

Ipswich Local Plan

Consultation Statement
Ipswich Borough Council
Issues and Options Stage
August – October 2017



IPSWICH
BOROUGH COUNCIL

Planning and Development
Ipswich Borough Council
Grafton House, Russell Road
Ipswich IP1 2DE
(01473 432019)

Email: planningpolicy@ipswich.gov.uk

Website: www.ipswich.gov.uk

1. Introduction

This Consultation Statement has been prepared by Ipswich Borough Council as part of the Council's Local Plan documentation. In accordance with the requirements set out in Regulation 18 (1) (2) (3) and Regulation 22(1) (i-iv) of the Town and Country Planning (Local Planning) (England) Regulations 2012, and the Council's adopted Statement of Community Involvement, this report sets out how the Council has involved the local community, stakeholders, and statutory bodies in the formulation of the Local Plan 2018 -2036. It covers the first stage of consultation to identify issues and options for the Local Plan Review.

The Statement of Community Involvement Review 2018 ([SCI](#)) outlines that the Council is committed to effective community engagement, and seeks to use a wide range of methods for involving the community in the plan making process.

The report outlines the following details;

- Title of the consultation and the consultation period,
- Who was invited to make representations and how they were invited to do so,
- The number of representations made and a summary of the main issues raised by the representations made; and
- How any representations made have been taken into account in the plan preparation process

Copies of representations made in accordance with Regulation 18 are available to view on the [Council's web site](#). A schedule of the representations and the Council's responses will be published for information alongside the consultation comments.

The production of the Local Plan is informed by, and subject to, the following assessments, in accordance with the relevant regulations.

- Sustainability Assessment and Strategic Environmental Assessment
- Habitat Regulation Assessment
- Equality Impact Assessment

Relevant documentation is published for public consultation alongside the Preferred Options Draft Plan.

The Council has established a clear mechanism to engage constructively with relevant landowners, developers, infrastructure providers and other stakeholders through the process of preparing and implementing and delivering the Local Plan, as required by Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, and as set out in the Council's Statement of Community Involvement.

2. Overview of Public Consultation Undertaken

Following preparation of the evidence base and early stakeholder consultation during early 2017, the Council prepared an Issues and Options Consultation (August - October 2017) to commence its public consultation for the Ipswich Local Plan 2018-2036.

The remaining stages of consultation will follow from Jan 2019; the current timetable is as follows:

- Local Plan: Preferred Options public consultation (under regulation 18¹) January to March 2019
- Proposed Submission Local Plan Public Consultation (under regulation 19) autumn 2019
- Submission of Local Plan to the Secretary of State early 2020
- Examination in Public of the Local Plan by an independent planning inspector Spring 2020
- Receipt of Inspector's Report on the Local Plan summer 2020
- Consider the recommendations included in the Inspector's Report and adopt the Local Plan autumn 2020.

3. Preparation of the evidence base and early stakeholder engagement

The Council has undertaken a significant amount of work in compiling an evidence base to support the plan review. This has involved the completion of a number of studies as well as working with key stakeholders across the district. Details of the evidence base and supporting studies used to prepare the Local Plan can be found on the Council's [website](#).

Meetings were held between April 2017 and August 2017, with stakeholders (e.g. infrastructure providers, house builders, planning agents and registered providers) as part of the evidence gathering phase. The purpose of these preliminary meetings was to explain how the Local Plan would be reviewed to encourage involvement from an early stage and to identify issues and concerns of those various interests ahead of preparing the Issues and Options consultation document. These meetings explored the issues facing the borough and discussed the use of land in the borough and neighbouring districts over the next twenty years. The resulting evidence may be found [here](#) (published studies indicate workshops or other engagement which took place).

¹ Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

4. The Ipswich Local Plan Review 2018 - 2036: Issues and Options Consultation

The consultation was carried out for ten weeks between Friday 18th August and Monday 30th October 2017. During this time people were able to comment on both the Issues and Options Report and the Sustainability Appraisal Scoping Report.

The Issues and Options Report contained a wide range of matters (a total of 106 questions) that are relevant to the future planning and development of the Borough. This consultation provided an opportunity for local residents and other key stakeholders, including the specific and general consultation bodies as appropriate to the Local Plan to have sight of and discuss these issues and options and to provide their views to the Council by answering some or all of the questions contained within the main consultation report.

A Sustainability Appraisal Scoping Report was published alongside this report, and identified existing issues and problems in the district, and the baseline situation for the sustainability appraisal of the plan. This was subject to consultation with key statutory bodies and was also open to consultation alongside the Issues and Options Report from August to October 2017.

How was the public consultation carried out?

In accordance with the Council's Statement of Community Involvement, consultation arrangements included:

- Consultation over 10 weeks from 18th August to 11:45pm on 30th October 2017;
- Emails or letters sent to all on the Local Plan database informing consultees of consultation dates and how to view and respond to the consultation material (see Appendix A for list of consultees);
- A public notice of the consultation was placed in the Ipswich Star and East Anglian Daily Times, providing details of the consultation including where consultation documents could be viewed and advertising the exhibitions (see Appendix B);
- Consultation packs with paper copies of the Issues and Options document were sent to libraries to publicise the consultation and the exhibition dates, and advise how to view the document and make comment;
- A link to the consultation was also included in the email strapline for all emails issued from the Council during October 2017 (see Appendix B);
- The Notice of consultation and all documents made available on the Council's website under '[current consultations](#)' and on the [planning policy](#) web pages;
- The Council's electronic planning consultation [module](#) site was made available for the electronic submission of representations (see Appendix C);
- There were a number of consultation events and the Issues and Options exhibition was available to view in various locations throughout the consultation period including the Town Hall, Council offices, Area Committee Meetings and a Secondary School. This encouraged people to take part in activities and submit their ideas using various media including through purpose printed postcards and the Council's social media channels - IBC Twitter and Facebook pages (full details are in Appendices D and E).

How did people respond?

The key results of the consultation are as follows:

- The consultation consisted of 106 questions
- 711 written representations were made by a total of 76 respondents
- Informal feedback was received via postcards (31 from members of the general public and 17 from Northgate High School pupils), annotated maps (10), various other feedback collated from the consultation events and the Council's social media channels Twitter and Facebook (42).

Formal representations submitted for Issues and Options

	Respondent	Submission Method			Total Comments
		Web	Email	Paper	
Sustainability Appraisal Scoping Report	6	1	6	0	7
Issues and Options for the Ipswich Local Plan Review	76	125	504	75	704
Totals	76	126 (17.7%)	510 (71.7%)	75 (10.5%)	711 (100%)

Consultation Module (JDI)

Agents, Companies, Statutory Bodies and Private Individuals

Respondent	Number
Private Individuals	24
Agents, Companies, Statutory Bodies	52

The Council also sent a follow up email in December 2017 to those who responded to the consultation to thank them for their input, to give an overview of the responses generated and to encourage further participation in the preparation of the Local Plan. This is included in Appendix F.

