



# Ipswich Local Plan

## *Supplementary Planning Guidance*

Smart Street/  
Foundation  
Street/  
Lower Orwell  
Street



**IPSWICH**

**BOROUGH  
COUNCIL**

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# Smart Street/Foundation Street/ Lower Orwell Street

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# Smart Street/Foundation Street/ Lower Orwell Street

## 1. INTRODUCTION

1.1 This planning guidance provides a framework for the development of land south of Smart Street and west of Lower Orwell Street.

1.2 In order to advise prospective developers in preparing detailed proposals for the area the guidance sets out the planning constraints, requirements, standards and design principles. It also helps members of the public to understand and to assess the impact of the proposed development.

1.3 This guidance constitutes supplementary planning guidance to the adopted Ipswich Local Plan (November 1997), relevant policies are included within Appendix 1. It will be taken into account by the Borough Council as a material consideration in making decisions on planning applications.

1.4 The requirements of the guidance will need to be achieved by legal agreements with developers together with appropriate planning conditions to be determined at the detailed design stage.

1.5 The objective is to achieve a high quality balanced development, well integrated with the existing surrounding residential and commercial developments, meeting housing needs whilst enhancing the local environment.

## 2. SITE CONTEXT

2.1 The site is located in the heart of the Town, south of the Central Shopping Area and north of the historic Ipswich Wet Dock.

2.2 The site lies within the Transition Area defined in the Local Plan. This area is undergoing change away from manufacturing and warehousing uses to one more characterised by offices, recreation and residential uses. 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.

2.3 The Transition Area contains some particularly attractive streets and buildings. Adjacent to the site to the north are the Grade II listed Tooley's and Smart's Almshouses, rebuilt in 1846 with some C20 additions on the east side. The present 2 storey red brick buildings are on three sides of a garden court with an entrance gatehouse off Foundation Street. Development of the site will need to respect the setting of these adjacent listed buildings.

2.4 The Transition Area includes a number of archaeologically important

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sites. To the north of Tooley's and Smart's Almhouses are the remains of a Dominican Friary which is a Scheduled Ancient Monument (SAM). The development site includes three sub-surface SAMs which define parts of the Middle and Late Saxon town and medieval defences. The archaeological requirements for the development of these sites are detailed in Section 4 of this guidance.

2.5 The site lies adjacent to the Central Conservation Area. Proposals for the site will be subject to similar scrutiny as if the site were inside the Area.

2.6 The site is approximately 1.3 hectares in size and is in multiple ownership including parcels owned by Ipswich Borough and Suffolk County Councils.

3.1 In terms of planning history, the site falls into five distinct areas outlined below :-

## 3. RELEVANT PLANNING HISTORY

3.2 Suffolk College Annex, Smart Street.

3.2.1 These buildings were erected in 1891/92 and are typical of the late Victorian School Board style. Built in a substantial manner with local red brick, stone dressings and slate roofs, the buildings continue to contribute to the amenity and townscape of the area, being clearly visible from within the Conservation Area north of the site.

3.2.2 The site has had numerous renewals for temporary classroom accommodation, the latest permission (I/91/0951/DFP) being granted in February 1992 for a period of two years.

3.2.3 In 1986, an inquiry by the County Land Agent was considered for alternative uses for housing or offices either by conversion or redevelopment.

3.2.4 The site is allocated in the Local Plan for housing (Site 5.8).

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## 3.3 6 Smart Street (Newman Motor Sprays)

3.3.1 These premises have been used for motor car body repairs and spraying since 1943. Part of the property (rear unit) is sublet to another car mechanics business.

3.3.2 This site was included in the Ipswich Central Area Plan (1981) for residential development related in scale to Tooley's and Smart's Almhouses.

3.3.3 In March 1983 the Council resolved to authorise the compulsory purchase of the garage to bring it forward for residential development. Due to financial difficulties, this was not pursued.

