loss of a unit of residential accommodation and amenity.

S8 Within those parts of the Town Centre outside of the Central Shopping Area proposals for the introduction of non retail uses (Classes A2 and A3) will be permitted providing:-

(a) each proposed use is compatible with the general land use pattern and character of the area;

(b) the character of a listed building or conservation area is not prejudiced;

(c) there would be no loss of a unit of residential accommodation;

(d) there would be no detrimental effect on the amenities of occupiers of nearby residential accommodation in terms of noise, fumes, smell, litter and general activity generated from the use; and

(e) there would be no unacceptable levels of traffic generated within close proximity of the site to the detriment of highway safety.

HISTORIC PUBLIC HOUSES

10.29 The historic public houses make a further contribution to the diversity and vitality of the Central Shopping Area and to other parts of the Town. It is recognised that the public house trade is undergoing changes, but the Council will take into account the importance of these public houses to the character of the Town Centre and other historic parts of the Town and the residential accommodation they often provide in considering proposals for other uses. The Built Environment Chapter makes reference to the protection of the character and appearance of historic buildings and

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conservation areas. In addition, where it is important to do so, the Council will seek to retain these public houses in their current or a similar use within Class A3, and if necessary, in individual cases, may seek to discourage or prevent incompatible changes by removing the permitted development rights by a direction made under Article 4 of the General Development Order.

10.30 To complement the character and attractiveness of the Town Centre and to help promote Ipswich as a tourist centre the Council will continue to introduce schemes of environmental enhancement including pedestrianisation measures mentioned in the Built Environment and Transport Chapters.

10.31 In order to provide a forum where issues relating to the vitality and viability of the Town Centre can be discussed with all interested parties a Town Centre Liaison Panel has been established. This provides an opportunity for the exchange of ideas and promotion of activities and embraces Members of the Council, the Town Centre Manager, the Chamber of Commerce and representatives of shopping centres and major stores.

10.32 The Retail Study has confirmed that Ipswich has a wide selection of retail warehouses with retail warehouse parks located at Ranelagh Road (Orwell Retail Park), London Road (Suffolk Retail Park), and Commercial Road. Most of the major operators are represented either on these parks or adjacent to major food superstores.

10.33 Out of town retail warehousing suffered a downturn towards the end of the 1980s but recently there have been signs of renewed growth and a requirement for a new retail warehouse park to accommodate up to 250,000 square feet of new and relocated businesses in a prime location has been identified. Some of this requirement may be catered for by existing permissions such as at the Sandlings site on Ransomes Europark. A new site on land to the north of Bury Road, well related to the A14 and the wider hinterland has therefore been identified. Those sites with existing permission for retail warehousing may be more appropriate for employment uses.

10.34 Retail warehouses are an appropriate format for the sale of bulky goods such as furniture, carpets, electrical goods, car accessories and DIY goods. With their extensive display areas and adjacent car parking they can provide their customers with a wide choice of goods which can be easily loaded into a car for transport home.



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10.35 Bulky goods retail warehouses are usually perceived as trading against each other rather than competing with the Town Centre which by its nature could not accommodate the display of goods on this scale. It is important, however, to ensure that the effect of retail warehousing on the vitality and viability of the Town Centre is controlled and that these outlets are prevented from selling unlimited ranges of goods which could be in direct competition with high street retailers. In order to protect the vitality and viability of the Central Shopping Area the type of goods sold from retail warehouses will be controlled by conditions of planning permission and/or Section 106 planning obligation agreements. In considering proposals for the change of retail warehouses or food superstores from one retail trade to another, where there is control the Council will apply the same criteria as to new developments.

10.36 In order to ensure that any new retail warehouses are accessible to all sectors of the community they should not only have good road access but they should be capable of being served by public transport. The Employment Chapter (Policy EMP4) gives guidance on the location of retail uses within employment areas.

10.37 If, during the Plan period, some retail warehouse operators relocate from secondary locations to a new retail warehouse park consideration would be given to the development of employment and leisure uses on suitable sites such as Ranelagh Road.

10.38 Shopping trends are constantly changing and a variety of different forms of warehouse outlets have emerged and expanded in recent years. These include discount stores, warehouse clubs and factory shops. Although Class A1 (Shops) of the Use Classes Order does not cover all of these types of business, for the purposes of determining planning applications they will be considered against the criteria of Policies S10 and S11.

10.39 The Council's consultants have considered the provision in and around Ipswich of food superstores and have established that they serve a limited catchment area around the Town. For the purposes of the Plan food superstores are defined as predominantly retail food outlets with a gross trading floorspace of 2,500 square metres or greater. The consultants' quantitative exercise indicated that in the Plan period growth in expenditure would support one to two stores. The decision by Suffolk Coastal District Council to permit a new Tesco at Martlesham Heath is one such store, falling within the catchment. In these circumstances the consultants consider there is no need for a further store and that it is not necessary for the Local Plan to specifically allocate a site.

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- S9 Land is allocated to the north of Bury Road for the development of a new retail warehouse park (Site No. 10.2).
- S10 Within the identified existing and proposed retail parks the sale of the following types of goods will be acceptable:-
- (a) Do-It-Yourself stores and builders merchants;
 - (b) Garden Centre Goods;
 - (c) Furniture and Carpet Stores;
 - (d) Electrical Goods;
 - (e) Car Accessories;
 - (f) Car Sales and Caravans; and
 - (g) Other retail trades dealing in bulky goods and requiring display areas of a size unlikely to be available in the Town Centre.

The goods to be sold in such retail warehouses shall be controlled by planning condition and/or planning obligation agreement.

- S11 Proposals for out of town centre retail warehouses and food superstores will be considered against the following criteria:-
- (a) their likely effect on the vitality and viability of the Central Shopping Area as a whole;
 - (b) the environmental impact of the proposal on the character and appearance of the area;
 - (c) the ability to provide satisfactory vehicular access, on-site car parking and servicing arrangements;

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(d) the effect of the proposal on the free flow of traffic and ease of access to the primary road and public transport network; and

(e) the effect of each proposal on the amenities of adjoining residential areas in terms of noise and traffic congestion.

S12 Proposed changes of use from retail warehousing to employment or leisure uses on suitable sites will be acceptable providing each proposal:-

(a) does not have an adverse impact on the free flow of traffic, the amenities of adjoining residential neighbourhoods or the character of the surrounding area;

(b) can provide satisfactory vehicular access, on-site car parking and servicing arrangements in accordance with the Council's standards; and

(c) has satisfactory access to the primary road network and public transport links.

OUT OF TOWN RESTAURANTS

10.40 As part of the Nacton Road Airfield redevelopment, land has been allocated for the provision of a restaurant and takeaway facility. This use will complement the additional leisure, employment and residential proposals and will also serve the existing uses in the vicinity. Other similar proposals will be judged against the criteria of policy S15 below.

S13 Land is allocated for the provision of a restaurant with takeaway facility on part of the Nacton Road Airfield site as identified on the Proposals Map. (Site No. 10.3)

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SUPERMARKETS

10.41 The Plan seeks to cater for the demand for further food supermarkets throughout different parts of the Town. Supermarkets are defined as single self-service stores selling mainly food, with a gross trading floorspace of between 500 and 2,500 square metres, often with their own car parks. The Council will encourage such developments within the Central Shopping Area as well as within or close to existing Local Shopping Centres (see Policies S2 and S17) particularly where they can provide convenience shopping within reasonable walking distance of otherwise unserved residential areas. A site for such a supermarket has been identified off Felixstowe Road. The site is shown on the Proposals Map by a symbol, pending the definition of the site after further examination of the practical requirements of the scheme. A limited number of 'stand alone' supermarkets may be acceptable providing they meet the criteria mentioned in Policy S15 below.

- S14 Support will be given for the provision of a supermarket and ancillary car parking at Felixstowe Road as indicated on the Proposals Map (Site 10.4) subject to the criteria of Policy S15 being met.
- S15 Proposals for the development of food supermarkets and other similarly sized retail and A3 uses outside of the Central Shopping Area and Local Shopping Centres will be considered against the following criteria:-
- (a) their likely effect on the vitality and viability of the Town Centre as a whole;
 - (b) the environmental impact of the proposal on the character and appearance of the area;
 - (c) the ability to provide satisfactory vehicular access, on-site car parking and servicing arrangements;
 - (d) the effect of the proposal on the free flow of traffic and ease of access to the primary road and public transport network;
 - (e) the effect of each proposal on the amenities of adjoining residential areas in terms of noise and traffic congestion; and
 - (f) the accessibility of the proposal on foot from otherwise unserved residential areas.

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LOCAL SHOPPING CENTRES

10.42 Local Shopping Centres provide a convenient service for their neighbourhoods and are especially useful for the elderly, people with disabilities, parents with young children and people who do not have or do not wish to use a car. By providing a service close to homes or employment areas people can shop without using motorised transport and this has the desirable effect of reducing traffic congestion and air pollution.

10.43 Ipswich has 39 Local Shopping Centres containing over 600 shop units and the number of shops in each varies from 3 to 80. The Local Shopping Centres have been identified on the Proposals Map and consist of:-

IPSWICH LOCAL SHOPPING CENTRES

Local Centre No.	Local Centre Name/Location	Total No. of Units
(1)	Fircroft Road	8
(2)	Garrick Way	13
(3)	Meredith Road	17
(4)	Dale Hall Lane/Dales Road	9
(5)	Ulster Avenue	8
(6)	Norwich Road (197-307a)	15
(7)	Norwich Road (1-91, 2-110)	79
(8)	Dickens Road	6
(9)	Hawthorn Drive	16
(10)	Cambridge Drive	4
(11)	The Centre, Stoke Park Drive	25
(12)	Maidenhall Green	5
(13)	Wherstead Road/Austin Street	29
(14)	Ellenbrook Green	11
(15)	Colchester Road (61-65)	3
(16)	Brunswick Road	6
(17)	Woodbridge Road East	11
(18)	Woodbridge Road (418-524, 501-785)	39
(19)	Cauldwell Hall Road/Spring Road	21
(20)	Cauldwell Hall Road/St John's Road	11

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(21)	Foxhall Road (25-97, 34-124)	27
(22)	Bixley Road/Foxhall Road	14
(23)	Felixstowe Road (55-201, 120-190)	58
(24)	Selkirk Road	9
(25)	Clapgate Lane (207-221)	6
(26)	Reynolds Road	13
(27)	Clapgate Lane (251-259)	5
(28)	Nacton Road (270-374)	40
(29)	Queen's Way	21
(30)	Felixstowe Road (476-486)	5
(31)	Penshurst Road	8
(32)	Cliff Lane	12
(33)	St Helen's Street	34
(34)	Bramford Lane	13
(35)	Bramford Road	25
(36)	Spring Road	9
(37)	Albion Hill, Woodbridge Road	10
(38)	Lavender Hill	3
(39)	Prince of Wales Drive	3

10.44 The larger centres tend to be located on radial routes and serve passing trade as well as the immediate neighbourhood. Although the larger local centres often provide a wider range of facilities than the very small centres, the need to protect Class A1 shop premises remains important. Many of the larger local centres have a supermarket acting as an 'anchor' store and may also support a post office, newsagent, greengrocer's, butcher's, baker's and a chemist.

10.45 A new local centre is proposed at the Nacton Road Airfield site which will contain shops and community facilities to support the new residential neighbourhood. (See CF3 in the Community Facilities Chapter).

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10.46 Whilst local centres can provide essential shopping facilities, they may additionally accommodate other service uses falling within Class A2 Financial and Professional Services and Class A3 Food and Drink. Due to concerns over the impact on residential amenity and vehicular traffic of Class A3 hot food takeaway shops any proposals for these shops in Local Shopping Centres will be considered against Policy S20 as well as Policy S18. In addition community facilities such as doctors' and dentists' surgeries, may also be provided within suitable premises or close to Local Shopping Centres. The Council wishes to support the vitality and viability of Local Shopping Centres and will, therefore, have a flexible approach to the mix of uses, particularly within those relatively few centres which have suffered from high rates of long term vacant units.

10.47 Proposals to introduce community facilities within local centres should avoid the most prominent shop units within a frontage and in the interest of the vitality and shopping character of the centre should also include and maintain a shopfront display in order to minimise the creation of 'dead' space caused by bland frontages.

S16 The Council will seek to encourage and retain local shops throughout the Town's Local Shopping Centres to ensure as far as possible all residential and large employment centres are within walking distance of day-to-day convenience goods shopping.

S17 Proposals for the provision of additional shops or extensions to existing shop premises within Local Shopping Centres will be permitted providing they:-

- (a) relate well to and consolidate existing centres;
- (b) do not unduly prejudice the amenities of adjacent premises;
- and
- (c) do not preclude the provision of necessary ancillary facilities including parking, loading and amenity space.