5. Main issues from consultations

The main issues raised during consultation are summarised below. There were submissions made in response to 102 of the 106 questions presented to stimulate responses. No new issues were raised beyond those anticipated by the questions. While there were a significant number of individual issues raised by respondents who were seeking specific individual outcomes, the responses were helpful in confirming that there were no significant omissions from the Council's adopted Local Plan content. While this may have been expected – with an up to date plan having been adopted in February 2017 – this remains an important conclusion confirmed by the process.

Some of the broader governance matters expressed, such as support for Local Government reorganisation and boundary extensions for the borough administrative area, are not planning matters that can be covered by the Local Plan. The main issues raised are

summarised below and have been grouped together based on themes that have been identified following the scrutiny of individual submissions.

A very brief summary of the representations is attached at Appendix G, offering a simple record of the replies to individual questions. It should be read alongside the full issues and options stage representations, which are available to view in full via the Council's Local Plan web pages. A full schedule of representation summaries and the Council's responses is available for information alongside the Preferred Options consultation documents. The schedule of representations indicates the nature of the submission and the Council's view regarding the need for change.

Environment and protections

The submissions varied between the wish to protect interests of importance including heritage assets, wildlife sites such as RAMSAR and countryside generally to broader comments concerning the need to develop new facilities (e.g. allotments) to avoid the disruption of those already existing. Policies DM5 and DM7 cover these aspects.

A recurring theme was the need to promote the town's heritage assets and local character as a catalyst for strengthening the sense of place. Policies DM12 and 13 already apply.

Wildlife and green corridors were considered not only important as habitat for the free movement of wildlife but also as corridors for walking, cycling and an increased sense of resident's and visitor's wellbeing. It was suggested that the existing network be extended among any possible sites around and on the edge of town which may be developed during the plan period. A number of responders suggested extending this "green rim" into neighbouring districts. As a response, the Council has sought to clarify the purpose of the DM policies applying to Green Corridors, Open Space and Recreation and the Natural Environment to establish the important links between them. These are confirmed in the terms of strategic policy CS16 that seeks "Green Infrastructure" including the Green Rim around the town.

Comments relating to tall buildings were not favourable. The majority of responders considered that tall buildings were not appropriate in the town, even at the Waterfront. This gives rise to a possible tension for the plan as the NPPF maintains a commitment to appropriate densities within urban areas and higher central area density will often be achieved through the incorporation of high rise development. In the context of meeting the housing need of the Borough, (within the Borough administrative area) tall buildings are likely to play a key part in the delivery of the new homes in appropriate locations. The NPPF expectation needs to be reflected in the Council's policy and so Policy DM15 for tall buildings has been reviewed and altered to reflect the submissions concerning local character and the need to integrate these buildings with their surroundings.

Scale of growth and allocating land – housing development

The reduced growth Scenario A received the larger number of submissions (6) with environmental protection as the central concern. Middle growth scenario B received the

support of the Home Builders Federation suggesting that Scenario B was “a positive approach” but a minimum preferring further consideration of the higher growth rate scenario C that could be introduced with support for smaller site in the first ten years. Other developers supported the higher growth scenario while the Environment Agency and NHS/CCG comments on system capacity were noted. The responses generated by the low, medium, high development scenarios has indicated the range of views. However, the debate now has been given a tighter context by the National Planning Policy Framework that expects the Council to use a standard method to quantify local housing need. The Council’s response is now set out in Policy CS7 and its preamble.

Affordable Housing issues were generally accepted by the development sector but they were concerned to point out that each site would have to prove its own viability. A simplified percentage could not be applied to the whole quantum of new homes throughout the plan period and across the borough. There will be some further analysis required concerning this important issue such as the Whole Plan Viability Assessment.

There was strong opposition to the reallocation of existing open space sites to housing from responders. This opposition was universal, despite identified local housing need. A representation was received that the Local plan has yet to allocate additional permanent pitches for Gypsies and Travellers. However, the Council is cooperating in a Suffolk wide delivery approach to address the allocation of pitches. The Council has also responded with amendments to policy CS11 to reflect comments received on the criteria used to determine applications for new sites.

Scale of growth and allocating land – industrial and commercial development

Associated British Ports (ABP) expressed concern that new development around the Waterfront could prejudice existing uses and activities at the Port site. The Port is a key employer across the Town and officers should consider strengthening policies which protect its operations. The importance of the Port is already acknowledged for example through explanatory text to policy DM32 The Protection of Employment Land.

The need to avoid the delivery of too much employment land was the subject of a submission which pointed out that the greater number of employment opportunities lay outside of the borough and that this should not be allowed to prevent residential allocations from being put forward. The Preferred options draft plan proposes to re-allocate employment sites to residential use, for example at Holywells Road (see policy SP2). It also reduces the employment land allocations through policy SP5.

A clear business and growth agenda was sought in several submissions for enhanced coordination of Council activity with the New Anglia LEP, Felixstowe Port interests and the Haven Gateway Partnership. Further links with the County Council and a Business / Academic group were proposed. Several responses called for all parties to lobby for a Greater Ipswich Orbital (Northern Bypass) in the next government spending round as a matter of priority. Links to the LEP’s Economic Strategy for Norfolk and Suffolk are made throughout the documents.

Transport

Several submissions called for infrastructure improvements including transport measures for the improvement of congestion and air quality. There was no clear direction from the responses to Q8 which asked if new or enhanced infrastructure was an acceptable return or incentive for accepting development. However, delivery of infrastructure in advance of development was generally found more acceptable.

Several comments concerning the need for the Northern Distributor Road reflected support for early delivery due to congestion in the town and the effects of the Orwell Bridge closure on the town. An “ambitious project” to reduce traffic in the town and encourage pedestrian connections between the Waterfront and the core of the town centre was requested.

The Northern Route was further supported, but as an important part of a balanced transport approach alongside initiatives for other than the car. The Council has responded by proposing changes to its adopted policies from 2017 with amendments to Policy CS20. This reflects submissions from NALÉP (New Anglia LEP) and others for a balanced approach to transport and the prioritisation of pedestrians and cyclists within the Ipswich town centre. The Preferred Options Plan also now refers to strategic transport priorities through policy ISPA2.

Other Transport related matters raised included the need for further pedestrian priority schemes including water front links to the town centre and improvements to the Star Lane Gyratory. There were calls also for improvements to the cycle network, with some specific areas identified such as routes in from the east of the Borough. The Preferred Options draft Local Plan retains reference to the need for integrated cycle routes and the Council has published a Cycling Strategy SPD.

Other submissions identify air quality as a major concern and this is noted as an ongoing issue. Transport modelling has been undertaken jointly with neighbouring local planning authorities in order to understand the cumulative impacts of Local Plan Review proposals. When this is finalised, air quality modelling will also be undertaken to enable any necessary mitigation to be identified. A new Air Quality Management Policy (DM3) has been formed from within other existing policies to create a freestanding policy in response to this issue.