3.3.4 The site is allocated in the Local Plan for housing (Site 5.8).

## 3.4 15-21 Foundation Street (site of)

3.4.1 These properties were demolished between 1966 and 1971. The site is owned by the Borough Council. The site has subsequently been used as a private car park (leased to the Property Services Agency).

3.4.2 This land was proposed for residential purposes in the Central Area Plan along with the adjoining vehicle repair workshops.

3.4.3 The site is allocated in the Local Plan for housing (Site 5.8).

3.4.4 The site contains a sub-surface Scheduled Ancient Monument (No 190) 'Area of Middle and Late Saxon town at Corner of Foundation Street and Smart Street'.

## 3.5 Eastern Counties Omnibus Company, Foundation Street.

3.5.1 In January 1992, the Development Control Sub-Committee approved a planning application (Reference I/648/81) to allow "a single storey rear extension to Lower Orwell Street / Pleasant Row building, the demolition of existing buildings and alterations, new access to Foundation Street, new walls and enclosure Pleasant Row to

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pedestrian traffic to facilitate the construction of the approved Star Lane/Fore Street Link Road". The garage now abuts this heavily used link road.

3.5.2 Landscaping was carried out on the Foundation Street and Star Lane frontages including the planting of a number of trees and ground cover shrubs.

3.5.3 The southern part of the site contains a sub-surface Scheduled Ancient Monument (No 191) 'Area of Middle and Late Saxon town off Star Lane'.

## 3.6 Gym and Trim, Lower Orwell Street/Shire Hall Yard

3.6.1 This building was formerly used as a bonded warehouse by Tollemache and Cobbold Breweries.

3.6.2 In September 1982, planning permission (Reference I/532/82) was granted for the conversion of the property to a health club, including bar, sauna and gymnasium.

3.6.3 The southern part of this site (currently used as a car park) contains a sub-surface Scheduled Ancient Monument (No 189) 'Area of Middle and Late Saxon and medieval defences, off Shire Hall Yard'.

## 3.7 23-27 Foundation Street

3.8.1 The existing housing at 23-27 Foundation Street is not affected by the proposed redevelopment and is excluded from the development area.

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## 4. IPSWICH LOCAL PLAN

4.1 The Ipswich Local Plan was adopted on 27th May 1997. The Local Plan sets out policies and detailed proposals for the development and use of land up to 2006.

4.2 The Local Plan 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. The Strategy has two main purposes:-

to protect and enhance Ipswich's built and natural heritage; and

to accommodate new growth in ways which will enhance the environment, improve the quality of life and create economic opportunity.

4.3 The Smart Street site lies within the Transition Area, defined in the Local Plan. This 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.

4.4 Part of the Smart Street site (see Section 3 above) is allocated for housing under Policy WD5 which states :-

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

Site No. 5.8 Suffolk College Annexe, Smart Street.

Site Area 0.30 hectare.

## 5. DEVELOPMENT CONSTRAINTS

5.1 There are primarily two constraints which may impinge on the development of this site for housing. The first is the archaeological requirements prior to redevelopment, impacting upon the layout and eventual shape and form of the scheme. The second is potential traffic noise/air pollution from the Star Lane/College Street cross town gyratory route and existing industrial properties on the northern quays of the Wet Dock to the south of the site.

### 5.2 Archaeology

5.2.1 The Smart Street site lies within an Area of Archaeological Importance defined by the County Council's Archaeological Department. This Area largely encompasses Anglo-Saxon deposits which are of international importance.

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5.2.2 Three parts of the site are also designated as Scheduled Ancient Monuments (SAMs). No works can be carried out on these sites without consent from the Secretary of State for National Heritage. Application for Scheduled Ancient Monument Consent may take a few months to progress and should be accompanied by detailed proposals.