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S18 Within the defined Local Shopping Centres proposals to change the use from Class A1 shops to Class A2 Financial and Professional services and Class A3 Food and Drink uses will be permitted, providing, as a result of the change or otherwise, the percentage of non Class A1 uses does not exceed 33% of the total identified shopping frontage or the shopping character and range of shops is not unacceptably diminished.

S19 Proposals to change the use from a Class A1 shop use to a community facility use may be acceptable providing:-

(a) the criteria of Policy S18 can be met;

(b) the use clearly supports the needs of an adjacent residential area;

(c) the unit to be occupied has suffered from a long-term vacancy period of at least 6 months;

(d) satisfactory vehicular access and car parking space can be provided in accordance with the Council's Standards;

(e) the physical treatment of the unit minimises the problem of 'dead frontage'; and

(f) the unit is not especially prominent in the Centre.

S20 Within the defined Local Shopping Centres proposals to provide Class A3 hot food takeaway shops will only be acceptable providing:-

(a) the criteria of Policy S18 can be met;

(b) the proposal would not cause a loss of residential amenity because of long opening hours or environmental nuisances from increased noise and activity, fumes, smell and litter; and

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- (c) there would be no unacceptable levels of vehicular traffic generated to the detriment of highway safety and satisfactory access and car parking provision can be met.

ISOLATED SHOPS

10.48 In addition to the vast number of shops contained within the local centres there are also a significant number of single shops scattered throughout the older residential suburbs. These isolated shops can also perform a useful service to the surrounding neighbourhood. However, due to changing shopping patterns and competition from larger retailers many small-scale isolated shops have permanently closed. Under such circumstances the Council will permit a change of use to a residential use providing the criteria of Policy BE7 can be met. A change to an employment use will be acceptable under circumstances where a residential use is not considered to be practicable or desirable and the criteria of H7 and EMP10 can be met. When considering proposals to change the use of an isolated shop the Council will encourage the reinstatement of domestic facades in appropriate circumstances. Outside of the Central Shopping and Wet Dock areas the provision of new shops serving residential areas will be directed towards existing local centres.

S21 Proposals to change the use of isolated shops to non-retail use will be permitted providing each proposed use is compatible with the character of the surrounding area and the criteria of policies H7 and EMP10 can be met. The Council will expect the reinstatement or installation of domestic frontages in appropriate circumstances as part of each scheme.

10.49 Proposals to change the use of an isolated shop to a hot food takeaway shop raise specific environmental and amenity considerations contained in Policy S22 below.

S22 Proposals for the provision of Class A3 hot food takeaway shops within premises outside of the defined Local Shopping Centres and Central Shopping Area may be acceptable providing:-

- (a) the proposal would not lead to a proliferation of such uses within the area;

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(b) the proposal would not cause a loss of residential amenity because of long opening hours or environmental nuisances from increased noise and activity, fumes, smell and litter; and

(c) there would be no unacceptable levels of vehicular traffic generated to the detriment of highway safety and satisfactory access and car parking provision can be met.

Planning for Movement and Infrastructure

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Transport

11.1 This Chapter covers policies and proposals aimed at providing an environmentally sensitive, efficient and effective transport system to cater for the growth and management of traffic movement and relief of congestion. Specific sections of the Chapter include reference to public transport, park and ride, car and other vehicle parking, pedestrians, cycling, roads and railways. Related traffic management measures are also referred to.

11.2 The subsections comprise a combination of development related and transport management policy areas which complement the inter-relationship between land use planning and transport matters.

INTRODUCTION

OBJECTIVES

To maintain access within the Town and minimise congestion.

To provide transport links to jobs and services which cater for people without cars.

To provide for a safe and convenient transport system for all members of the community.

To provide for an environmentally efficient transport system in terms of energy conservation and reduced levels of pollution.

11.3 The above objectives represent the Council's long term intentions and are a more detailed interpretation of the strategic aims mentioned in Chapter 2 which seek to:

- improve levels of accessibility within the Town;
- recognise the Town Centre as a major public transport focal point;

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- encourage other forms of non-motorised transport, such as walking and cycling; and
- reduce the need for excessive travelling and direct traffic away from sensitive areas, especially residential neighbourhoods.

POLICY CONTEXT

11.4 The DoE has published PPG 13 'Transport' (March 1993) which emphasises the interdependency of transport and land use planning issues. Reference is made to the different ways in which local authorities can tackle the problem of traffic congestion in urban areas. A number of land use policy options aimed at influencing travel demand are suggested covering residential density, settlement size and structure, neighbourhood planning and access to transport infrastructure. There is also mention of other related transport policy measures which complement land use policies such as parking controls, park and ride, traffic calming, provision for pedestrians and cyclists and public transport priority measures.

11.5 PPG 13 stresses that road building alone is unlikely to relieve congestion and therefore more weight will have to be placed on measures to manage demand and encourage the provision of acceptable alternatives to the private car. This PPG also implies a greater emphasis to be given to public transport by encouraging authorities to include public transport investment proposals within their annual bids for Transport Supplementary Grant (TSG) contained in Transport Policy Programmes (TPPs) from 1994/95. Traditionally TPPs have concentrated on spending estimates for new roads. This apparent change in emphasis is further complemented by the introduction of the 'package approach' which will give local authorities greater flexibility to switch resources between different forms of transport. The 1995/96 Ipswich Package Bid will assist with the implementation of the Transport Strategy referred to below and includes the following components:

- (a) Measures to Assist Bus Operation
- (b) Park and Ride
- (c) Parking Control
- (d) Pedestrian and Traffic Management
- (e) Cycling Promotion Measures

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11.6 RPG6 (July 1991) points out that economic growth and increased prosperity in East Anglia have led to traffic increases well above the national average which will have consequences for the environment in particular through the emission of carbon dioxide (CO₂) into the atmosphere. The Regional Guidance also states that “by having up to date development plans in place there will be a greater certainty that future investment in transport infrastructure will help to bring about improvements to the local environment and economy.”

11.7 Suffolk County Structure Plan incorporating Alterations 1, 2 and 3 provides specific guidance on the implementation of a transport strategy for Ipswich and the surrounding area.

11.8 Between 1988 and 1991 an Ipswich Traffic Study was undertaken to examine existing and future traffic problems in Ipswich up to 2006 and to devise possible solutions to those problems by the development and implementation of a strategy.

11.9 The Study predicted that the growth in demand for travel, particularly in the number of journeys made by car, would lead to severe congestion by 2006 unless action was taken to prevent the growth occurring or to improve the Town’s transport system.

11.10 It is not regarded as feasible to prevent car ownership and traffic growth and so a transport strategy was devised which, through an inter-related package of measures, aimed to avoid severely congested conditions.

11.11 In the autumn of 1993 consultants for the County Council updated the forecasts of future traffic levels and conditions made during the Ipswich Traffic Study. It was found that the number of vehicle trips per day in the Ipswich area had grown by 12% in the four years 1988-1992, in spite of the recession.

11.12 The key assumptions concerning traffic growth were reviewed with the result that traffic congestion in 2006 is now forecast to be less severe than as forecast during the Ipswich Traffic Study, but not markedly so.

11.13 The Transport Strategy, which had been adopted by the County Council in 1991, following a public consultation exercise, was re-examined in the light of these revised forecasts. Consideration was also given to the Report of the Panel of the Examination in Public of Draft Alteration No 3.

EXISTING AND FUTURE TRAFFIC PROBLEMS IN IPSWICH

The Ipswich
Traffic Study

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THE TRANSPORT STRATEGY

11.14 The Ipswich Transport Strategy as incorporated in the Structure Plan Alteration No. 3 is set out below:

The Transport Strategy for the Ipswich Policy Area comprises:

- (a) the development of a car parking policy for the centre of Ipswich giving priority to short-stay use, making no additional long stay provision, and providing 2000 new short-stay spaces;
- (b) restrictions on parking to serve new development in or adjacent to the Town Centre;
- (c) maintaining and where possible enhancing the role of bus travel generally, and in particular provision of park and ride and bus priority measures;
- (d) encouragement of rail use, especially for the movement of goods to and from the ports;
- (e) improving Ipswich Town Centre for the greater convenience of pedestrians;
- (f) the development of improved cycling and pedestrian facilities; and
- (g) the development of environmental protection measures and traffic management schemes.

11.15 The Northern Bypass, formerly part of the Ipswich Transport Strategy, was removed from the Structure Plan following a direction made by the Secretary of State and does not currently figure as a proposal of the Structure Plan or of the Plan. The East Bank Link/Wet Dock Bridge, also formerly part of the Ipswich Transport Strategy was removed from the Structure Plan by modification and does not currently figure as a proposal of the Structure Plan or of the Plan.

11.16 The Plan identifies those new road schemes which are likely to be constructed during the Plan period up to 2006. Suffolk County Council has resolved to safeguard a route for a northern bypass and a route for an East Bank Link road. As the safeguarding does not meet the tests of PPG12 for inclusion in the Plan and the status of protection of the East Bank Link is highly qualified, neither route has been included or shown on the Proposals Map.

Transport

11.17 The policies and proposals of this Chapter aim to elaborate the Transport Strategy.

11.18 When compared with the size of the existing Town the amount of growth to be accommodated within Ipswich during the Plan period is relatively small. However, when added to the scale of growth immediately outside of the Borough's boundary the overall impact of concentrations of new development on the environment and transport infrastructure becomes more significant. The policies and proposals aim to influence the pattern and scale of development within the Borough to ensure sustainable growth consistent with the four objectives mentioned at the beginning of the Chapter. Despite the aims and objectives it should, however, be acknowledged that the control of development through the implementation of the Plan's policies will only have a limited impact on the workings of the overall transport system.

11.19 Most new development has an impact on the transport system and therefore developers will generally be required to contribute towards necessary infrastructure improvements and measures to protect the environment where appropriate, usually secured by planning obligation agreements.

T1 Development proposals will be assessed in terms of their effect upon the environment and transport systems. Where, as a result of development proposals environmental and transport infrastructure improvements are considered to be necessary, developers will be expected to make appropriate contributions.

11.20 An efficient and well used public transport system offers a number of benefits including: convenience to passengers, reduced traffic congestion and potential energy savings and less pollution. The Council recognises and supports the important role public transport has to play in meeting Ipswich's transport needs including mobility needs and supports initiatives to improve the level and quality of service provision as an alternative way of travelling to the private car. The Council supports Ipswich Dial-a-Ride as a method of providing for some of the transport needs of disabled people. The Council will seek to ensure that major new developments are capable of being served by public transport and where appropriate will encourage the provision of services close to new development.

T2 Proposals for major new development will be considered in relation to the public transport accessibility of the proposed site. Sites with good public transport

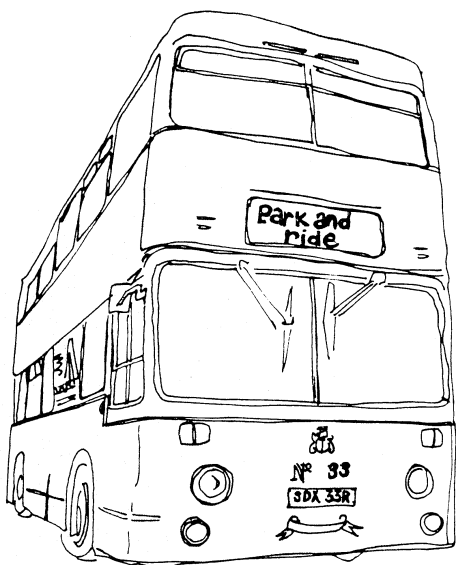
GENERAL POLICY

PUBLIC TRANSPORT

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BUSES AND PARK & RIDE



accessibility will be favoured for development providing conflicts with other Plan policies are avoided.

11.21 The Council will also encourage employers, schools and colleges to provide bus or coach services for their employees and students in order to reduce the number of car borne journeys. Car pooling and sharing schemes will also be promoted to make more efficient use of vehicles which continue to be used and to limit car parking requirements.

11.22 Buses are the most important form of public transport serving Ipswich and are likely to remain so during the Plan period. Although the Council has limited direct control over the provision of services it supports initiatives to improve bus travel. Improved services linking the larger new suburbs at Grange Farm, Kesgrave; Pinebrook, Belstead; as well as the planned development at Nacton Road Airfield can provide an attractive alternative to private cars used by commuters. Apart from the satisfactory location of development the main way in which the Plan can contribute to the improvement of the overall bus service is by giving its support to the park and ride scheme identified in the Transport Strategy.