Community developments

The need for community use buildings as part of redevelopment schemes or as a “planning gain” was identified and this possibly coincides with requests for opportunities for the arts found elsewhere in the submissions. Empty premises attracting Anti-Social Behaviour, brown field sites that interrupt connections between parts of the town, and the need for employment opportunities were commented upon.

Suffolk Police have made detailed comments on the need for good liaison at the design stage of major developments. None of the submissions suggested any changes to the existing Policy DM23 for the Protection and Provision of Community Facilities and Policy

DM27 (Arts Culture and Tourism) is retained from the adopted plan to support the retention and enhancement of existing facilities providing arts, cultural and tourism facilities, including visitor accommodation throughout the Borough. New facilities for arts, culture or tourism, including accommodation will also be supported - where they are focused within the town centre boundary or within the Waterfront area.

Town Centre

The challenges faced by town centres generally was noted and there were initiatives requested for improving the evening economy - provided that this did not detract from the town's ability to function as a regional shopping destination. Some degree of concern was expressed for personal safety in the town in the evenings when the town became quiet. An improved "experience" based on smaller/boutique shopping, music and arts and the reintroduction of homes into the town were suggested. Concern was expressed for the continuing pull of retailing to edge and out of town locations to the detriment of the wellbeing of the town centre.

The Council has revisited the suite of policies relating to the town centre and amended its approach and added new policies for Shopfront design (DM24) and Advertisements (DM25) to accord with the NPPF approach. An Evening and Night Time Economy policy (DM28) has been included to help with improving the town centre's sense of vitality and well-being in the evening. The Central Shopping Area policy (DM26) has been revised to retain a focus on A1 retail but add some flexibility within identified Primary, Secondary and Specialist Shopping Areas.

There were some requests for street improvements and tree planting. Historic England reminded the Council of the designated heritage assets that the town centre contains. These will be subject of on-going improvement work with projects emerging through the draft Public Realm Strategy Supplementary Planning Document.

Infrastructure

Submissions suggested that all areas need sufficient high-quality greenspace, with good connectivity to and through the network. Natural England have recognised the benefits of the Council sharing in the Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) and agree that the implementation of this strategy within Ipswich Borough and neighbouring districts will result in new residential development having no likely significant effect in combination on internationally designated sites. No new issues were raised for green infrastructure and Policy DM9 for the protection of trees and hedgerows and the policies mentioned above are retained.

The County Council has advanced the case for Libraries, Fire and Rescue, and replacement Waste facilities. These issues will be addressed via the Infrastructure Delivery Programme. The roll out of Superfast broadband has been supported by the Suffolk Chamber of Commerce and the Plan has been updated with a new policy DM33: Delivery and Expansion of Digital Communications Networks. Cycling infrastructure composed of both new routes and en-route facilities such as secure bike parking has been promoted by the submissions.

This has now been addressed in a revised policy DM21 (Car and Cycle Parking) that works in tandem with a revised Policy DM20 on Transport and access in New Development.

Health facilities, rail upgrades and road improvements (including Copdock junction and the Northern Distributor Road) were seen to be integral needs to assist the accommodation of the anticipated development. The Wet Dock Crossing (or Upper Orwell Crossings Project) was supported in several submissions. This is currently under review by the Highway Authority, as noted in the explanatory text to policy CS20.

The Council has clarified its stance concerning Strategic Infrastructure delivery in the Ipswich Strategic Planning Area (ISPA) policy ISPA2 included in the Preferred Options document. In addition, Table 8A has been updated.

Other issues and conclusions

The review of the Issues has taken place in tandem with an internal consultation with Development Management officers and the publication of the 2018 National Planning Policy Framework. The amendments raised have resulted in the revisions proposed to the Policies adopted in 2017, which have sought to clarify policies for their meaning and to bring them into line with the 2018 NPPF.

The plan-making process has never been expected to provide a policy for every eventuality. Therefore, it is not necessary to make changes to deal with every matter raised at the issues and options stage. Whilst the local plan could be extended to include a statement or a policy on each of the elements suggested, there is a danger that it would become unwieldy and/or unnecessarily duplicate national policy. Nevertheless, the majority of the matters identified in the responses are, directly or indirectly, addressed by the terms of the plan and the main issues raised have been addressed as described above.

6. Conclusions

This report demonstrates that from 2017 to date the Council has followed an open and transparent process in the preparation and publication of its New Local Plan 2018 to 2036. It has followed legislative requirements as well as good practice. It has also complied with its Statement of Community Involvement.

There has been on-going engagement with local residents and businesses, resulting in significant changes to policy where that is justified by the available evidence.

There has been active and constructive co-operation with nearby and neighbouring local planning authorities to ensure that cross-boundary strategic planning matters have been fully considered and, where possible and consistent with the Council's strategy and evidence, carried through to the plan. Compliance with the Duty to Co-operate is evidenced through a separate document and a draft Statement of Common Ground.

Interested bodies and organisations have also played a key role in refining appropriate policies to ensure that the Preferred Options Draft Local Plan Review represents a positive yet holistic approach to sustainable development.

Land owners and developers have also played an important role in highlighting potential sources of housing supply; where appropriate and in accordance with the Council's strategy, these have been carried forward in a positive way.

Appendix A - list of consultees

Consultee by contact preference	Total
Postal (Private individuals)	35
Postal (Companies and organisations)	34
Postal (Statutory)	36
Email (Statutory)	129
Email (Private individuals)	95
Email (Companies and organisations)	284

Specific and general consultation bodies, schools
Anglian Water Group (AWG Property Ltd)
Anglian Water Services
Anglian Water Services Ltd
British Gas (Lakeside)
BT Group plc
Department for Transport (DFT)
English Welsh & Scottish Railway Ltd (DB Cargo Limited)
EON UK Plc
Essex & Suffolk Water Living Water
Global Crossing (UK) Telecommunications Ltd
Handford Hall Primary School
Headway Ipswich and East Suffolk (formerly Headway Ipswich and East Suffolk)
Health & Safety Executive (East Anglia) HSE local offices - East and South East
Holywells High School
Hutchison 3G UK Ltd
Ipswich Academy (formerly Hollywells High School)
Ipswich School
John Field Consultancy
Lambert Smith Hampton on behalf of NOMS/HM Prison Service
Murrayfield Primary School
Newnet plc - Timico
NTL UK
One-Ipswich
Opal Telecom
Orange Business Services
Orchard Street Health Centre
Public Health England - Midlands and East of England Regional Office
RSL CitySpace Limited (formerly Kizoom Ltd)
St John Ambulance
T-Mobile (UK) Ltd
Torch Communications Ltd
Vectone Services Ltd
Vodafone Limited
Whitehouse Community Infants School
Witnesham Parochial Church Council