5.2.3 There is a general presumption that nationally important sites should be preserved in situ (PPG16 paragraph 8). However, in this central urban location, development will not be precluded providing that :-

- a) The development is designed to minimise damage (ground disturbance) to the archaeological deposits;
- b) Provision is made for the adequate recording of any archaeological deposits which would otherwise be (unavoidably) damaged or destroyed.

5.2.4 Two sections of the northern part of the development area (see Appendix 2) have been previously excavated, providing a detailed knowledge of the depth, importance and vulnerability of archaeological deposits.

5.2.5 The site is divided into two halves by the medieval town ditch (see Appendix 3). This is a deep feature which may cause foundation problems but is of limited archaeological interest.

5.2.6 The overburden (topsoil lying on top of stratified archaeological deposits) varies in thickness from about 1.5 metres at the Foundation Street end to 0.5 metres at the Pleasant Row end. The south western part of the site requires confirmation at the depth of overburden. The depth of overburden to the east of the town ditch is unknown apart from at the Fore Street end where it is 0.6 - 0.8 metres. A safety margin of at least 0.3 metres is recommended by the Archaeological Unit for raft foundations to avoid damage to archaeological remains.

5.2.7 In the areas of the site where overburden is 1.1 metre or less in depth, the complete ground plans of any buildings will require excavation. On the evidence of available information, the area with more than 1.1 metre of overburden (the western part of the site) could be developed with raft foundations without archaeological excavation.

5.2.8 On the basis of current knowledge about deposits in this area it is unlikely that any development scheme can be implemented without prior excavation of large areas of the site. This is likely to represent a significant development cost (in the region of £300,000).



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## 5.3 Road traffic noise/air pollution

5.3.1 PPG24 Planning and Noise (September 1994) provides guidance on acceptable noise levels for noise sensitive developments such as housing. A noise survey was carried out on 20th and 21st November, 1997. The noise exposure category (NEC) forecast for the site (day time) is Category C and (night time) Category D. These readings were taken from the perimeter of the Eastern Counties car park and Star Lane. PPG24 states that premises should not normally be developed within an area classified as NEC Category D.

5.3.2 Further monitoring points have established that the nearest permissible boundary line for residential development would be along the current border of the bus depot shed wall and the car park.

5.3.3 Road traffic noise and air pollution (from both Pauls and Allied Mills) is a significant factor in consideration of the potential of this site and it is expected that development proposals will take account of this and that necessary mitigation measures will be incorporated as part of the detailed design. These mitigation measures are likely to take the form of :-

(i) engineering

the protection of noise sensitive buildings by the improvement of sound insulation through double glazing; additional sound insulation in the roof, doors, walls etc; and possibly forced ventilation to avoid the need to open windows; and/or

ii) layout

adequate spacing between the source of noise (e.g. gyratory road network) and noise sensitive buildings (houses), noise attenuation measures such as screening by natural barriers (landscaping), other buildings, or non-critical rooms in buildings.

## 5.4 Ground Water or Land Contamination

5.4.1 The site is not known to the Council as being contaminated. However, the Eastern Counties Bus Depot may be the subject of land contamination through their operations. Road vehicle fuelling, servicing and repair stations are notorious for spillages of diesel oil, detergents, antifreeze, break fluids, solvents and paints. The same problems could apply to the Newman Motor Repairs site.

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5.4.2 Any prospective developers will need to carry out their own survey work to ascertain potential pollution of the site.

## 6.1 General Principles

6.1.1 Successful development of this site requires a scheme to overcome the technical problems at an economic cost. This must be done whilst giving full consideration to the issues set out within this guidance, and be in line with Local Plan Policy and other relevant guidance.

6.1.2 A comprehensive scheme is the preferred option for the development of the site in order to balance housing provision with potential archaeological, noise and ground contamination constraints.

6.1.3 However, a phased approach to development may be acceptable providing each phase provides adequate access and opportunities for open space and play area provision.

## 6.2 Residential Development

6.2.1 Proposals for new housing development will be considered against Policy BE7 and a variety of other policies which are outlined at Appendix 1.