11.23 The Transport Strategy referred to at the beginning of the Chapter identified the requirement for a park and ride scheme. The scheme is intended to provide an alternative to existing long stay Town Centre car parking used by commuters. Commuters will be able to leave their cars at peripheral car parks on the edge of the built-up area and transfer to a Town Centre bound bus service. This will help to relieve traffic congestion on the main roads at peak hours. As part of the implementation of the Transport Strategy consultants appointed to assess the existing and future demand for park and ride facilities in Ipswich have advised that there is no case for introducing more than three sites within the forecast period to 2006. Only one of these sites, Bury Road, is within the Plan area and is likely to provide approximately 600 spaces. This car park site, together with the two located outside the boundary at Copdock in Babergh District and the A1214 Corridor in Suffolk Coastal District will help to meet the need for 3,500 additional long stay spaces identified in the Transport Strategy.

T3 Land is allocated for park and ride use to accommodate approximately 600 car parking spaces on land at Bury Road as identified on the Proposals Map (Site No. 11.1).

Transport

11.24 To complement the above proposals the Council will support other related bus improvement schemes such as the creation of bus lanes and gates and other priority measures, particularly within the Town Centre and park and ride corridors. Careful routing of services will also allow buses to pass close to several Town Centre traffic generating uses such as the Buttermarket Shopping Centre, the Odeon Cinema and Crown Pools.

11.25 The Council will seek to ensure that new bus routes avoid conflicts between vehicles and pedestrians especially within pedestrian priority areas such as the proposal for Upper Brook Street mentioned in T7. The Council will also encourage the development and use of quieter and less polluting modes of transport, for example, electrically powered vehicles.

11.26 Coach travel is an important form of public transport for long distance trips and also brings tourists and shoppers into the Town. The Council has improved facilities to provide for a more efficient coach operating service within Ipswich. A series of dropping off points have recently been established and a formal coach parking area has been laid out at West End Road.

11.27 The Town Centre is at present served by two bus stations, at Tower Ramparts and the Old Cattle Market. The Tower Ramparts bus station already experiences some congestion, while the separation of the bus stations makes an interchange between town and country services more difficult. The provision of a new central bus station which could cater for town and country services, as well as long distance coaches and the buses serving the park and ride car parks is the subject of study which may lead to proposals coming forward in the Plan period, together with proposals for alternative uses for the existing bus stations and other operational sites where they are no longer required for bus operational purposes.

11.28 There is a need to retain and encourage the greater use of passenger travel by rail. Rail as a form of transport can help to ease congestion on roads and reduce air pollution levels. Ipswich Railway Station currently accounts for about 72 passenger departures daily and an estimated 5,000 employees travel to Ipswich to work by train. It is therefore important to retain and improve both the main station and Derby Road Station to ensure that this potential is fully utilised at present and in the future. Because of the limited car parking adjacent to the Station it is particularly important that pedestrian, bus, taxi and cycle access are maintained and where possible

COACHES



TRAVELLING BY RAIL

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improved. Both stations are good examples of Victorian railway architecture and therefore any necessary alterations must be sympathetic to the buildings' character and appearance.

- T4 The Council will support proposals to retain and improve the Town's existing railway stations, particularly facilities for passengers arriving by bus, cycle and on foot as well as for people with disabilities, providing the requirements of other policies of the Plan are satisfied.

TAXIS

11.29 Taxis provide a service which complements other public transport services and are particularly useful for evening and weekend journeys when bus services are less frequent. They also have the advantage of offering a door to door service which is convenient for elderly people and more safe for people travelling alone, such as women, in the evening. The Council is responsible for regulating and monitoring the Town's 108 Hackney Carriages and keeps the location and size of taxi ranks under review. Where appropriate, the Council will support special provision being made for licensed taxis in traffic management schemes including exemptions from access restrictions providing this does not conflict with the environmental and traffic objectives of those schemes. It is recognised that the private hire car trade also provides a significant transport service.

- T5 The Council will introduce proposals to improve taxi rank arrangements where it is considered necessary including measures to integrate taxi provision within the proposed central bus station as part of a major public transport interchange scheme.

PEDESTRIANS

11.30 The encouragement of walking as a means of getting around the Town to carry out everyday activities is an aim of the Council. In order to promote walking as a preferred alternative to the private car certain conditions must be right. Homes must be in close proximity to places of employment, schools and shops. The design and layout of pedestrian routes is also of vital importance to ensure their convenience, safety and desirability.

Transport

11.31 Ipswich is a fairly compact urban area and a 20 minute walk from the Town Centre along each radial route takes pedestrians into the heart of most residential areas. There are 39 Local Shopping Centres in the residential neighbourhoods and although the bulk of employment uses are in the Town Centre there are also a number of employers located throughout the Town.

11.32 The Built Environment Chapter draws attention to the need to achieve a safer and more attractive environment for pedestrians while other parts of the Plan seek to ensure that specific land uses such as shops and community facilities are evenly distributed to allow ease of access especially by foot. The Council will continue to develop a network of strategic pedestrian routes linking all parts of the Town.

11.33 Within the Town Centre the Council will encourage measures to remove non essential traffic and to pedestrianise or give pedestrian priority to further streets where appropriate. The Council will seek the paving over of the remaining parts of Butter Market with a further extension over Upper Brook Street. In order to further enhance the environment of the Town Centre, Transition and Wet Dock areas, the Council will seek pedestrian priority in St Nicholas Street which will include associated landscaping schemes mentioned in the Natural and Built Environment Chapters. The Council will permit the shared use of surfaces for the benefit of cyclists as well as for pedestrians where it can be shown to be safe.

11.34 Elsewhere in the Town there is also a need to provide for a safer and more pleasant environment for pedestrians. The Council will examine and encourage schemes of enhancement throughout the Town especially within residential areas and Local Shopping Centres.

11.35 The restriction of traffic speeds and volumes wherever possible by means of traffic calming and other measures will continue to be introduced especially within residential areas and where there are large volumes of pedestrian movement, e.g. close to schools.

11.36 The Council will take account of the needs of people with disabilities when planning for pedestrians and will ensure that dropped kerbs, textured surfaces and other facilities are designed into footpaths and crossings.



Chapter 11

Transport

11.37 Proposals for development should also take account of the needs of pedestrians. Pedestrian access proposed as part of new development should be safe and convenient for use and link with existing and proposed routes. Opportunities should be taken to improve facilities for pedestrians by providing new links through sites or by contributing to the pedestrianisation of streets adjacent to the development, particularly for proposals generating high pedestrian flows within the Town Centre, Transition and Wet Dock areas.

T6 The Council will encourage the extension and improvement of a strategic network of safe and convenient pedestrian routes. Key cross-town pedestrian routes will be identified and safeguarded.

T7 The Council will seek further pedestrian priority and paving in the following streets as identified on the Proposals Map:-

Site No.

11.2 Butter Market;

11.3 Upper Brook Street;

11.4 St Nicholas Street.

T8 Development proposals will be expected to take account of pedestrian accessibility to the site as well as the wider effects of the development upon pedestrian movement. The line of existing and proposed pedestrian routes should be respected and development generating high levels of pedestrian flows will be expected to provide or contribute towards the improvement of pedestrian facilities.

CYCLING

11.38 The Ipswich Transport Strategy promotes cycling as a desirable form of transport. The Council recognises that cycling is an energy-efficient and healthy way of travelling which does little to cause traffic congestion. However, cyclists are often perceived as vulnerable highway users as a significant number have been involved in road accidents. New cycling facilities such as cycle lanes and paths have been provided but there are still accident problems where they are either incomplete (e.g. at junctions) or where they do not exist at all. The Council will continue to encourage the County Council as highway authority to extend and improve its network of cycle

Transport

routes and will provide for cycle parking facilities within the Town Centre and at suitable Local Shopping Centre locations.

11.39 The Ipswich Cycle Study makes recommendations for specific action to encourage cycling. The key elements of the recommended strategy and action plan are measures to develop an urban cycling network. The Study identifies a cycling network, subject to detailed investigation and design, consisting of signed routes on quieter roads or, occasionally, off road and unsigned routes along heavily trafficked roads on which measures are required to improve safety and convenience. In addition the Study identifies leisure routes following corridors out of the urban area into the surrounding countryside which may link into County plans for signposted leisure routes on existing quiet lanes. These routes may link together open spaces within the Green Corridors referred to in the Natural Environment Chapter. Implementation of the cycling network is being undertaken with funding from the TPP Ipswich Package Bid.



11.40 The Council will expect new developments to respect any proposed cycle route and in appropriate circumstances to provide cycle parking for employees and customers.

T9 The Council will identify and assist in the development of a strategic network of orbital and radial cycle routes and cycle parking facilities, linking residential areas with work, school, Local Shopping Centres and the Town Centre.

T10 Proposals for development will be expected to respect the line of identified cycle routes and where appropriate provide cycle parking facilities in accordance with the Council's parking standards.

11.41 The Council's car parking standards are contained in Appendix 1.

11.42 For non-residential uses the Plan distinguishes between long and short stay car parking. Long stay car parking is usually associated with employees needs whose cars occupy their spaces all day. Short stay parking is primarily provided for shoppers and other short term visitors.

CAR PARKING

Long stay parking

Chapter 11

Transport



Short stay parking

11.43 The Council's long stay car parking policy is linked to the park and ride scheme mentioned earlier. In order to ease congestion in the Town Centre and on radial approach routes the Council has defined a Central Car Parking Core [See Plan No. 8] in which long stay parking is discouraged. Instead the Council will promote and encourage the use of park and ride facilities. Therefore, only necessary operational car parking space will be permitted within the Central Core as part of new development. The Council will expect new development proposals for employment uses within the Central Core to contribute towards the funding of the park and ride scheme by way of commuted payments.

11.44 It is anticipated that substantial demand for long stay parking will continue to exist which may be accommodated by the large proportion of existing long stay spaces which lie outside of the Council's control.

11.45 In order to provide for short stay parking and implement the Transport Strategy, the Council will transfer the majority of its existing centrally located long stay car parking spaces to short stay use. No additional land is allocated for long stay car parking and the Council will discourage the provision of further long stay car parks within the Central Car Parking Core.

11.46 The Transport Strategy identified a need for a further 2,000 short stay spaces to cope with estimated future demand, which will be located within and on the edge of the Town Centre. Sites have been identified at Orchard Street and Portman Road for the development of short stay car parks. These sites were chosen as the closest to the Central Shopping Area where land might be available.

T11 All proposals for development will be expected to comply with the Council's car parking standards.

T12 Within the identified Central Parking Core the Council will limit the provision of parking associated with non-residential uses to operational needs only. Instead the Council will normally expect contributions to public car parking spaces particularly at park and ride sites.

T13 Proposals for new car parks within the Central Car Parking Core will be confined to short stay use only.

Transport

T14 Land is allocated for short stay car parking use at the following sites as identified on the Proposals Map:-

Site No.	Location	Area in hectares	Approx (acres)	No. of spaces
11.5	Land to the west of Orchard Street;	0.53	(1.31)	400
11.6	Land at Portman Road;	0.48	(1.19)	1000
11.7	Land to the west of Blackhorse Lane;	0.32	(0.79)	200
11.8	Land between the Odeon and Regent Theatre, St Helens Street;	0.21	(0.52)	50

11.47 The Council will ensure that adequate directional signs are appropriately sited to guide motorists to public car parks.

11.48 The Council supports a number of initiatives aimed at improving access within the Town for people with disabilities. Space within the Buttermarket Centre car park is reserved for users of its Shopmobility Scheme, where a selection of electric and hand powered wheelchairs and scooters may be borrowed.

Parking for people with disabilities

11.49 Orange Badge holders may park in designated parts of most streets for up to 3 hours and Special Parking Permits are available for use in the pedestrianised streets for those who are unable to use the Shopmobility Scheme.

11.50 The Council will expect all new developments which include car parking, in accordance with the parking standards given in Appendix 1, to reserve a proportion of the parking spaces provided for use by those with disabilities who are users or visitors to the development.

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Transport

Residents' parking

T15 Proposals for new development involving the provision of car parking will be expected to provide an adequate number of parking bays to be marked out and reserved for use by disabled persons in accordance with the Council's parking standards.

11.51 There is a tendency for some long stay visitors to park all day in residential streets close to the Town Centre. This is done either to avoid the cost of Central Area parking or the congestion in the centre. However, this causes access problems to residents who often find it difficult to park close to their homes. It also makes servicing awkward for deliveries, removal vans and emergency access and detracts from the quality of the residential environment. To redress these problems the Council has introduced a series of residents parking zones giving on-street priority to those who live in the area. Where resources permit and following consultation with residents and the police, the Council will continue to reduce all day commuter parking which causes problems of access and intrusion within residential areas by the introduction of further residents' parking measures.