Specific and general consultation bodies, schools
Akenham Parish Council
Anglia Care Trust
Anglian Water
Babergh District Council Mid Suffolk District Council
Barham Parish Council
Belstead Parish Council
Bramford Parish Council
Brightwell, Foxhall & Purdis Farm Parish Council
Broke Hall Community Primary School
Cable and Wireless
Castle Hill Junior School
Chantry Academy
Claydon & Whitton Parish Council
Colchester Hospital University NHS
Community Action Suffolk
Copdock & Washbrook Parish Council
Copleston High School
CTIL (on behalf of Vodafone and Telefónica)
Cycling UK
Dale Hall Community Primary School
Ministry of Housing, Communities and Local Government (formerly DCLG)
Dev Plan / Stewart Ross Associates
East Anglian Wire Works
East of England LGA
Easton and Otley College
EDF Energy
EE
Environment Agency
Felixstowe Town Council
Friston Parish Council
Gerald Eve
Great Bealings Parish Council
Halifax Primary School
Henley Parish Council
Highways England (Agency)
Hillside Primary and Nursery School
Historic England
Home Office
House of Commons
Iceni Projects Limited
Inland Waterways Association
Ipswich and East Suffolk Clinical Commissioning Group
Ipswich and Suffolk Council for Racial Equality
Ipswich Chamber of Commerce
Ipswich High School for Girls (Junior Reception)
Ipswich High School for Girls (Senior School Reception)
Ipswich Hospital NHS Trust
Ipswich Preparatory School
Ipswich School
Ipswich Wildlife Group
Little Bealings Parish Council

Specific and general consultation bodies, schools
MBNL (EE and Three)
Member of Parliament
Mid Suffolk and Babergh District Council
MLL Telecom Ltd
Morland Primary School
Nacton Parish Council
Natural England
Network Rail
NHS Ipswich & East Suffolk Clinical Commissioning Group
NHS Property Services Ltd
Northgate High School
Office of Rail and Road
Ormiston Endeavour Academy
Otley College of Agriculture and Horticulture
Parish Council Playford Village
Pinewood Parish Council
Planning & Design E&I UK Amec Foster Wheeler on behalf of National Grid
Police and Crime Commissioner for Suffolk
Ranelagh Primary School
Ravenswood Community Primary School
Rosehill Primary School
Rushmere Hall Primary School
Rushmere St Andrew Parish Council
Suffolk CIL Officers' Group SCILOG
Springfield Infant School and Nursery
Springfield Junior School
Sprites Primary School
Sproughton Parish Council
St Alban's Catholic High School
St Helen's Primary School
St John's C Of E Primary School
St Joseph's College
St Margaret's Primary School
St Mark's Catholic Primary School
St Mary's Catholic Primary School
St Matthew's C of E Primary School
St Pancras Catholic Primary School
Stoke High School
Suffolk Association of Local Councils
Suffolk County Council
Suffolk Coastal and Waveney District Councils (East Suffolk)
Suffolk Constabulary
Suffolk Fire and Rescue Service (Suffolk County Council)
Suffolk GP Federation - Woodbridge
Suffolk Mind
Suffolk New College
Suffolk NHS
Suffolk Wildlife Trust
Swiland and Winesham grouped Parish Council
The National Federation of Gypsy Liaison Groups
The Northgate Foundation

Specific and general consultation bodies, schools
The Oaks Community Primary School
The Planning Inspectorate
The Theatres Trust
The Willows Primary School
Thomas Wolsey School
Three
Tuddenham St Martin Parish Council
UK Power Networks
University of Suffolk
Vodafone and O2
Waveney District Council
West Suffolk (Forest Heath District Council and St Edmundsbury Borough Council)
Westbourne Academy
Westerfield Parish Council
Whitehouse Community Infants School
Whitehouse Community Primary School
Whitton Community Primary School
Willow Park Montessori Day Nursery
Anchor Trust
Back Hamlet Ipswich, Allotment Holders Association
Bethesda Community Charitable Trust
Birketts
Broadway Malyan Planning
Chinese Welfare and Support
David Walker Chartered Surveyors
Friends of the Earth
Getech Ltd
Halfords plc
Hanover Housing Association
IPPlus
Ipswich Community Radio
Italian Association
Ladbroke Limited
London Road Allotment Holders
National Housing Federation
Pegasus Group
Richard Jackson Partnership Ltd
Richards
Ryan Elizabeth Holdings
Sanctuary Housing Association
SBRC - Ipswich Museum
Suffolk Rights of Way Ltd
Suffolk School of Samba
The Barton Willmore Planning Partnership
The Gospel Hall
The Kesgrave Covenant Limited
The Wellington Centre
The Woodland Trust
Whitton Residents Association
Bangladeshi Support Centre
Bacton Gospel Hall Trust

Specific and general consultation bodies, schools
Bethesda Baptist Church
Chinese Family Welfare Association
Castle Hill Allotment Field Committee
Christ Church
Christ Church United Reformed/Baptist Church
Co-Op Juniors
Cycle Ipswich
CTC Suffolk
Dedham Vale AONB and Stour Valley Project
Defence Estates Safeguarding
Forestry Commission East and East Midlands Area
River Action Group
Friends of Christchurch Park
Friends, Families and Travellers, Planning and Traveller Law Reform Project
Greenways Project
Home Builders Federation Ltd
Homes and Communities Agency (now Homes England)
Ipswich and Colchester Museums
Ipswich and Suffolk Small Business Association
Ipswich Archaeological Trust
Ipswich Central
Ipswich Chamber of Commerce
Ipswich Charioteers Wheelchair Football Club
Ipswich Hindu Samaj
Ipswich Ramblers Association
Ipswich Relocations
Ipswich Wildlife Group
Maidenhall Residents' Association
Marine Management Organisation
Ministry of Defence
New Anglia LEP for Norfolk and Suffolk
Northern Fringe Protection Group
Orwell Church / Hope Church Ipswich
Royal Yachting Association
Orwell Mencap Genesis
RSPB Giving Nature a Home
St Marys Church of England Primary School
St Clements Golf Club
St Elizabeth Hospice
Shopmobility
Suffolk Chamber of Commerce
Suffolk Coast & Heaths AONB
Suffolk Preservation Society
Suffolk Resilience Forum
Suffolk School of Samba
Sustrans
The Church of England Diocese of St Edmundsbury & Ipswich
The Gardens Trust
The Ipswich Society
The National Federation of Gypsy Liaison Groups (NFGLG)
The Showmen's Guild of Great Britain - Norwich & Eastern Counties Section

Specific and general consultation bodies, schools

The Traveller Movement (Irish Travellers Movement in Britain)
The Woodland Trust
Transition Ipswich
Traveller Law Reform Project
University of Suffolk
Westbourne Library
Wild Anglia Local Nature Partnership/New Anglia Local Enterprise Partnership
YMCA