6.2.2 The Council considers a medium to high density of 40-60 dwellings per hectare (16-24 an acre) is appropriate for this central location.

6.2.3 Although not listed, the Council will seek the retention and conversion of the Suffolk College Annex buildings as part of the proposed housing scheme.

## 6.3 Affordable and Special Needs Housing

6.3.1 The need for affordable housing is a recognised material planning consideration and the Council will continue to enable the provision of affordable and special needs housing (Policy H10). In particular, as it is considered that more than 40 units can be accommodated on the site the Council will seek to secure a reasonable mix of house types and an element of affordable and special needs housing on the site (Policy H11 and Circular 13/96: Planning and Affordable Housing). This element of affordable and special needs housing will be secured by a Section 106 Agreement.

## 6. SCALE AND FORM OF DEVELOPMENT

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6.3.2 The proportion of affordable housing will be up to 30% of the total number of houses on the site and will be provided by Registered Social Landlords, in association with the Borough Council and the private sector whilst recognising the limitations on the Social Housing Grant. The rate of development will be determined by market conditions, by the level of funding allocated for schemes within the Borough by the Housing Corporation, and by the Borough Council's own programme for housing investment.

6.3.3 Major involvement from Registered Social Landlords will be helpful, and developers should contact the Council's Housing Resource Development Officer at an early stage to discuss this matter further.

6.3.4 The Council aims to assist people with disabilities to live as independently as possible by ensuring an increasing proportion of the housing stock is designed to accessible standards. In particular the Council will require the special needs housing to include housing for the elderly, people with disabilities and people in need of support (Policies H12 and H13). Liaison will be required with Social Services at the County Council.

6.3.5 In this development a minimum of 10% of all units should be specifically designed to be capable of adoption to the standards set out in Wheelchair Housing (HDD Occasional Paper 2/75, DoE 1975) without further structural alteration (Policy H13). The Council has produced Supplementary Planning Guidance on 'Accessible Housing'. This is a material consideration in the assessment of applications for housing development.

6.3.6 Based on housing need, there is a requirement for a wide range of size and type of affordable homes. The Council must be consulted on the mix of affordable dwellings for the site.

### 6.4 Landscaping

6.4.1 There are existing trees of amenity value within the site, including a large mature specimen at the rear of the Smart Street Annex and the more recent planting around the "Gym and Trim" site and the Bus Depot. These trees must be surveyed with a view to retention within any new layout.

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6.4.2 Any development proposal must be accompanied by a landscaping scheme which should include new tree planting (Policy NE6). The landscaping scheme must relate to the layout of the housing development. Further guidance on landscaping can be found in the Suffolk Design Guide for Residential Areas 1993.

## 6.5 Built Environment

6.5.1 The Council will expect to see the principles of the Suffolk Design Guide for Residential Areas incorporated in this important development site.

6.5.2 It is important to ensure that any new development complements and respects the characteristics of the site and its surroundings (Policies BE1 and BE2). One specific design objective should be to reinstate a positive street frontage to Foundation Street, which has lost some of its former “corridor street” character as a result of post-war site clearance. Development should respect the scale and character of the surviving traditional cottages (nos 23-27 Foundation Street).

6.5.3 The development should result in a pleasant and safe place for people to live, providing a human scale environment and a sense of place, and seeking to reduce crime. It will be judged against the specific criteria in Policy BE7.

6.5.4 Space around the dwellings will be necessary to permit adequate natural lighting and provide private amenity space. Layout of the development should pay regard to the guidelines contained in paragraph 2.5 of Development Control Policies and Design Guidelines 1992, published by Ipswich Borough Council.

6.5.5 Safety and security must be considered in the design and layout of buildings and the spaces around them (Policy BE13). In particular public paths and circulation routes must include clear sight lines, be well lit, and avoid unnecessary unused spaces and recesses.