11.52 In addition to introducing residents parking zones and in order to further help relieve congested streets the Council will also encourage and where possible provide for off-street residents parking on suitable vacant land conveniently located to people's homes. The provision of such off-street parking should not be at the expense of well used or landscaped public or private open space.

T16 Wherever possible the Council will support and make provision for the formation of off-street car parking for residents on suitable vacant and under used land providing each site is conveniently located to people's homes and adequately laid out in accordance with the Council's standards. Such proposals should not involve the loss of landscaped gardens and well used open space.

Transport

ROADS

11.53 The Plan identifies those new road schemes which are likely to be constructed during the Plan period up to 2006.

11.54 One new local road which was assessed in the Ipswich Transport Strategy and found to be of limited value in overall strategic terms is the Bramford Road relief road. It does not, therefore, form part of the overall Transport Strategy but is acknowledged as offering some local benefits and is included in the Plan as a local road scheme.

11.55 The proposals for the development of the Airport will require improvements to existing roads and junctions in south east Ipswich. It is proposed that there will be two accesses to the site, from Nacton Road at Thrashers Roundabout and Maryon Road, the second restricted to buses, pedestrians, cyclists and emergency vehicles. To ensure that the additional traffic generated by the development can be accommodated to an acceptable level and due allowance made for pedestrians and cyclists, improvements would be required to Thrashers Roundabout, to Nacton Road between Thrashers Roundabout and the A14 and to the highway and junctions between Thrashers Roundabout and Maryon Road, as well as improvements at the Fore Street/Duke Street Roundabout and some other junctions.

11.56 It is accepted that other new road proposals may be brought forward during the Plan period. Any proposal will need to be carefully assessed to ensure that significant benefits are achieved in terms of pedestrian safety, environmental improvement and highway efficiency.

11.57 Between 1982 and the present day a number of road widening lines have been identified where localised improvements to the road network could be achieved when redevelopment of adjoining sites takes place. The Plan identifies a number of locations where limited road improvements can be carried out which will materially reduce traffic congestion or improve road safety, within the general objectives of the transport strategy. It is the intention that these improvements should be carried out when the development of adjoining sites identified in the Plan takes place and it is expected that any land requirements for the improvements will be met from those sites.

11.58 Proposals for new development will be judged against their impact on the road network in relation to the route hierarchy which determines the function of particular roads for development control purposes. Within Ipswich there is a primary, secondary and local road network which perform separate functions in highways terms and are indicated on Plan No 9.

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Transport

- T17 The following local road scheme is proposed as indicated on the Proposals Map:-
- 11.9 Bramford Road Relief Road
- T18 Before giving its support to proposals for new road development other than for local access roads the Council will require the following criteria to be met:
- (a) The inclusion of road safety measures particularly for pedestrians and cyclists;
 - (b) The provision of a comprehensive environmental assessment study demonstrating overall satisfactory environmental benefits;
 - (c) Where applicable, the relief of residential areas from the effects of traffic including air and noise pollution; and
 - (d) The inclusion of each route as a necessary part of an overall transport strategy.
- T19 The following road widening lines are proposed as indicated on the Proposals Map:-
- 11.10 Commercial Road;
 - 11.11 Fore Street;
 - 11.12 Handford Road;
 - 11.13 Nacton Road; and
 - 11.14 Tacket Street.
- T20 Each development proposal will be assessed in terms of its impact on the road network in respect of traffic capacity, safety and environmental impact of generated traffic. The Council will require mitigating measures to be provided to the satisfaction of the highway authority where necessary.

Transport

TRAFFIC MANAGEMENT

11.59 The Council supports a number of traffic management measures aimed at making the best use of the existing transport network by maximising road capacity in a cost effective way. The recently installed 'SCOOT' system (a linked traffic signal system) at the London Road/Yarmouth Road junction will be integrated with other major junctions to enable traffic to move more efficiently.

11.60 The Council will support traffic management measures at junctions where these will ameliorate a local environmental, safety or congestion problem. Traffic management proposals aimed at improving public transport movement is mentioned above.

11.61 The possibility of improving traffic and associated pedestrian and environmental conditions will be investigated on the existing gyratory system comprising Star Lane, College Street, Key Street, Salthouse Street and Fore Street. The aim of these measures will be to improve both the environment on land adjacent to the northern quays of the Wet Dock and the link between the Wet Dock, Transition Area and the Town Centre.

11.62 Whilst it is important for the local economy to maintain access to employment areas and the Port for the efficient movement of freight, it is also vital to achieve this without causing adverse effects on the environment.

MOVEMENT OF FREIGHT AND GOODS VEHICLES

11.63 The vast majority of freight is likely to continue to be moved by road transport and therefore the Council will encourage large scale storage and distribution uses to be located on appropriate sites on the edge of the Town. The Employment Chapter provides further guidance on the location of all employment uses.

11.64 The Council will continue to monitor large and heavy goods vehicles within the Town and will seek to minimise their effect upon the environment by introducing time, weight and length restrictions where appropriate.

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Transport

11.65 In addition to passenger services, rail can perform a useful alternative to the movement of freight by road. The location of storage and distribution depots close to railway sidings can complement this form of transshipment although given the existing rail network and pattern of land uses in Ipswich it is acknowledged that there are limited opportunities for this kind of proposal. The Co-op Depot site on Felixstowe Road and parts of Ransomes Europark may, however, have potential for the future transfer of goods by rail.

11.66 The infrastructure exists to provide for rail freight transport to both banks of the Port and the Council would like to encourage its use.

T21 Developments which involve the movement of bulky or high volume goods will be encouraged to locate at sites on the edge of the Town which are well related to the main road network and at sites which have potential for rail access.

Infrastructure

12.1 This Chapter addresses the planning issues associated with those facilities which could have an effect on the amount, type and location of development in Ipswich including water and drainage, energy supply, communications and emergency services. Transport infrastructure matters are dealt with separately in Chapter 11.

INTRODUCTION

12.2 New development places additional pressure on utility services. The Local Plan can help to achieve better service provision by enabling public utilities to develop their own strategies in line with land use proposals set out in the Plan.

To enable the provision of adequate utility services to meet the current and future needs of Ipswich.

To provide for a clean and healthy environment.

To ensure an appropriate design and layout of new development to enable emergency services to effectively respond to public demand.

OBJECTIVES

12.3 The most recent Government advice is contained in PPG12 'Development Plans and Regional Planning Guidance' (Feb 1992), PPG8 (revised December 1992) 'Telecommunications' and Circular 30/92 'Development and Flood Risk'. PPG12 states that "In preparing plans, authorities should consider both the requirements of the utilities for land to enable them to meet the demand placed upon them and the effects of such additional uses. Utilities should be consulted about these questions."

POLICY CONTEXT

12.4 In order to reduce the possibility of new properties being built in areas which are subject to flooding, Circular 30/92 requires local authorities to include policies in local plans controlling development in areas subject to flood risk. In addition, certain developments may require defence against river flooding or measures to control surface water run off.

Chapter 12

Infrastructure

DRAINAGE FACILITIES

12.5 The Environment Agency (EA) (formerly the National Rivers Authority) has produced a set of model policy statements, 'Protecting and Improving the Water Environment', and suggests that local authorities take them into account when formulating policies to be included in local plans.

12.6 PPG 8 'Telecommunications' (December 1992), states that "Local plans should set out policies and proposals for the location of telecommunication developments. In certain circumstances they may allocate particular sites for major telecommunication developments, such as tall masts so as to encourage site sharing".

12.7 Sewerage and sewage treatment are the responsibility of Anglian Water Services Ltd (AWS), under the Water Industry Act, 1991. The sewerage system is currently overloaded in many parts of the Town and a study is being undertaken by AWS to assess the capacity of the system and what improvements are required to accommodate existing demand and future growth.

12.8 In order to meet growth proposals and to ensure continued compliance with Statutory Consent Standards, AWS will be carrying out a substantial programme of sewerage infrastructure and sewage treatment improvements throughout the period of the Plan.

12.9 To avoid pollution of water courses and allow the necessary improvements to take place, the Council may under certain circumstances require the phasing of development as advised by AWS.

INF1 Where necessary the Council may require proposals for new development to be phased to coincide with the provision of related drainage and sewerage treatment infrastructure.

Infrastructure

12.10 It is important to minimise the risk of contamination of underground water resources from the effects of new development. Polluted groundwater is harmful to wildlife and is often difficult and very expensive to rectify. The EA has identified Groundwater Protection Areas, the most important of which, Category 'A' areas, relates to public bore holes which exist within the Town. The EA advises that certain types of development should be avoided in Category 'A' areas and these include landfill, waste disposal and septic tanks. The Council will consult the EA on applications which would affect aquifers and other sources of water supply. Policy NE22 in the Natural Environment Chapter gives guidance on new development and the need to protect waterways and sources of water from pollution.

WATER QUALITY

12.11 The EA are responsible under the 1989 Water Act for controlling development within flood risk areas. The Council will seek to ensure that new development is not at risk from flooding which could endanger life and damage property. The Council will also discourage development proposals which would be likely to result in flooding of areas outside of the development site. Surveys are being carried out by the EA which will identify the extent of land liable to flood in relation to risk from events of low probability, such as tidal surges. The results of these surveys will be incorporated into the Local Plan and identified on the Proposals Map when they become available. New developments in areas of flood risk must make their own provision for flood defence, as grant aid for flood alleviation works is not currently available from Central Government or other sources. The Council will however continue to seek European funding for flood protection measures throughout the Plan period. Policy NE23 in the Natural Environment Chapter deals with development proposals and flood risk.

FLOOD PROTECTION

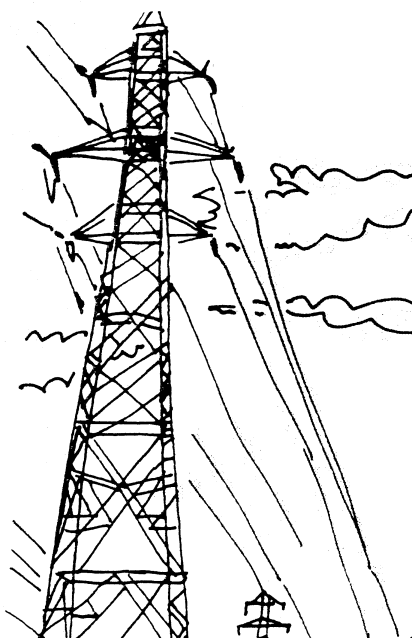
12.12 The collection of domestic waste is currently the responsibility of the Borough Council whilst the County Council is responsible for the regulation and disposal of waste. The Borough Council has prepared a Waste Recycling Strategy and will continue to promote recycling as an alternative form of waste disposal (see Policies NE24, NE25 and NE26 in the Natural Environment Chapter).

WASTE DISPOSAL

Chapter 12

Infrastructure

ENERGY SUPPLY



12.13 Electricity power lines and gas pipelines are maintained by Eastern Electricity and BG respectively. The demand for electricity and gas is expected to continue to rise over the Plan period but this increase is not expected to present any difficulties for installation of supply either for domestic or commercial purposes.

12.14 BG operates gas holders at Hadleigh Road Industrial Estate and Duke Street. Some land at the Duke Street site is contaminated as a result of waste from the production of town gas. Both holders are currently economically viable and are expected to remain in use for the foreseeable future, although the Duke Street gas holder is seen by BG as having a shorter life span than Hadleigh Road. Any change in circumstances will be included in future Alterations of the Plan.

12.15 Eastern Electricity and BG are statutory undertakers and have considerable permitted development rights as conferred by the Town and Country Planning General Development Order 1988. Where opportunities arise the Council will encourage the undergrounding of new and existing power lines and pipework.

12.16 Where proposals to carry out works to maintain and improve gas and electricity services require planning permission, applications will be judged against policies set out in the Natural and Built Environment Chapters of the Plan. The Council will encourage and expect the development of plant and machinery, ancillary buildings and other apparatus required by statutory undertakers (including electricity substations and telephone exchanges), to respect the characteristics of the site and its surroundings by using appropriate materials and landscaping (see Policies BE16 and BE17 in the Built Environment Chapter).

TELECOMMUNICATIONS

12.17 British Telecom, Mercury Communications, East Coast Cable and Ionica are major providers of telecommunications in Ipswich. If demand for telecommunications continues to increase at the same rate as in recent years, no major increases in demand for new ducts and telephone exchanges are anticipated.