Companies, Housing Associations

2 Rivers Property Management
Abellio Greater Anglia
Adp Ltd
AECOM
Age UK Suffolk
Alstons
Andrew Martin Associates
Anglo Norden
Apollo Capital Project Development Ltd
Aquigen
Archant Limited
Arcus Consultancy Services Ltd
Artisan Planning & Property Services
Artisan UK Developments
Asda Stores Ltd
Ashfield Land Limited
ASP
Associated British Foods plc
Associated British Ports
Barefoot and Gilles
Barton Willmore LLP
Basepoint Business Centres
BBC Radio Suffolk
Beane Wass & Box
Bentleys Restaurants Limited, Isaac Lord Merchant Quarter
Bidwells LLP
Birketts LLP
Blocks Employment Service
Bloor Homes
BLP Consultants
BNP Paribas
Bovis Homes
Boyer Planning Ltd
BPHA (Help to buy)
Braceforce
Brett Group
Broadway Malyan
Bullworthy Shallish LLP on behalf of Foster Davies LLP
CAMRA, The Campaign for Real Ale

Cardinal Lofts (Mill) Limited
Catesby Property Group
CBRE Limited
CgMs Consulting
Chartwell Homes
Chater Homes
Chris Thomas Ltd
Christchurch Property Co Ltd
Churchill Retirement Living
Churchmanor Estates Company Plc
Cliff Road Developments Ltd
Community Action Suffolk
Connexions
Crest Nicholson
Cripps Developments Ltd
CSV Media Clubhouse
CTIL (on behalf of Vodafone and Telefónica)
David Lock Associates
Dencora Business Centre
Development & Transportation (WSP UK)
DevPlan
DLP Consultants
DPDS Consulting Group
Drivers Jonas Deloitte
East Anglian Bearing Service Ltd
East of England Co-Operative Society
Epsilon House Business Centre
Evolution Town Planning
EWS Chartered Surveyors on behalf of MSC (UK) Ltd
Fairhurst
Fenn Wright
Firstplan
Firstplan on behalf of Waitrose Ltd
FIS Windows Ltd
Flagship Housing Group Ltd
For and on behalf of Robinson & Hall LLP
Framptons Planning
Frankis Porter
Freightliner Group Ltd
Friends Property Development Ltd
Fynn Valley Golf Club
G L Hearn
Galley Restaurant
GE & GW Stennett Ltd
Gemalto UK
Generator Group LLP
Genesis HA
GIDE Associates Ltd
Gipping Valley Property Ltd
Gladman Developments
Glyn Hopkin Ltd
Goddard & Co (East Anglia) Ltd

Gotelee
Greater Anglia
Guinness Housing South
GVA Grimley Ltd
Habinteg Direct
Habinteg HA
Hanover Housing Association
Homa Design Limited
Hopkins Homes Limited
Hughes Electrical Ltd
Hutchison Ports (UK) Ltd
Ian Dickson Ltd
Iceni Homes
ICENI Projects Limited
IHAG
Indigo Planning
Ingenium Archial Limited
Investec Specialist Bank
Ipswich Building Society
Ipswich Buses Ltd
J B Planning Associates Limited
Jacobs
James Aldridge Chartered Surveyors
Jephson Housing Association
K G S Financial Advisors
Kerseys
Kesgrave Covenant
King Design & Print
Kirkwells
KLH Architects
KLH Architects
Lacy Scott & Knight
Lafarge Tarmac
Landex
Lanes New Homes
Lanpro Chartered Town Planners and Urban Designers
Lawson Planning Partnership on behalf of NHS Property Services Ltd
LDA Design
Legal and General Assurance Society Limited (L&G)
Level Ltd
M C Integ Ltd
Maitland Homes Ltd
Maples Developments Ltd
Maro Developments
Martin Blake Projects
Martin Robeson Planning Practice (MRPP)
MDPC Town Planning
Mersea Homes
Mott MacDonald
MRPP (on behalf of Tesco Stores Ltd)
N P S South East Ltd
Nathaniel Lichfield & Partners

National Car Parks (NCP)
Nest Development
Nicholas Jacob Architects
Nicholls Property Development Limited
Oliver T Properties Ltd
Orbit East
Orbit Housing East
Orwell Housing Association
Orwell motorcycles ltd
Over Stoke History Group
P & O Ferrymasters Ltd
Patrick Allen & Associates Limited
Patrick Allen & Associates Ltd
Peacock and Smith
Pegasus
Penn
Persimmon Homes
Peter Colby Commercials
Phase 2 Planning
Pigeon Investment Management Ltd
Plan Info
Planning Potential Ltd
PlanSurv Ltd
Pomery
Porta Planning
PRCO Communications and Brand Strategy
R W Bond
Rapleys LLP
Reader Commercial
Reads Property Developments
rg+p Ltd
Richard Hawkins Limited
Richborough Estates Ltd
Riverside Housing Group
RPS Planning and Development
S J S Cleaning Services Ltd
Sanctuary Housing Group
Savills
Savills (L&P) Ltd on behalf of Mersea Homes, Crest Nicholson & David Wilson Homes
Scott-Brown Partnership
Seven Property Group
Shelter
Signet Planning
Sirius Planning
Small World kindergarten
Smart Planning Ltd
SSA Planning Limited
Staffa Lodge Dental Group
Stemer Shoes
Strutt & Parker LLP
Suffolk Building Services Ltd

Suffolk Housing Society
tbf Scaffolding
Tetlow King Planning
The Doughty Family Foundation
The Financial Group
The John Russell Gallery
The Land Group
The Landscape Partnership
The Planning Bureau Ltd
Thomas Eggar LLP
Treemenity Ltd
Turley Planning
Turnstone Estates
Urbanissta Ltd
Vinci Construction
White Commercial Chartered Surveyors
Wherry HA (part of Circle Housing Group)
Coes (Wm Coe)
Witnesham Sawmills
Woodbridge Estate & Land
Wrenbridge Land Ltd

Appendix B – Advertisements

Ipswich Star | Friday, September 15, 2017 15

News

Have your say on how Ipswich will grow over the next two decades

People from Ipswich and across east Suffolk can have their say on how the town should develop over the next 20 years later this month.

The number of homes in the town is expected to increase by more than 11,000 between 2014 and 2036 as the population of Ipswich increases by more than 13,000.

New a new Local Plan for Ipswich is being prepared alongside a new Local Plan for Suffolk Coastal – which envisages major growth in the greater Ipswich area, in places like Rosgrove, Rushmore and the Feltsstowe peninsula.

As an early stage in preparing the plan, residents and people who use Ipswich as a regional centre have the chance to comment on the proposals until the end of next month.

PAUL GREATER
paul.greater@ipswich.gov.uk

Exhibitions explaining the issues will be held in the Pickwick Room at the Town Hall between 11am and 3pm on Saturday September 30 and Tuesday October 3.