6.5.6 The development should be well landscaped and have a sense of enclosure, a sense of place, and must be based on principles to avoid crime as outlined in Secured by Design - a police initiative launched in 1989 (contact the Suffolk Constabulary Architectural Liaison Officer).

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6.5.7 The Council is seeking to achieve a barrier free environment in which all people can go about their everyday working and leisure activities. New buildings, their approaches and spaces around them must be designed in a way to allow freedom of movement to all, with adequate provision for people with disabilities integrated into the design and layout of the new development (BE10).

6.5.8 The Council is keen to seek the retention and reinstatement of traditional boundaries and to ensure they form part of new developments where appropriate. Brick walling will be required for boundary walls and fences adjacent to public walkways, and close boarded fencing where open to public view (Policy BE15).

6.5.9 The layout must be designed so as to comply with the Council's and County Surveyor's standards relating to road traffic.

6.5.10 Particular attention must be paid to car parking, which must be well landscaped and not allowed to dominate the layout. If group parking courts are used they must not be relegated to a backland site, they should relate to the houses they are meant to serve and must be surfaced and landscaped to a high standard.

6.5.11 The Council will expect suitable provision for siting and screening of bin storage areas and statutory undertakers equipment (Policy BE17).

6.5.12 The use of renewable energy and the conservation of existing energy resources are important environmental considerations. The Council will expect energy conservation and the use of alternative and renewable sources of energy in the design and layout of the development (Policy NE27).

## 7. TRANSPORT ISSUES

### 7.1 Site Access

7.1.1 The Suffolk Design Guide for Residential Areas outlines the requirements for access to the site and the design standards required. The type of access road(s) required will mainly depend on the number of houses within the site.

7.1.2 Smart Street, Shire Hall Yard and part of Pleasant Row are adopted highways.

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7.1.3 The preferred option for access into the site is off Foundation Street and Lower Orwell Street.

7.1.4 Internal layout, design and access details will need to be agreed with the Borough Engineer.

## 7.2 Car parking

7.2.1 The development sites lies within the Central Car Parking Core, where only operational car parking spaces are allowed for new developments. It is expected that only the absolute minimum number of car parking spaces should be provided within this scheme.

## 7.3 Pedestrians

7.3.1 The Council aims to encourage walking as a means of getting around the town in order to carry out everyday activities, and considers the design and layout of pedestrian routes to be of vital importance. This development must take account of the needs of pedestrians, and any pedestrian access must be safe and convenient to use and link with existing routes. Opportunities must be taken to improve pedestrian facilities by providing new links through the site (Policy T8).

## 7.4 Cycling

7.4.1 The Council recognises that cycling is an energy efficient and healthy way of travelling which does little to cause traffic congestion.

7.4.2 The Council has produced a Cycle Strategy (*see extract at Appendix 4*) which seeks the provision and improvement of facilities for cyclists in new developments, including long and short term cycle parking.

## 8.1 Public Open Space

8.1.1 The Council is committed to providing new open space and considers that the provision of recreational open space is a necessary and integral part of residential schemes containing 15 or more homes (Policy RL6). An area of open space should be provided within the site with safe pedestrian links providing easy access from the whole of the site. The area of new open space provided by the development should be approximately 0.1-0.15 hectares.

## 8. COMMUNITY ISSUES

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## 8.2 Play Areas

8.2.1 The Council has produced Supplementary Guidance for the provision and management of equipped play areas which is available for purchase and will apply to this development.

8.2.2 This development will be expected to provide or finance the provision of play spaces (Policy RL12) in accordance with this Guidance. The size and number of play area depends on the layout and the number and type of houses on the site.

8.2.3 The Council will require the developer to lay out play areas in accordance with the Council's Standards for play areas (Policy RL13) and then convey the land together with a commuted sum for its maintenance back to the Council.

## 8.3 Contributions towards education provision

8.3.1 Local Plan policy CF8 seeks seeks a contribution towards school places where residential development creates extra demand which cannot be accommodated within existing schools.