12.18 New technology is rapidly advancing to meet the growing demands for better communications at work and at home, in business and public services. The erection of high masts to improve telecommunications may cause problems of interference for neighbouring properties and can also be visually obtrusive. Where sensitive areas such

Infrastructure

as conservation areas and around historic and listed buildings are likely to be adversely affected by telecommunication equipment, the Council may consider withdrawing permitted development rights under an Article 4 Direction (see Policy BE32). In these areas telecommunication cables should be placed underground. Wherever possible the Council will expect telecommunication equipment to be located underground and out of sight in all areas of the Town.

12.19 The Council recognises the need for flexibility to allow the efficient development of the communications network and will encourage early discussions with operators when they consider the development of their networks. The Council will encourage the discrete siting and shared use of facilities for the erection of antennae where this can be achieved without disruption to service users.



INF2 Proposals for the development of major telecommunications facilities including masts and antennae will be considered in the light of:-

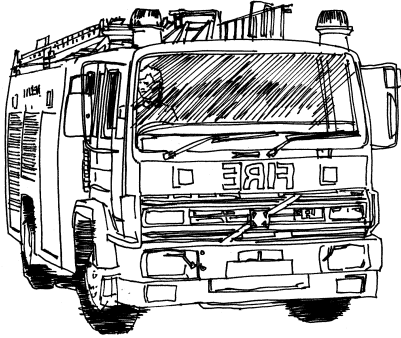
- (a) the availability of existing telecommunications facilities or sites which might be shared and still meet the operational need; and
- (b) the design and layout of the development and its effects on the character and amenity of its surroundings, including the amenity of local residents, and the impact on the townscape.

12.20 The provision of fire and rescue services are the responsibility of the County Council. Emergency services including the police, fire and ambulance services have their headquarters and depots located throughout the Town. As the forecasted rate of population growth during the Plan period is low, it is anticipated that there will not be a significant increase in the demand for additional land for emergency service use to meet future expansion.

EMERGENCY SERVICES

Chapter 12

Infrastructure



SURPLUS PUBLIC UTILITY LAND

12.21 Increased traffic congestion, on-street parking, speed control measures and the design and siting of buildings may cause difficulties for access by emergency service vehicles. These issues are addressed in other chapters of the Plan.

INF3 When considering applications for development the Council will take into account the effect that the proposal will have on the ability of emergency services to efficiently carry out their functions.

12.22 Public utility companies are major employers and land owners with offices and depots located throughout the Town. Some further rationalisation of their premises may well occur during the Plan period. Any future development of land and buildings which become surplus to requirements will be judged against policies and proposals in the Plan.

Implementation and monitoring

13.1 It is important to understand that the Local Plan is not a financial programme. It is an expression of the way in which the Council would like to see Ipswich Borough develop up to the year 2006. Although the Plan will be used as a basis for guiding development and investment programmes of public and private sector investment during this timescale, the Plan itself does not give a commitment of any financial resources.

13.2 When considering development proposals the specific land use allocation for each site should be identified and acknowledgement given to relevant criteria based policies from each of the Plan's chapters which may also be applicable. Generally there is a presumption in favour of development which is in accordance with the land use allocation(s) for each site providing the requirements of other policies can be met and development proposals for other uses will not normally be permitted. Exceptions to this presumption may however be made to sites listed under WD6 and H6 as explained in paragraph 6.35 of the Housing Chapter.

13.3 Where policies refer to expectation of, encouragement to, or negotiation with developers for the provision of some feature/element in a development, then in appropriate circumstances planning permission may be refused until satisfactory arrangements are in place for the provision of that feature/element.

13.4 Many of the Plan's proposals are connected with vacant and derelict sites. Most of these proposals are worded, "Land is allocated for..." followed by the intended use, e.g. housing. They are often distinguished from proposals affecting other sites which are currently occupied and used for other purposes, such as some of the land in the Wet Dock area. Proposals affecting these sites are usually phrased "If the opportunity for development arises the following uses will be permitted..." When considering the significance of the Plan's proposals it should be understood that existing use rights are rarely affected.

13.5 The Schedule at the end of this Chapter summarises the Council's policies and proposals for development on individual sites.

Chapter 13

Implementation and monitoring

IMPLEMENTATION

13.6 This section considers the question of implementation and sets out in general terms where the responsibility for implementation of the Plan's policies and proposals lies.

13.7 It is expected that most of the proposals for the development of land set out in the Plan will be carried out by the private sector. Compulsory Purchase Powers may be used by the Council in order to assist with the assembly of development sites. Due to financial constraints, however, the Borough Council is unable to undertake large scale acquisitions and development of land, apart from specific cases where the Council is a major landowner. Whilst the Council has only limited responsibility for initiating development, it can ensure through the use of its development control powers, that development takes place in accordance with the policies and proposals set out in this Plan.

13.8 The following list sets out the main agencies responsible for implementation of the Plan, and their individual functions.

IPSWICH BOROUGH COUNCIL

As the Planning Authority, the Council will:-

- (i) determine planning applications;
- (ii) prepare development briefs where required;
- (iii) prepare and adopt supplementary planning guidance, such as design guides and conservation area leaflets;
- (iv) use planning conditions or obligation agreements where necessary (see separate heading);
- (v) liaise and negotiate with landowners, housebuilders and developers;
- (vi) encourage schemes by housing associations to meet identified housing needs;
- (vii) continually monitor the availability of land and buildings for employment and housing, including the take up of land for these purposes;

Implementation and monitoring

- (viii) in an enabling role, indicate where advice and financial assistance may be available, such as grants for works in conservation areas and repairs to listed buildings;
- (ix) implement schemes identified in the Council's budget;
- (x) assess detailed traffic issues;
- (xi) monitor and review shopping trends; and
- (xii) liaise and co-operate with statutory undertakers, the County Council and other appropriate agencies.

SUFFOLK COUNTY COUNCIL

A significant proportion of public spending in Ipswich comes from the County Council. The County Council is the Highway Authority (although the Borough Council has an Agency Agreement on roads in the Borough) and is also responsible for education and social services. As a planning authority, the County Council is responsible for minerals and waste disposal.

UTILITY COMPANIES

The companies providing infrastructure include BG, Eastern Electricity, British Telecom, Mercury Communications, East Coast Cable, Ionica and Anglian Water Services Ltd. (AWS). AWS are intending to carry out a substantial programme of sewerage infrastructure and sewage treatment improvements throughout the Plan period in order to ensure continued compliance with Statutory Consent Standards. Better service provision can be ensured through companies developing their own strategies in line with policies in the Plan.

HOUSING ASSOCIATIONS

Housing associations will be the main providers of social housing in the Town. Major funders will include the Housing Corporation, the Council, the Health Authority and the private sector.

Chapter 13

Implementation and monitoring

UNIVERSITY COLLEGE SUFFOLK

University College Suffolk is funded primarily through the new Higher and Further Education Councils. For additional expenditure, much will depend upon success in attracting major private sector capital or sponsorship.

THE PRIVATE SECTOR

The private sector will be responsible for the majority of homes constructed during the Plan period, as well as new employment and commercial development, and tourist and leisure facilities.

PLANNING OBLIGATION AGREEMENTS

13.9 When considering development proposals, the Council will take into account the need for other facilities to be provided to enable the development to take place. The Council will have regard for the interests of the natural and built environment, the local community and other planning considerations. In situations where certain types of benefits can reasonably be sought in conjunction with the granting of planning permission, their provision will be ensured either through planning conditions, or where this is not practical, by a planning obligation agreement as described under Section 106 of the Town and Country Planning Act 1990.

13.10 A planning obligation agreement will only be sought where this is a necessary, relevant and reasonable part of the granting of planning permission. Under no circumstances will unsatisfactory development be granted planning permission because of unrelated benefits offered by the applicant.

13.11 "Guidance relating to the application of planning obligation agreements is set out in Circular 1/97 'Planning Obligations' which states that:-

"In general it will be reasonable to seek, or take account of, a planning obligation if what is sought or offered:

(i) is needed from a practical point of view to enable the development to go ahead and, in the case of a financial payment, will meet or contribute towards the cost of providing such necessary facilities in the near future (planning obligations may be drafted so that they include a covenant by the local planning authority to the effect that a sum or sums paid by the developer to the authority for the purpose of meeting or contributing towards the costs of providing such facilities shall be repaid to the developer on or by a specified date if they have not been used for that purpose); or,

Implementation and monitoring

*(ii) is necessary from a planning point of view and is so **directly related to the proposed development** and to the use of land after its completion that the development ought not to be permitted without it.”*

13.12 Further guidance on Section 106 Obligations is contained in the Suffolk-Wide Guidance Note (September 1992) adopted as Council policy in 1993.

13.13 The Plan's policies will normally rely on planning control to guide development and do not generally incur capital expenditure. However, implementing the Plan may result in direct costs where:-

FUNDING

(a) policies and proposals can only be implemented through redirecting Council resources to meet new priorities; and

(b) policies or proposals require new revenue or capital expenditure.

13.14 The Plan's proposals will be taken into account when deciding corporate and service area priorities for the allocation of resources. Additional financial support may sometimes be available from grant sources, such as Lottery Funding, finance from the European Union, the Single Regeneration Budget, Capital Challenge Fund and/or planning obligation agreements.

13.15 This Local Plan is intended to provide policy guidance up until 2006. The Council will monitor progress of development in relation to the Plan on an annual basis with regard to the major land uses (i.e. Housing Land Availability, Employment and Retail Statistics). Other related matters, such as open space, playing field availability and standards of sports facilities within the Borough will also be carefully monitored as part of Leisure Services Sports Strategy.

MONITORING AND REVIEW

Chapter 13

Implementation and monitoring

13.16 Circumstances may well change during the Plan period, which cause rates of development to vary from those anticipated, in some cases to a significant level. These changes will be identified during the monitoring exercise. The implications of changes will have to be assessed, and any new issues which are identified through the monitoring process will be taken into account.

13.17 The Plan will be subject to periodic review on a five-yearly basis (although as stated earlier, the framework will require more frequent monitoring and evaluation), in order to assess the need to cater for changes to meet new situations, or to reflect changing requirements and policies. An annual monitoring report will be prepared which will measure the effectiveness of the Plan's policies and proposals in relation to its stated objectives. Development control policies will be kept under stringent review and the Plan will be modified accordingly, (allowing for a full process of publicity and public participation) to address any identified deficiencies.

13.18 National policy advice, Regional Planning Guidance and the Suffolk County Structure Plan provide a context for monitoring the implementation of this Local Plan.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
NATURAL ENVIRONMENT CHAPTER					
3.1	Bramford Lane Allotments	0.36 (0.89)	Wildlife Site (also Recreation & Leisure)	NE17, RL8, RL11	To be developed as part of the public open space (see 7.2 below.)
3.2	Former Allotment Gardens, Cliff Lane	0.14 (0.35)	Wildlife Site (also public open space)	NE17, RL8	Extension to Holywells Park. (See also 7.3 below)
3.3	Alderman Canal, Alderman Recreation Ground, Portman Walk	2.94 (7.26)	Local Nature Reserve	NE14, NE18	Also County Wildlife Site
3.4	Bourne Park Reed Beds	7.73 (19.10)	Local Nature Reserve	NE14, NE18	Also County Wildlife Site
3.5	Pipers Vale	19.81 (48.95)	Local Nature Reserve	NE14, NE18	Also County Wildlife Site
3.6	Braziers Wood/ Pond Hall Carr	18.20 (44.97)	Local Nature Reserve	NE14, NE18	Also County Wildlife Site
3.7	Ashground Plantation	3.79 (9.37)	Local Nature Reserve	NE14, NE18	Also County Wildlife Site
3.8	Part of the Ash Tip Site, Cliff Quay	1.69 (4.18)	Development of a Composting Plant	NE24	Addition to sewerage works (see 9.7 below)

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
WET DOCK CHAPTER					
5.1	Northern part of the Island Site, Wet Dock	4.24 (10.48)	Residential also Museum and Office use	WD3,WD8,WD11, WD17, H9-13,NE6, NE23,BE4-5 BE7,BE10-11 BE13,BE15-16,BE33-35, RL4, RL6, RL12, RL24, T11	Site within a conservation area. Mixed use development if opportunity arises. (See leisure and employment references below.)
5.2	Southern part of the Island Site, Wet Dock	1.69 (4.18)	Residential also Employment and Leisure uses	WD3,WD8, WD10,WD11, WD17, H9-13,NE6, NE23,BE4-5 BE7,BE10, BE13, BE15-16, BE33-35, RL4, RL6, RL12, RL24, T11	Site within a conservation area. Mixed use development if opportunity arises. (See leisure and employment references below.)
5.3	Northern Quays of Wet Dock	3.0 (7.41)	Residential also mixed Hotel, Restaurant, Leisure, small scale Retail and Employment use	WD3,WD8, WD11,WD12, WD17,WD18, H9-13,NE6, NE23,BE4, BE5-7, BE10-11, BE13, BE15-16, BE33-44 RL4, RL6, RL12, RL24, T11	Part of site within a conservation area. Mixed use development if opportunity arises. (See leisure, employment and shopping references below.)