The Local Plan includes the new Upper Orwell Crossings which are due to be opened in the early 2020s and the possibility of a northern by-pass, or relief road, as part of the northern fringe development.

Carole Jones, planning and development portfolio-holder, said: "This is really important for our town and the people who live and work here. We are looking at finding room for 11,400 homes and creating 19,000 jobs. It is also important that the public have their say – planning policy is not dull; it's vital!"

The consultation documents are on the council's website www.ipswich.gov.uk/currentconsultations, at the Customer Services Centre in the Town Hall, Ipswich Libraries and at the council's offices at Grafton House, Russell Road.

Planning officers will also be available to answer questions at the Ipswich Area Committee meetings during September – details can be found at www.ipswich.gov.uk/content/area-committees explained. Comments must be returned to the council by 11.45pm on Monday October 30.

The Local Plan process will then be discussed again by the borough council and examined in full before it is finally adopted.

Suffolk Coastal is going through a similar process at the same time so issues to the east of the town centre can be considered together – especially controversial plans for a new town at Marlesham Heath.



An aerial view of Ipswich. Picture: MIKE PAGE

Ipswich Borough Council Local Plan
Planning and Compulsory Purchase Act 2004
Town & Country Planning (Local Planning) (England) Regulations 2012 (Regulation 18)
Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 12)

Notice of Public Consultation on Issues and Options for the Ipswich Local Plan Review and the Sustainability Appraisal Scoping Report

Ipswich Borough Council hereby gives notice of public consultation on issues and options for the Ipswich Local Plan Review and the Sustainability Appraisal Scoping Report. The Local Plan for Ipswich covering the period to 2031 was adopted in February 2017. However, the Council is required to undertake a review of the objectively-assessed needs for new housing, employment land and new retail floorspace set out in the Plan, in partnership with neighbouring authorities. The review is also an opportunity to seek views on other land use issues affecting Ipswich. The Local Plan Review will look ahead to 2036.

What is a Local Plan?
A Local Plan determines the amount of future development needed in the Borough for land uses such as housing, offices, industry and retail. It allocates sites for new development and identifies areas where development should be restricted and includes policies which are used for determining planning applications.

Public Consultation
The consultation will run for ten weeks starting on Friday 18th August 2017 and ending at 11.45pm on Monday 30th October 2017. The Council is seeking views on two documents:

- Issues and Options for the Ipswich Local Plan Review. This document is in two parts:
 - Part 1, which has been prepared jointly with Suffolk Coastal District Council in order to consider strategic, cross-boundary issues; and
 - Part 2, which addresses local issues for Ipswich Borough; and
- A Sustainability Appraisal Scoping Report, which will form the basis for a sustainability appraisal of the new Local Plan Review documents as they are prepared over coming months.

Inspection of documents
The documents listed above are available for inspection on the Council's website (www.ipswich.gov.uk/consultations) and at the following locations:

- The Customer Services Centre, Town Hall, Cornhill, Ipswich (weekdays 8.30am to 5.00pm).
- The Ipswich County Library, Northgate Street, Ipswich (Mon, Weds, Thurs 9.00am to 4.00pm; Tues, Fri 9.00am to 7.00pm; Sat 8.30am to 5.00pm and Sun 10.00am to 4.00pm).
- Branch libraries across Ipswich (Chantry, Gainsborough, Broom Hill open Mon-Sun various opening hours, Rosethill, Stoke, open Tue-Sun various opening hours).
- Grafton House Reception, 15-17 Russell Road, Ipswich (Mon-Fri 8.30am to 5.00pm).

Copies of the consultation documents will be available for free on Compact Disc, subject to availability, from the exhibitions or at Grafton House by request. Paper copies will be available at cost of printing plus P&P.

How to comment
You are invited to submit your comments electronically using the Council's online consultation module (<http://ipswich.jd-consult.net/localplan/>), or by email to planningpolicy@ipswich.gov.uk using the comments form provided on the Council's web site. Copies of the comments form are available to download, complete and email back, or to print and return by post to the address below. Paper copies of the comments form will be available at the venues listed above. Please make it clear whether your comments relate to the Local Plan Review issues and Options or the Sustainability Appraisal Scoping Report and ensure they are returned to the Council by 11.45pm on Monday 30th October 2017. Please note that comments cannot be treated as confidential and will be available to view publicly. However, published comments will exclude your personal contact details and include only your name.

Consultation Events
Officers will be available to answer questions at the Ipswich Area Committee meetings scheduled between 6th and 21st September 2017 – please see the Council's website for details of dates and venues www.ipswich.gov.uk/area-committees. "Drop-in" exhibitions will also be held as follows at Ipswich Town Hall in the Pickwick Room:
Saturday 30th September 2017, 11am – 3pm, and
Sunday 1st October 2017, 9am – 3pm.
Date of notice: 18th August 2017

e-mail: planningpolicy@ipswich.gov.uk
Planning and Development
Ipswich Borough Council
Grafton House, 15-17 Russell Road, Ipswich IP1 2DE
www.ipswich.gov.uk

Department of Business, Energy and Industrial Strategy
EAST ANGLIA THREE OFFSHORE WIND FARM
THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2009
NOTICE OF A DECISION ON AN APPLICATION FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR EIA DEVELOPMENT

The Secretary of State for Business, Energy and Industrial Strategy ("the Secretary of State") gives notice under regulation 23(2)(c) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 that a determination has been made on an application made by East Anglia THREE Limited for development consent under the Planning Act 2008 ("the 2008 Act") for EIA development.

The East Anglia THREE project consists of 172 wind turbine generators each

October's email strapline

Watch
 Favourite
 Print
 PDF
 Edit
 X

Published:02/10/2017 Last Updated:13/10/2017 [Page Analytics](#)

This page should have been reviewed 65 days ago. X

A strapline has been agreed for October.

Please ensure that your email signature is in the corporate style, ending with the strapline:

October:

Help plan the future of Ipswich!
www.ipswich.gov.uk/localplan

Appendix C – Website

IBC web page

The screenshot shows the Ipswich.gov.uk website with a search bar and a navigation menu. The main content area is titled 'Public Consultation' and includes sections for 'Popular tasks', 'Also in this section', 'What is a Local Plan?', 'What is Sustainability Appraisal?', 'Public Consultation', 'Inspection of documents', 'Consultation Documents', 'Consultation Events', and 'How to comment'. The 'Public Consultation' section states that the consultation will run for ten weeks starting on Friday 18th August 2017 and ending at 11:45pm on Monday 20th October 2017. It also lists the documents available for inspection and the dates for public consultation events.