8.3.2 The site falls within the catchment area of St Helen's County Primary School and Northgate High School. St Helen's Primary School is expected to reach capacity by the summer of 1999. Northgate High School already significantly exceeds its academic capacity.

8.3.3 The County Council Education Department consider that a residential development of 60 units will generate a need for 14 primary school places and 12 secondary school places. These numbers will be significantly higher if the social housing element to be provided is predominantly for families. These school places would be attributable to this development and would, therefore, require a contribution towards their provision.

## 9. SERVICES

### 9.1 Gas

9.1.1 Transco is the transportation arm of BG plc and as such is responsible for all mains and services. Transco retains records of its equipment and is responsible for this existing equipment and any alterations that may be required.

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9.1.2 Details of existing low pressure gas mains in the area have been supplied. From their records, the anticipated distance from a suitable gas main is five metres to the site, and a low pressure main is available in Foundation Street.

9.13 Costs may be incurred for the removal of any existing services on site or the diversion of gas apparatus as a result of the construction of off site works, ie. access roads, sewers etc. Full details of such works should be forwarded to Transco at the earliest opportunity.

9.14 Transco can provide a quotation once more detailed information is received.

## 9.2 Electricity

9.2.1 Eastern Electricity has informed the Council that any development would require the laying out of new low voltage mains, feeding into the existing high voltage cables in the area.

## 9.3 Telecommunications

9.3.1 British Telecommunications has plant in the area. They have advised that close liaison during the design will reduce diversion costs to a minimum. They have confirmed that telephone services can be provided to the development and that there will be no “off-site” costs to provide the service to the site.

9.3.2 Mercury Communications Ltd has notified the Council that it has no apparatus in the area at present which could be affected by redevelopment.

9.3.3 East Coast Cable Ltd has supplied the Council with drawings showing the approximate position of plant. Should alteration to this plant be necessary, then the developer would be charged. Both Cable TV and Telephony services supplied by East Coast Cable Ltd could be made available from existing supplies in the area.

## 9.4 Water Supply

9.4.1 Mains diversion or new mains may be required. More details will be required from either the developers, their agents or architects when actual proposals for the development have been drawn up.



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## 9.5 Drainage issues

9.5.1 Anglian Water is not aware of any drainage constraints which would be likely to affect the timing of development on-site.

9.5.2 It will be necessary to contact Anglian Water to obtain permission to connect to the public sewer.

9.5.3 The Environment Agency has no objection in principle to the development of the site and would not impose any constraints on development. It assumes that the site would drain to existing sewers.

9.5.4 Separate surface water and foul water sewers should be provided, which may be suitable for adoption, subject to agreement by Anglian Water and the developer.

## 10. IMPLEMENTATION

10.1 The next stages leading up to commencement of development on this site will be as follows :

- (a) Archaeological evaluation
- (b) Planning permission including:
  - (i) Infrastructure design and technical approvals
  - (ii) Approval of reserved matters for development
- (c) Application for Scheduled Ancient Monument Consent.

10.2 It is expected that development of this site will be carried out by the private sector along with some involvement from Registered Social Landlords (Housing Associations).

10.3 Those facilities which relate directly to the new housing such as open space and play areas are likely to be the subject of specific planning agreements as to the timing of their provision. A planning agreement will only be sought where this is a necessary and reasonable part of planning permission.

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Central Area Planning Officer  
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Bob Kindred  
Conservation Officer:  
Direct Line: 262934

Borough Engineering: David Groves  
Senior Engineer  
Direct line: 262805

Economic Development  
& Property Alison Watkinson  
Principal Surveyor  
Direct line: 262202

Affordable Housing: Pauline Hart  
Housing Resource Development Officer  
Direct line: 262209

Bill Hewlett  
Group Manager  
Housing and Social Needs  
Direct line: 263203

# Smart Street/Foundation Street/ Lower Orwell Street

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Education Department St Andrew House, County Hall, Ipswich,  
Suffolk, IP4 1LJ. Tel 01473 583000.