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
5.4	Eastern Quays of Wet Dock, north of Patteson Road	5.18 (12.80)	Residential, also Leisure, Open Space and Community use	WD3,WD8, WD10-11, WD13,H9-13, NE6,NE23, BE4-5, BE7,BE10, BE13, BE15-16, BE33-35 RL4, RL6, RL12, RL24, T11	Mixed use development if opportunity arises. (See leisure and community facilities references below.)
5.5	Eastern Quays of the Wet Dock, south of Patteson Road	2.46 (6.08)	Residential, also Employment, Leisure and Community use	WD3,WD8, WD10,WD11, WD13,WD17, H9-13, NE6,NE23, BE4-5, BE7, BE10, BE13, BE15-16, BE33-35, RL4, RL6, RL12, RL24, T11	Mixed use development if opportunity arises. (See leisure, community facilities and employment references below.)
5.6	Burtons, Star Lane	0.55 (1.36)	B1 Employment use, or recreation and leisure uses	WD1,WD17, EMP11, NE6, BE1-2,BE4 BE6,BE10, T11	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
5.7	West of New Cut South of Felaw Street	1.66 (4.10)	Mixed uses including Employment use	WD11,WD17, WD18,WD20, EMP11,NE6, NE23,BE1-2 BE6,BE10, BE33-35, RL4,T11	Part of site within conservation area. Public House to be retained.(See also leisure, shopping and transport references.)
5.8	University College Suffolk Annex, Smart Street	0.30 (0.74)	Residential	WD5,H4-5, H11-12, NE6,BE7, BE10,BE13, BE15-16, T11	High density development would be acceptable.
5.9	Land West of Turret Lane and North of Rose Lane	0.16 (0.40)	Residential	WD5,H4-5, H9-13, NE6,BE7, BE10,BE13, BE15-16, RL6,RL12, T11	Retail presence to St Peter's Street to be retained.
5.10	Land West of Turret lane South of Rose Lane	0.37 (0.91)	Residential	WD5,H4-5, H9-13,NE6, BE7,BE10, BE13, BE15-16, RL6, RL12, T11	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
5.11	13-25 Waterworks Street, Richmond House, Portia Engineering Works and Ice Cream Factory	0.92 (2.27)	Residential	WD5,H4-5, H9-13,NE6, BE7,BE10, BE13, BE15-16, BE36-44, RL6, RL12, T11	Land in multiple ownership. Comprehensive redevelopment requires refurbishment of listed buildings.
5.12	T E Condor Ltd, Turret Lane	0.21 (0.52)	Residential	WD6, H6, H9-13,NE6, BE7,BE10, BE13, BE15-16, RL6,RL12, T11	
5.13	Land West of New Cut, East of Great Whip Street and north of Felaw Street	2.23 (5.51)	Residential	WD7,H4-5, H9-13, NE6,NE23, BE7,BE10, BE13, BE15-16, BE33-44, RL6, RL12, T11	Part of site is within a conservation area. Grade II listed Maltings buildings to be retained.
5.14	Land west of Bridge Street north of River Orwell	0.90 (2.22)	Public Open Space	WD9	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
5.15	Orwell Quay	0.41 (1.01)	Leisure use	WD11, BE33-35, T11	Site within a conservation area.
5.16	Land on and adjacent to Neptune Quay and Coprolite Street	1.59 (3.93)	Higher Education	WD8,WD14, NE6, BE10-12, BE33-44 RL4,T11, T19	Site within a conservation area. A number of listed buildings to be retained. Site to be used for the expansion of teaching and related student accommodation.
5.17	Land north of Bath Street	1.42 (3.51)	Employment B2 and B8 uses	WD8,WD15, EMP11,NE6, BE1, BE2, BE6,T11	
5.18	Land south of Bath Street	5.39 (13.32)	Employment B2 and B8 uses	WD8,WD15, EMP11,NE6, BE1-2, BE6,T11	
5.19	Land to the north of Star Lane	0.15 (0.37)	Employment use	WD16,EMP11, NE6, BE1-2,BE6, BE10-12, BE33-35, T11	Part of site within conservation area.
5.20	Land on the corner of St Peter's Street and Rose Lane	0.06 (0.15)	Employment use (and retail)	WD16,EMP11, NE6, BE1-2,BE6, BE10-12, BE33-35, T11	Ground floor retail use to be retained. Site within conservation area.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
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5.21	New Cut Crossing Scheme		Local Road	WD21,RL4	
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HOUSING CHAPTER

6.1	Land at Nacton Road Airfield	33.18 (82.00)	Residential (also Recreation & Leisure, Community Facilities, Employment and Shopping)	H3, H5, H9-13, NE3-4,NE6, BE7,BE13, BE15-16, RL6,RL11, RL12, RL16-17, RL19, CF2-3, CF9,EMP5, S13,T11,T15, INF1	IBC owned land development part of master plan for whole of site. See further references below.
6.2	Land to the south of Birkfield Drive	1.60 (3.95)	Residential	H4-5, H9-13, NE3-NE4, NE6,NE10, BE7,BE13, BE15-16, RL6,RL12, T11,T15	Site lies within a green corridor and contains woodland protected by a TPO. Identified for a low density scheme

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
6.3	Land south of Bramford Road, including Sackers Yard and the Tannery, land adjacent to Riverside Road and part of the TA Centre, Yarmouth Road	5.93 (14.65)	Residential	H4-5, H9-13, NE3-4, NE6,NE10 BE7, BE13, BE15-16, RL4, RL6, RL12,T11, T15,T17	Proposals to include enhancement scheme to river frontage
6.4	Barrack Lane Garage and Half Moon & Star Public House	0.24 (0.59)	Residential	H4-5, H11-12, NE6,BE7, BE13, BE15-16, BE33-44, T11,T15	Part of site within conservation area. Includes Grade II listed building to be retained
6.5	21-25 Berners Street	0.12 (0.30)	Residential	H4-5, H11-12, NE6,BE7, BE13, BE15-16, BE33-44, T11,T15	Site lies within a conservation area. Site includes listed buildings to be retained.
6.6	Running Buck Public House, St Margarets Plain	0.15 (0.37)	Residential	H4-5, H11-12, NE6,BE7, BE13, BE15-16, BE33-44,T11	Site includes a non listed building to be retained.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
6.7	Machins Transport Depot, Wherstead Road	1.30 (3.20)	Residential	H4-5, H9-13,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	Land in multiple ownership. Noise and drainage constraints
6.8	Victoria Nurseries, Westerfield Road	2.58 (6.38)	Residential	H4-5, H9-13, NE3-4,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	The density of development should respect its surroundings.
6.9	BT Depot and Driving Test Centre, Woodbridge Road and part of Hayhill Road Allotments	3.50 (8.65)	Residential	H4-5, H9-13, NE3-4, NE6, NE14-15, BE7,BE13, BE15-16, RL6,RL12, T11,T15	Land in multiple ownership.
6.10	Surface Car Park West of Portman Road	0.46 (1.14)	Residential	H4-5, H9-13,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
6.11	Land South of Richmond Road	0.62 (1.53)	Residential	H4-5, H9-13,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	
6.12	Land West of Handford Cut	0.48 (1.18)	Residential	H4-5, H9-13, NE3-4,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	Site in mixed use and ownership.
6.13	St Georges House and NCP Car Park, St Georges Street/St Matthews Street/Berners Street	0.47 (1.16)	Residential	H4-5, H9-13,NE6, BE7, BE13, BE15-16, RL6, RL12, T11,T15	Site in multiple ownership. Mixed use development including shops and offices.
6.14	Ipswich Co-op Depot, Henslow Road	0.60 (1.48)	Residential	H4-5, H9-13, NE6,BE7, BE13, BE15-BE16, T11,T15	
6.15	Part of Co-op Funeral Directors, Suffolk Road	0.72 (1.78)	Residential	H4-5, H9-13, NE6,BE7, BE13, BE15-16, RL6,RL12, T11,T15	Access constraints as site is located within a residential area with narrow streets.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
6.16	Music School, Bolton Lane and adjacent Builders Yard	0.45 (1.11)	Residential	H6, H9-13, NE3-4,NE6, BE7, BE13, BE15-16, BE33-35, RL6, RL12, T11,T15	Site within conservation area. Existing School building to be retained.
6.17	Lambourne Clothing Factory, Christchurch Street	0.41 (1.01)	Residential	H6, H9-13, NE6,BE7, BE13, BE15-16, RL6,RL12, T11,T15	Redevelopment should include demolition of factory premises. Landscaped area to be retained.
6.18	Part of Hayhill Road Allotments	3.80 (9.39)	Residential	H6, H9-13, NE3-4,NE6, NE14-15, BE7, BE13, BE15-16, RL6, RL11, RL12,T11,T15	Significant part of site to be retained as public open space.
6.19	McNamara Motors Ltd, St Helens Street	0.29 (0.72)	Residential	H6, H11-12, NE6,BE7, BE13, BE15-16, T11,T15	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
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RECREATION & LEISURE

7.1	Land north of River Orwell, west of the Airfield site	84.30 (208.30)	Country Park	RL2	
7.2	Bramford Lane Allotments	4.85 (11.98)	Public Open Space (& wildlife site)	RL8, RL11, NE17	Play area to be provided as part of the open space. See also 3.1 above.
7.3	East of Henley Road north of the Railway Line	22.20 (54.86)	District Park and Sports Pitches	RL8, RL16-17	Will help to redress the deficiency in POS to the west of the site. Suitable for sports pitch provision.
7.4	Former Allotment Gardens, north of Cliff Lane	0.99 (2.45)	Extension to Holywells Park (also Wildlife Site)	RL8, NE17	Footpath link to be provided and additional entrance to Holywells Park (See also 3.2 above.)
7.5	Land east of Braziers Wood, north of the A14	12.85 (31.75)	Public Open Space	RL8, RL2	
7.6	Land between Fuchsia Lane, Gerald Avenue and the Railway Line	0.30 (0.74)	Children's Play Area/ Kickabout Area (LEAP)	RL11	Suitable for the provision of facilities for children of all ages.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
7.7	Land south of Churchill Avenue	0.03 (0.07)	Children's Play Area (LAP)	RL11	Due to close proximity of existing houses site is only suitable for pre-school children.
7.8	Land at Nacton Road Airfield site	1.10 (2.72)	Children's Play Area (NEAP)	RL11	See 6.1 above.
7.9	Land at Nacton Road Airfield site	2.40 (5.93)	Playing Pitches	RL15-16	See 6.1 above.
7.10	Land at Nacton Road Airfield site	14.29 (35.31)	Sports Park	RL15, RL17, RL19	See 6.1 above.
7.11	Land and buildings north of Ipswich Museum, High Street/St Georges Street	0.19 (0.47)	Museum use	RL25, BE1-2, BE10-11, BE33-35, T11,T15	Extension to Museum. Site within a conservation area.