Public Consultation on Issues and Options for the Ipswich Local Plan Review and the Sustainability Appraisal Scoping Report

18th August – 30th October 2017

Town & Country Planning (Local Planning) (England) Regulations 2012 (Regulation 18)
 Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 12)

Consultation Comments Form

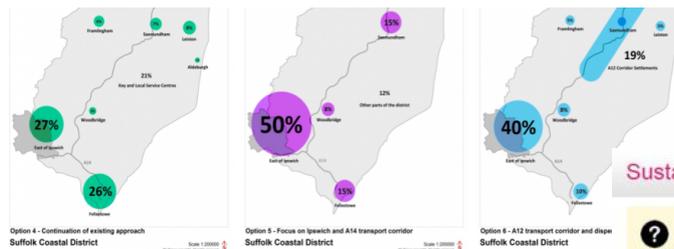


e-mail:
planningpolicy@ipswich.gov.uk

Planning Policy Team
 Planning and Development
 Ipswich Borough Council
 Grafton House
 15-17 Russell Road
 Ipswich
 IP1 2DE.

website:
www.ipswich.gov.uk

JDI Consultation Module pages



Sustainability Appraisal Scoping Report

Having trouble using the system? Visit our [help page](#) or contact the council directly.

- Q13: Which distribution options do you think would be most appropriate to take forward?
- Q14: Are there any other distribution options that the Councils should consider, including across the whole Area?
- Q15: Should the spatial distribution of jobs growth align with housing growth or should we take a different improving accessibility between homes and work places?
- Q16: Do you have evidence which indicates that building at higher densities in Ipswich and Suffolk Coastal Area?
- Q17: Should the policy approach of maintaining the physical separation of villages from Ipswich be continued or should settlements be considered a source of housing land?
- Q18: If development cannot be accommodated within Ipswich, should it be focused within the communities within the larger Ipswich Housing Market Area? What criteria should guide its location?
- Q19: Should Ipswich switch employment land to housing use, even though the Borough has a high jobs to space ratio?
- Q20: Is there other land within Ipswich Borough which should be considered for residential development? space the right one?

- Non-Technical Summary
- Chapter 1: Introduction (Ipswich Local Plan Review)
- Chapter 2: Context Review (Task A1)
- Chapter 3: Baseline Characteristics (Task A2)
- Chapter 4: Social Baseline (Task A2)
- Chapter 5: Environmental Baseline (Task A2)
- Chapter 6: Economic Baseline (Task A2)
- Chapter 7: Sustainability Issues and Problems (Task A3)
- Chapter 8: Developing SA Objectives and testing their compatibility (Task A4)
- Chapter 9: Next Steps (A5)
- Appendix I Index of Scoped Documents

Having trouble using the system? Visit our [help page](#) or contact the council directly.

Powered by **opusconsult**

Gypsies, Travellers, Travelling Showpeople and Boat Dwellers

Alongside the Strategic Housing Market Assessment, a Gypsy, Traveller, Travelling Showpeople and Boat Dwellers

Appendix D – Consultation events and exhibition

Ipswich Borough Council Local Plan
 Planning and Compulsory Purchase Act 2004
 Town & Country Planning (Local Planning) (England) Regulations 2012 (Regulation 18)
 Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 12)
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What is a Local Plan?
 A Local Plan determines the amount of future development needed in the Borough for land uses such as housing, office, industry and retail. It also sets out where new development, identifies the areas where development should be restricted and includes policies which are used for determining planning applications.

Public Consultation
 The consultation will run for two weeks starting on Friday 18th August 2017 and ending at 11:45pm on Monday 30th October 2017. The Council is seeking views on two documents:
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 ◦ Part 1, which has been prepared jointly with Suffolk Coastal District Council in order to consider strategic, cross-boundary issues; and
 ◦ Part 2, which addresses local issues for Ipswich Borough; and
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Inspection of documents
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- ◻ The Customer Services Centre, Town Hall, Cornhill, Ipswich (weekdays 9.30am to 5.00pm)
- ◻ The Ipswich County Library, Northgate Street, Ipswich (Mon, Weds, Thurs 9.00am to 6.00pm; Tues, Fri 9.00am to 6.00pm)
- ◻ Ipswich Borough Access Point opening hours: Rosehill, Stok
- ◻ Grafton House Reception, 11

Copies of the consultation documents are available from the exhibitors or cost of printing plus VAT.

How to comment
 You are invited to submit your comments on the documents by using the comment forms provided available to download, complete and return. Paper copies of the comment forms are also available.



Ipswich in 2036?

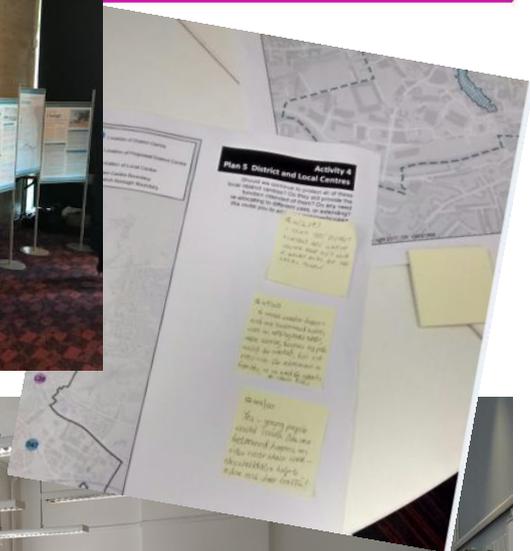


Help plan the future of Ipswich



We are preparing a new Local Plan for Ipswich Borough. This is your **first** opportunity to take part in its preparation.

Issues and Options for the Ipswich Borough Local Plan Review
 Consultation 18th August to 30th October 2017

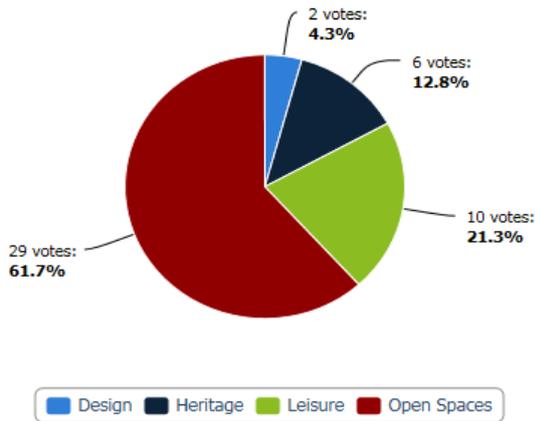


Appendix E – Social media

IBC Intranet

Vote now

What is your favourite thing about Ipswich?



Twitter and Facebook

The collage features several social media posts from Ipswich Council:

- Twitter:**
 - A tweet from Ipswich Council (@IpswichGov) dated Oct 3, mentioning a drop-in event for the #IBLocalPlan and providing a link to an online survey.
 - A tweet from Ipswich Council (@IpswichGov) dated Oct 5, asking for input on facilities for young adults and providing a link to the survey.
 - A tweet from Ipswich Council (@IpswichGov) dated Sep 22, encouraging participation in the #IBLocalPlan survey.
- Facebook:**
 - A post from Ipswich Borough Council dated 14 September, titled 'Have your say on a new Local Plan looking at the future development of Ipswich'. It includes a link to the survey and a photo of the consultation cards.
 - A post from Ipswich Borough Council dated 30 November 2016, titled 'Tomorrow is the last day to comment on the proposed changes to the Ipswich Local Plan'. It includes a link to more information.