Social Services Department St Paul House, County Hall, Ipswich, IP4 1LH.  
Tel 01473 583000

## Suffolk Constabulary

Architectural Liaison Officer, Force Headquarters,  
Martlesham Heath, Ipswich, IP5 7QS.  
Tel 01473 613500

## Transco

Transco, Anglia District,  
Padholme Road, Peterborough PE1 5XR  
Tel 01733 866715

## Eastern Electricity

Eastern Electricity Networks Connections,  
Barton Road, Bury St Edmunds  
Suffolk IP32 7BG  
Tel 01284 726340

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## British Telecommunications

New Developments Programmes Office,  
PP109, Room 115, Anzani House, Felixstowe,  
Suffolk IP11 8XB  
Tel 01394 693497

## Environment Agency

Environment Agency - Anglian Region, Eastern Area,  
Cobham Road, Ipswich,  
Suffolk, IP3 9JE  
Tel 01473 727712

## Anglian Water

Anglian Water Services Limited, 33 Sheepen Road,  
Colchester, Essex, CO3 3LB  
Tel 01206 774000

## East Coast Cable Ltd

East Coast Cable Ltd, Century House South,  
Riverside Office Centre, North Station Road,  
Colchester, Essex CO1 1RE  
Tel 01206 507507

## Mercury Communications Ltd

Mercury Communications Ltd, Utilities Department,  
Mercury House, Longshot Lane, Bracknell,  
Berkshire RG12 1XL  
Tel. 01344 713856

# Appendix 1

## Local Plan Policies

### APPENDIX 1 LOCAL PLAN POLICIES

The policies below are those which are specifically mentioned in the guidance. They are taken from the adopted Ipswich Local Plan, May 1997. The Local Plan includes supporting text to these policies.

The Local Plan can be purchased from Ipswich Borough Council.

The policies are listed in the order within the Local Plan.

#### NATURAL ENVIRONMENT POLICIES

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.

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.

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).

# Appendix 1

## Local Plan Policies

### BUILT ENVIRONMENT POLICIES

- 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 patterns 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.
- 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.
- 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.

# Appendix 1

## Local Plan Policies

- 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.
- 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.
- 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.
- 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.

# Appendix 1

## Local Plan Policies

### HOUSING POLICIES

- 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.
- H10 When considering proposals for residential development on sites of about 1.5 hectares or for 40 dwellings or more 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.
- 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 1975) without further structural alteration. These dwellings should be distributed throughout the development and have parking provision adjacent in accordance with the parking standards.



# Appendix 1

## Local Plan Policies

### RECREATION AND LEISURE POLICIES

- 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.
- 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.

### COMMUNITY FACILITIES POLICIES

- 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.

# Appendix 1

## Local Plan Policies

### TRANSPORT POLICIES

- 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.
- 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.
- 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.

## Appendix 4

# Extract from A Cycle Strategy for Ipswich, January 1998

### Cycle Parking Standards (Appendix 6)

These standards need to be read in conjunction with the criteria outlined in Chapter 6 - Parking Provisions.

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Development

Guide for Cycle Parking Requirements

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#### Residential

Blocks of flats and low-rise high density housing schemes without garage provision for each unit (e.g. Housing Association schemes)

*Long-Term*

- 2 beds or more requires 2 spaces

*Short-Term in addition*

- one space per 8 units

Retirement homes, Sheltered housing/Community houses and Warden serviced housing for the frail elderly

*Long-Term*

- 1 space per 4 staff

*Short-Term in addition*

- 5 spaces per 100 beds

Houses in multiple occupation (This does not include guest houses)

*Long-Term*

- up to 2 occupants requires 1 space
- up to 3 occupants requires 2 and 1 for every two extra occupants thereafter

*Short-Term in addition*

- 1 space per 8 habitable rooms