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
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COMMUNITY FACILITIES

8.1	Nacton Road Airfield site	1.80 (4.45)	Local Centre	CF2-3, NE6,BE10, T11,T15	See 6.1 above.
8.2	Land adjacent to Tuddenham Road	13.19 (32.59)	Cemetery	CF6,NE3-4, NE6,BE10,T11, T15	
8.3	Fishponds Covert, Stoke Park Drive	2.16 (5.34)	New school	CF9,NE6, NE14-15, BE10, T11,T15	Also County Wildlife Site.
8.4	Crane Hall, Lavenham Road	1.08 (2.67)	New school	CF9,NE6, BE10,T11,T15	
8.5	Land at Nacton Road Airfield site	2.50 (6.18)	New school	CF9,NE6, BE10,T11,T15	See 6.1 above.
8.6	Land west of Riverside Road, east of the Railway Line	1.58 (3.90)	School expansion	CF9-10, T11	
8.7	Morland Primary School, Morland Road	0.78 (1.93)	School expansion	CF9-10, T11,T15	
8.8	Rosehill Primary School, Derby Road	0.45 (1.11)	School expansion	CF9-10, T11,T15	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
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EMPLOYMENT CHAPTER

9.1	Quadling Street/ New Cardinal St.	1.55 (3.83)	Employment B1 use	EMP3-5 EMP11, NE6,BE1-2, BE6,BE10, BE33-44, T11,T15	Part of site within conservation area. Listed building to be retained.
9.2	Wolsey Street/ Commercial Road	1.77 (4.37)	Employment B1 use	EMP3-5, EMP11,NE6, BE1-2,BE6, BE10,T11, T15	
9.3	Land at Nacton Road Airfield site.	2.45 (6.05)	Employment B1 use	EMP3-5, EMP11, NE6,BE1-2, BE6,BE10, T11,T15	See 6.1 above.
9.4	Land on the north east corner of St Matthew's Street	0.14 (0.35)	Employment use (and retail)	EMP3-5, EMP11, NE6,BE1-2, BE6,T11, T15	Ground floor retail use to be retained. Scheme to also include residential development.
9.5	Land north of Bury Road	3.70 (9.14)	Employment use	EMP3-5, EMP11,NE6, BE1-2,BE6, T11,T15	Site also to be used for Park and Ride and Retail Warehouse Park
9.6	Cliff Quay Power Station	10.60 (26.19)	Port related uses	EMP7,EMP11, NE6,BE2, BE6,T11,T15	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
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9.7	The Ash Tip, Cliff Quay	2.29 (5.66)	Port related uses	EMP7,EMP11, NE6,NE23,BE2, BE6,T11,T15	
9.8	Land south of Bell Terminal, River Orwell	11.32 (27.97)	Port related uses	EMP7,EMP11, NE6,NE23, BE2,BE6,T11,T15	

SHOPPING CHAPTER

10.1	North of Tacket Street	0.32 (0.79)	Open Air Market	S1, BE33-35	
10.2	Land north of Bury Road	5.9 (14.58)	Retail Warehouse Park	NE6,S9,BE6, BE10,S10, T11,T15	
10.3	Land at Nacton Road Airfield site	1.33 (3.29)	Restaurant (A3 uses)	NE6,S13, T11,T15	
10.4	Land adjacent to Derby Road/ Felixstowe Road		Supermarket	NE6,S14, T11,T15	

TRANSPORT

11.1	Land north of Bury Road	3.30 (8.15)	Park and Ride Car Park	T3,NE3-4, NE6	900 car parking spaces (approx)
11.2	Butter Market		Pedestrian priority	T7	
11.3	Upper Brook Street		Pedestrian priority	T7	

Schedule of Proposals

<i>SITE NO.</i>	<i>ADDRESS</i>	<i>AREA HECTARES (ACRES)</i>	<i>PROPOSED USE</i>	<i>KEY POLICY* REFERENCES</i>	<i>COMMENTS ON IMPLEMENTATION</i>
11.4	St Nicholas Street		Pedestrian priority	T7	
11.5	Land to the west of Orchard Street	0.53 (1.31)	Short Stay Car Park	T14-15,NE6	Approx. 400 spaces
11.6	Land at Portman Road	0.48 (1.19)	Short Stay Car Park	T14-15,NE6	Approx. 1,000 spaces
11.7	Land to the west of Black Horse Lane	0.32 (0.79)	Short Stay Car Park	T14-15,NE6	Approx. 200 spaces
11.8	Land between the Odeon and Regent Theatre, St Helen's Street	0.21 (0.52)	Short Stay Car Park	T14-15,NE6	Temporary surface car park only. Approx 50 spaces
11.9	Bramford Road Relief Road		Local Road Scheme	T17,RL4	
11.10	Commercial Road		Road Widening	T19	
11.11	Fore Street		Road Widening	T19,BE30	
11.12	Handford Road		Road Widening	T19	
11.13	Nacton Road		Road Widening	T19	
11.14	Tacket Street		Road Widening	T19,BE30	

** All other relevant policies in the Plan will apply including those concerned with conservation areas, listed buildings, access for disabled persons and car parking provision.*

Car parking standards

INTRODUCTION

The purpose of parking standards is to ensure that parking and manoeuvring space is provided within the curtilage of development sites to cope with the traffic likely to be generated by that particular land use. It is expected that these standards will be met thus preventing a rise in on-street parking, congestion and interference with the free flow of traffic. Service vehicles will be required to enter and leave the highway in forward gear and have sufficient space for on-site manoeuvring.

Each car parking space shall be a minimum of 4.8m by 2.4m unless otherwise agreed. Spaces for disabled persons should represent 5% of the total number, and these spaces should have a minimum width of 3.3 metres. Manoeuvring distances between grouped car parking or garage areas should not be less than 6.0 metres. When calculating the required number of parking spaces for a development, the result should be rounded up to the next highest whole number.

The following parking standards apply to the relevant land uses throughout the Town with the exception of the defined Central Car Parking Core referred to below. Where a proposed development is not specifically referred to in these standards, an individual assessment shall be made based on similar developments and likely traffic generation.

Having regard to the advice contained in PPG13 discretion will be used in the application of the standards to sites in already congested urban areas, which have poor access for vehicles but which have good access to means of travel other than the private car.

Although the total parking provision will normally be expected to be provided within the curtilage of a development site the local planning authorities may be prepared, where circumstances are appropriate, to consider commuted payments for the provision of parking spaces at a convenient location off site or in appropriate circumstances for measures to assist public transport or other means of travel. Advice is given by the Secretary of State for the Environment in DoE Circular 1/85 and its appendices with regard to conditions and the reasonableness of commuted payments.

In an attempt to reduce congestion within the Town Centre, the Council has defined a Central Car Parking Core - shown on Plan 8 within the Transport Chapter. Within the Central Car Parking Core long stay parking associated with residential use is discouraged. Instead the Council will promote and encourage the use of park and ride facilities. Therefore, only necessary operational car parking space will be permitted within the Central Core as part of new development. The Council will normally require new development proposals for employment uses within the Central Core to contribute towards the funding of the park and ride scheme by way of commuted payments as referred to in Policy T12.

CAR PARKING IN THE CENTRAL CORE

Appendix 1

Car parking standards

RESIDENTIAL DEVELOPMENT

In addition to the standards quoted below, for each 5 dwellings proposed, 1 unassigned place should be provided for visitor and service parking.

Houses and flats

- | | | |
|-----|---|---|
| (1) | Dwellings with 2 or less bedrooms with private grouped unassigned parking courts | <i>3 spaces per 2 dwellings</i> |
| (2) | Dwellings with 3 or more bedrooms with private grouped unassigned parking courts | <i>2 spaces per dwelling</i> |
| (3) | Dwellings of 3 or fewer bedrooms with parking within the curtilage | <i>2 spaces per dwelling (which may include garage provision)</i> |
| (4) | Dwellings of 4 or more bedrooms with parking within the curtilage of the dwelling | <i>3 spaces per dwelling (which may include garage provision)</i> |

Retirement homes

The Borough Council will normally require developers to enter into legal agreements restricting occupation to elderly people. The normal standards for houses/flats will apply if no lower age is to be agreed otherwise the rate of parking provision applicable is dependant upon the age of the occupants:-

<i>Minimum Age</i>	<i>Parking Spaces/Residential Unit</i>
55	1
60	0.67
65	0.5
70	0.33

Warden serviced housing for the frail elderly

The Borough Council will normally require developers to enter into legal agreements restricting occupation to persons over 60. The normal standards for houses/flats will apply if no age limit, or a lower limit is agreed. This includes Local Authority Category 2 Sheltered Accommodation.

2 spaces per warden, and 1 space per 4 dwellings

Appendix 1

Car parking standards

Homes for children, physically and mentally handicapped adults and children.

Community houses

1 space for each residential member of staff, 1 space per 2 members of day staff and 1 space per 3 beds.

Houses in multiple occupation (This does not include guest houses)

Houses in multiple occupation

2 spaces for every 3 habitable rooms

In the Central Area, the number of spaces provided on site may need to be reduced on planning grounds but should allow for operational space. Operational spaces are those required to enable the building to function within its intended land use, not for long stay convenience staff parking. The shortfall in car spaces can be made up by commuted payments.

SHOPPING

DEVELOPMENT	GROSS FLOOR AREA (sq. m.)	GUIDE FOR LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
SHOPS	Up to 499	Room for one 16.5m lorry	One space per 25 sq.m
	500-2000	Room for one 16.5m lorry per 1000 sq.m	20 spaces plus one space per 15 sq.m above 500 sq.m
	2000 +	Room for one 16.5m lorry per 1000 sq.m	120 spaces plus one space for 10 sq.m above 2000 sq.m

Appendix 1

Car parking standards

DEVELOPMENT	GUIDE FOR LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
FOOD SUPERMARKETS & SUPERSTORES	Room for one 16.5m lorry per 1000 sq.m	One space per 10 sq.m
NON-FOOD RETAIL		
Flat Pack Use	One 16.5m lorry space per 500 sq.m	One space per 15 sq.m
DIY Use	One 16.5m lorry space per 500 sq.m	One space per 18 sq.m
Furniture Use	One 16.5m lorry space per 500 sq.m	One space per 40 sq.m
GARDEN CENTRES	One 16.5m lorry space per 500 sq.m	One space per 15 sq.m of covered sales area plus negotiated spaces for external use
OTHER RETAIL WAREHOUSING	One 16.5m lorry space per 500 sq.m	One space per 30 sq.m
CAR ACCESSORIES (Tyre/exhaust drive in service, etc.)	One 16.5m lorry space per 500 sq.m	Three spaces per service bay, excluding the bay

Car parking standards

Within the Central Area, the number of spaces provided on site may need to be reduced on overall planning grounds, but should allow for operational spaces. Operational spaces are required to enable the building to function within its intended land use, not for long stay convenience staff parking. The shortfall of spaces can be made up by commuted payments.

OFFICE AND COMMERCIAL DEVELOPMENTS

DEVELOPMENT	GROSS FLOOR AREA (sq. m.)	GUIDE FOR LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
FINANCIAL & PROFESSIONAL SERVICES (Use Class A2)	Up to 499	Room for one 7m lorry	One space per 20 sq.m
	Over 500	Room for one 16.5m lorry	One space per 20 sq.m
GENERAL (Use Class B1)	Up to 499	Room for one 7m lorry	One space per 25 sq.m
	Over 500	Room for one 16.5m lorry	One space per 25 sq.m
LIGHT INDUSTRY RESEARCH & DEVELOPMENT (Use Class B1)	Up to 499	Room for one 7m lorry	One space per 25 sq.m
	Over 500	Room for one 16.5m lorry per unit	One space per 25 sq.m
BUSINESS/ INDUSTRY (Use Classes B2- B7)	Up to 249	Room for one 7m lorry	One space per 30 sq.m
	Over 250	Room for one 16.5m lorry per unit	One space per 30 sq.m

Appendix 1

Car parking standards

DEVELOPMENT	GUIDE FOR LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
WAREHOUSING (Use Class B8 - Storage & Distribution only)	One 16.5m lorry space per 250 sq.m	Minimum of 3 spaces plus one space per 150 sq.m
WAREHOUSING CASH & CARRY (Wholesale) (Use Class B8)	A minimum of 3 16.5m lorry spaces and one 15m lorry space every 1500 sq.m	One space per 30 sq.m
MOTOR VEHICLE REPAIR	A minimum of one 16.5m lorry space plus one 15m lorry space for every 1500 sq.m	3 spaces per bay plus staff parking
CAR SALES	A minimum of one 16.5m lorry space plus one 16.5m lorry space for every 1500 sq.m	A minimum of 2 car spaces plus one space per 40 sq.m for the display or storage of vehicles for sale. Space to be clearly marked for customer parking.
HAULAGE DEPOTS		1 space per HGV plus office as General Use Class B1 above

Car parking standards

DEVELOPMENT	COACH/LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS	HOTELS, CONFERENCE CENTRES, RESTAURANTS, PUBLIC HOUSES, SPORTS FACILITIES ETC.
HOTELS	1 coach/16.5m lorry space per 100 bedrooms with adequate and safe facilities for turning a vehicle	1 car space for each bedroom	
Restaurant and Bars within Hotel		1 space per 4 sq.m of public area	
CONFERENCE CENTRES*		1 space per 3 seats	
EXHIBITION HALLS*		1 space per 6 sq.m	
<p><i>* When these facilities are to be developed in conjunction with a hotel, the standards should be additive but with a reduction on conference centre space equivalent to one seat per bedroom.</i></p>			
RESTAURANTS, CAFES, PUBLIC HOUSES & WINE BARS	One 16.5m lorry space	1 space per 4 sq.m of public area	
TRANSPORT CAFE (HGV)	Cafes principally for lorry drivers - one 16.5m lorry space per 2 sq.m of dining area		

Appendix 1

Car parking standards

DEVELOPMENT	COACH/LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
ROADSIDE RESTAURANT		Catering principally for the motorist. One car space per 3 sq.m of dining area but in a situation where a change of use to a transport cafe (HGV) is possible it may be necessary to set the provision at one 16.5m lorry space per 2 sq.m of net public floor area.
GUEST HOUSES, BOARDING HOUSES & MOTELS		1 space per letting bedroom plus 2 spaces for proprietor
CINEMAS, THEATRES, BINGO HALLS, PUBLIC HALLS, DANCE HALLS	Room for one 16.5 lorry	One space per 3 persons as licensed by Fire Officer
LIBRARIES & MUSEUMS	Room for one 7m lorry	One space per 30 sq.m public floor area
PLACES OF WORSHIP	Room for one coach	One space per 10 sq.m public floor area
SPORTS FACILITIES	One coach space per two pitches for team sports	20 spaces per pitch, plus one space per 10 spectator seats
SWIMMING POOLS, GYMNASIA & SPORTS HALLS	One coach space	One car parking space per 10 sq.m of public area

Car parking standards

DEVELOPMENT	COACH/LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
SQUASH CLUBS		3 spaces per court
TENNIS & BADMINTON CLUBS		6 spaces per court
GOLF CLUB & CLUBHOUSE (other facilities will require additional parking provision to the appropriate standard)		100 spaces minimum, 150 desirable for 18 holes
GOLF DRIVING RANGE		2 spaces per tee

HOSPITALS

One car parking space per doctor/surgeon. In addition, a minimum of one space for every bed or private room (whichever is the greater) to serve the requirements of other staff and visitors. Additional space will be required when an outpatients department is provided.

HEALTH CENTRES OR CLINICS

One parking space for every practitioner, one space for every 2 members of other staff present at the busiest time and 6 visitor car parking spaces for each consulting room. (This may be reduced to 3 in the Central Area).

NURSING HOMES

One space for each member of residential staff, 1 space per 2 members of day staff and 1 space per 3 beds.

MEDICAL ESTABLISHMENTS

Appendix 1

Car parking standards

EDUCATION	DEVELOPMENT	COACH/LORRY PARKING REQUIREMENTS	CAR PARKING REQUIREMENTS
	SCHOOLS		
	Operational requirements	One lorry/coach parking space with adequate and safe facilities for turning the vehicle	1 space per teaching staff, 1 space per 2 ancillary/administrative staff. A minimum of 6 visitor spaces, or 1 space per 25 pupils whichever is greater) up to a maximum of 20 spaces.
	Parents' Parking Primary Schools		1 space per 10 pupils. Local planning authority will assess each application to determine the standard.
	Parents' Parking Middle/Upper Schools		To be determined on an individual basis, up to a maximum of 30 spaces.
	COLLEGES OF FURTHER EDUCATION		
			1 space per 8 students 1 space per teaching member of staff 1 space per 2 ancillary/administrative staff.

Standards for publicly accessible open space

(Derived from Table B of PPG 17 'Sport and Recreation')

TYPE AND MAIN FUNCTION	APPROXIMATE SIZE AND DISTANCE FROM HOME	CHARACTERISTICS
REGIONAL PARKS AND OPEN SPACES		
(Linked Metropolitan Open Land and Green Belt Corridors) Weekend and occasional visits by car and public transport	400 hectares 3.2 - 8 kilometres	Large areas and corridors of natural heathland, downland, commons, woodlands and parkland also including areas not publicly accessible but which contribute to the overall environmental amenity. Primarily providing for informal recreation with some non-intensive active recreation uses. Car parking at key locations.
METROPOLITAN PARKS		
Weekend and occasional visits by car or public transport	60 hectares 3.2 kilometres or more where the park is appreciably larger	Either (i) natural heathland, downland, commons, woodlands etc. or (ii) formal parks providing for both active and passive recreation. May contain playing fields, but at least 40 hectares for other pursuits. Adequate car parking.
DISTRICT PARKS		
Weekend and occasional visits by foot, cycle, car and short bus trips	20 hectares 1.2 kilometres	Landscape setting with a variety of natural features providing for a range of activities including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits. Should normally provide some car parking.

Appendix 2

Standards for publicly accessible open space

(Derived from Table B of PPG 17 'Sport and Recreation')

TYPE AND MAIN FUNCTION	APPROXIMATE SIZE AND DISTANCE FROM HOME	CHARACTERISTICS
LOCAL PARKS		
For pedestrian visitors	2 hectares 0.4 kilometres	Providing for court games children's play, sitting out areas, nature conservation, landscaped environment and playing fields if parks are large enough.
SMALL LOCAL PARKS AND OPEN SPACES		
Pedestrian visits, especially by old people and children; particularly valuable in high density areas.	< 2 hectares 0.4 kilometres	Gardens, sitting out areas children's playgrounds or other areas of a specialist nature, including nature conservation areas.
LINEAR OPEN SPACES		
Pedestrian visits	Variable Where possible	River walks, footpaths, disused railway lines and and other routes which provide the opportunity for informal recreation, including nature conservation, often characterised by features or attractive areas which are not fully accessible to the public, but contribute to the enjoyment of the space.

Glossary

AFFORDABLE HOUSING

Housing which is accessible to those who cannot afford to buy or rent appropriate accommodation for their needs in the local housing market.

AIRFIELD SITE

The Nacton Road Airfield site (87 ha.; 216 acres) in the south east of the Town that has been identified for development.

ALLOCATION

Designation of land in the Plan for a particular land use such as housing.

ANCIENT MONUMENTS

A selective example of the nation's archaeology compiled by the Secretary of State for the Environment.

AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

Environmentally sensitive land designated under the National Parks and Access to the Countryside Act 1949 for its special landscape value.

ARTICLE 4 DIRECTION

Direction made by local authorities to withdraw permitted development rights from residents to protect sensitive areas, e.g. a Victorian terrace in a conservation area.

BACKLAND DEVELOPMENT

Development on a site to the rear of existing buildings without highway frontage.

BUILDING PRESERVATION NOTICE

A notice which can be served on buildings at risk from development which gives them immediate protection for up to six months (whilst they are referred to the DoE for listing.)

BUILDING REGULATIONS PART M

Standards which relate to disabled access in new or extended buildings.

CAR PARKING STANDARDS

The Council's requirements for parking provision ancillary to development.

CENTRAL CAR PARKING CORE

Area defined on the Proposals Map and Plan No. 8 where long stay parking is discouraged.

COALESCENCE OF SETTLEMENTS

The merging or joining together of two or more villages etc. by new development.

COMMUTED PAYMENT

Sum payable for the provision of parking, public open space or community facilities elsewhere in the Town as an obligation of another development.

CONSERVATION AREA

An area with high architectural or historic interest which has been given special status to ensure its protection and enhancement.

CO2 EMISSIONS

Gas formed by the burning of fossil fuels.

COUNTY WILDLIFE SITES

Wildlife areas of countywide interest as defined in 'A Register of County Wildlife Sites in Suffolk' (1991) compiled by Suffolk Wildlife Trust and Suffolk County Council.

DEVELOPMENT

Development is defined in Section 55 (1) of the Town and Country Planning Act 1990 as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land."

Glossary

DIAL-A-RIDE

Door-to-door 'bus' service for people unable to use conventional bus services.

DUAL USE (of sports facilities)

The shared use of school and college sports facilities by the general public.

ENFORCEMENT ACTION

Local authority powers to deal with development which has taken place without planning permission or without complying with conditions.

ENVIRONMENTAL ASSESSMENT

Evaluation of the environmental impact of a proposal.

FAÇADE

The exterior front or face of a building.

GENERAL DEVELOPMENT ORDER

Order made under the Planning Acts which states when planning permission is or is not required.

GREEN CORRIDORS

Indicative links between open/green spaces.

GREENWAYS PROJECT

Countryside management project for Ipswich and the surrounding area.

GYPSIES

"Persons of nomadic habit of life, whatever their race or origin" as defined by the Caravan Sites Act 1968.

HAZARDOUS SUBSTANCES

Substances which are or can be corrosive, poisonous, inflammable or harmful if not treated correctly.

HERITAGE (built and architectural)

A term used to refer to the historical, architectural and

archaeological features, buildings and monuments which are of local, regional or national interest.

HOUSES IN MULTIPLE OCCUPATION (HMOS)

A house or flat which is occupied by either (a) a group of seven or more people who do not live together as a single family or (b) any number of people who do not live together continuously as a single household.

HOUSING STOCK

Total residential accommodation in the Town comprising all housing types and tenure.

IMPLEMENTATION

Action/putting into effect policies and proposals.

INFILLING/INFILL DEVELOPMENT

Development on a site between existing buildings.

INTERAGENCY ACTION

Involvement of different private and public sector bodies in an initiative.

IPSWICH PLANNING SERVICES

The Planning Service of Ipswich Borough Council comprising the Local Plan, Development Control and Conservation sections.

LISTED BUILDING(S)

Buildings of special architectural or historic interest that have been included on a Statutory List compiled by the Secretary of State on advice from English Heritage.

LOCAL NATURE RESERVES (LNRS)

Sites of special natural interest which are designated under the National Parks and Access to the Countryside Act 1949.

Glossary

LOCAL PLAN

A detailed land use plan with 4 main functions:

- (a) to develop the policies and general proposals of the Structure Plan and relate them to precise areas of land;
- (b) to provide a detailed basis for the control of development;
- (c) to provide a basis for co-ordinating and directing development and other uses of land; and
- (d) to bring local planning issues before the public.

LOCAL WILDLIFE SITES

Wildlife areas of local interest as defined by the Suffolk Wildlife Trust in the Ipswich Wildlife Study.

MATERIAL PLANNING CONSIDERATION

A factor to be taken into account when making a planning decision.

OPERATIONAL CAR PARKING

The operational parking standard is the space required within the curtilage of a development for vehicles, for which regular access is considered essential for the business operations of those premises. This does not generally include staff car parking.

OBJECTIVES

Long term intentions which act as performance indicators for the Plan's policies and proposals.

PERCENTAGE FOR ART

Policy of encouraging developers to set aside a proportion of the capital cost of a building project to provide a work of art such as a statue as an integral part of the development.

PERMITTED DEVELOPMENT

Certain types of development which do not require planning permission as set out in the General Development Order 1988.

PLANNING CONDITIONS

Conditions that are imposed on the granting of planning permission which are necessary in order to enable the proposed development to proceed.

PLANNING OBLIGATION AGREEMENT

A planning agreement between developers or land owners and the Council regarding development. (See Implementation Chapter for further explanation).

PLANNING PERMISSION

Approval required for the development of land from the local planning authority.

PLANNING POLICY GUIDANCE NOTE (PPG)

National policy guidelines issued by the Department of the Environment (DoE) on specific subjects such as housing.

PROPOSALS MAP

The Ordnance Survey based plan which provides a comprehensive visual illustration of Plan policies and proposals and defines sites for particular land uses where specific development control policies will apply.

RATRUN

'Short cuts' using local roads to avoid traffic congestion on the main distributor and arterial roads.

REGENERATION

Renewal, rehabilitation of former derelict or under used sites.

REGIONAL PLANNING GUIDANCE (RPG)

Policy advice issued by the Department of the Environment for specific regions such as East Anglia which sets broad strategic policies and strategic targets for county structure plans.

Glossary

SHOPMOBILITY SCHEME

Electric and hand powered wheelchairs which can be borrowed by disabled people in the Town Centre to improve their access to pedestrianised streets.

SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)

Special designation of sites that are environmentally sensitive in terms of wildlife, plant life, geology or physiology.

SPECIAL INDUSTRIES

As defined within Use Classes B3-B7 of the Use Classes Order 1987 including refining and forging metal and cement production.

SPECIAL NEEDS HOUSING

Housing that is designed for people with special needs such as a disability or a mobility difficulty.

STRATEGIC GUIDANCE

Broader countywide advice for land use and development.

STRUCTURE PLAN

Plan prepared by Suffolk County Council which sets the broad strategic planning context.

SUPPLEMENTARY PLANNING GUIDANCE

Non-statutory planning guidance which complements development plans and Central Government policy advice.

TOWN CRAMMING

The general trend to intensify development within towns and villages resulting from building on open spaces or redeveloping sites at much higher density.

TOWNSCAPE

Visual appearance and urban design of a town.

TREE PRESERVATION ORDER (TPO)

Special protection given to an individual or a group of trees for which consent is required from the local authority to top, lop or fell.

UNIMPLEMENTED PLANNING PERMISSION

An unexpired approval for development that has not yet been started.

URBAN FRINGE

The countryside on the edge of a town.

USE CLASSES ORDER 1987

Order under the Town & Country Planning Act which categorises all land uses eg. Class A1 - Retailing.

VERNACULAR ARCHITECTURE

Local style of design which is unique to, or characteristic of an area.

WINDFALL SITES

Sites of less than 10 homes which are granted planning permission but are not identified for housing development in the Plan.

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