On the left side of the collage, there is a photograph of a hand holding a consultation card, and the Ipswich Borough Council crest is displayed below it.

Comments received via Social Media

	Facebook	Twitter
How to encourage cycling in Ipswich	<ul style="list-style-type: none"> ▪ Secure bike parking in the centre of town with CCTV, a warden or electronic key-card. Dedicated and determined bike thieves out there, no strategy to combat this, no real interest in investigating thefts, I've had two stolen in the town centre ▪ Cycle paths everywhere would be great ▪ Proper cycle routes/paths dedicated for cycling like the Netherlands ▪ Make more cycle paths and put them on the path not the road ▪ Ipswich could do with bicycle racks to encourage people to cycle in with somewhere to lock bike up ▪ Definitely safer places to park bikes in town. Other than that you doing great job on cycle paths around Ravenswood. It is a pleasure to cycle around. Need more cycle routes in other areas though ▪ Just carry on discouraging car drivers. Install yet more traffic lights, you will turn Ipswich into a ghost town in no time 	<ul style="list-style-type: none"> ▪ Incorporating the largest station-free bike sharing platform in Ipswich would be amazing – working great in Cambridge ▪ Safer road conditions (roads damaged badly next to kerb areas) more safer places to look up bikes ▪ I wish cyclist would use the cycle lane in Kesgrave. I am a cyclist ▪ People are not going to use that convoluted registration process. Ipswich air quality is appalling. I would suggest making some of the roads one way to improve flow and use the space for cycle lanes ▪ Sort out the cycle paths. Whilst some are excellent & well marked out others are faded and need re painting ▪ Need loads more cycle lanes ▪ Fill in the pot holes and flatten the hills ▪ Get rid of bike thieves!
Housing, amenity and homelessness	<ul style="list-style-type: none"> ▪ It is crucial we build on existing successful partnerships and develop new ones to raise the profile of homelessness and homelessness prevention. We will improve communication, training opportunities and joint working arrangements between agencies. In recognising that individual groups perform their functions well it is also important to note that there is still a need for more joined up working. In 	

Town centre,
traffic and
parking

particular to further
acknowledge the role played by
voluntary and charitable
organisations who provide a
wide range of services more
often to assist clients with very
specific needs who would
otherwise be marginalised

- Less noise in the morning from cleaning contractors, like 5:30 am glass collectors and bin man, or stop builders working on Sundays, specially starting 8am
- Help us help you by lending us some land to site The Bus Shelter Ipswich. Long term it would be in your interest.
- Stop the ruination of the Cornhill
- But will you take any notice of what we say? You are going ahead with the " redevelopment" of the Cornhill, which doesn't seem very popular with the public judging by the amount of comments in the newspapers and online
- Do you have a plan to stop drivers ignoring the Queen St one way?
- With Amazon Killing our High Street Retail, I am assuming a priority will be to address the extortionate Car Parking Charges?
- Knock it all down and start again
- Rename it Norwich
- There are plenty of sports/leisure facilities here, both council and private, many not used to their full capacity or purpose anyway; how about working on the dysfunctional road system so people can actually get in and out of town

What other
sports, leisure
and tourism
facilities are
needed

- Let's hope it deals with traffic and the dire need for a northern bypass to enable the town to not just grow but to survive

with ease and also allowing The Bus Shelter Ipswich to park somewhere so they can assist rough sleepers in the town?

- A lido
- Ipswich has plenty to offer and it is great. Could do with a multi-function arena that attracts the bigger music and entertainment acts
- Fix the pavements first, I tripped and fell in Highfield Road
- I'd like to see SOMETHING being done with the Odeon and the Malthouse
- The youngsters in ip2 are crying out for a parkour club/facility like pipers vale have in ip3. Pipers vale only have 1 weekday 7-10pm. Not being a driver means my 13 year old would have to get 2 buses at gone 10pm and wouldn't make the 2nd connecting bus either
- Ice Arena on Grafton Way. Nearest is Chelmsford. We can have a hockey team, host events etc. and it's right near train station = public transport
- A giant indoor winter sports venue with hotels restaurants and nightclubs
- Try turning the Odeon into a multi entertainment complex bowling, skating, ice skating, bingo, disco, there is so much scope IBC just needs vision rather than paying for traffic lights everywhere
- A swimming pool you can actually use in the morning that isn't used by kids all the time
- Do something with Odeon building, ice skating? Or roller skating something that we haven't already got

- A nice new Bose system in the regent
- A good production team that know what they are doing and a decent Bose Sound System
- I would love to see Ipswich try and get IKEA here. The old Sugar Beet site on Sproughton Road would be ideal, direct access from the A14. What a coup that would be! Our neighbours over the border have a Click & Collect, it would be brilliant if we could have the real thing, first one in East Anglia, would bring customers in and maybe they would then visit our town
- Yes we should promote it more. All those lovely listed buildings
- Clean it up first, litter in the river, Bramford Road, Bramford Lane, Norwich road, our town is filthy, even the waterfront needs a good scoop out before we can be proud of it

Comments received on feedback Postcard

Central Shopping Area

- Encourage larger stores like Ikea to the town
- Encourage more independent shops and restaurants (re-purposed retail areas)
- Encourage larger stores like Ikea to the town – Sugar Beet Factory site would be ideal, access from the A14 – would bring in people from surrounding areas
- Make markets look more “permanent” – A bit shabby at the moment
- Argos and Old Co-Op end of town needs serious investment
- Need more recognised designer shops that bigger towns and cities have (e.g. Footlocker, John Lewis)
- Have pavement cafes (continental style) bistro dining, more green open space no traffic within town centre and the Waterfront area
- Less cheap shops such as Poundland, Pound Stretcher and 99p Store

Cycling

- Need cycle track/footpath from Stowmarket to Ipswich Waterfront
- Promote cycle routes

Design	<ul style="list-style-type: none"> ▪ In 2036 celebrate several years of the roads being cycle-safe with designated lanes separated from electric vehicles, primary public transport and essential services ▪ Invest in historic buildings and knock down “shabby” eyesores ▪ Ipswich should reflect its great historic stature, more oak timber, more red brick ▪ A cleaner environment, a nicer place to live ▪ All new buildings to reflect traditional designs ▪ Refurbish old beautiful buildings and build less cheap flats ▪ No more high rise buildings, stop reducing light to existing resident ▪ Would like Ipswich to reflect great historic statues. All new build to reflect traditional design, oak, brick. Return to our beautiful, historic past and people will return.
District and Local Centres	<ul style="list-style-type: none"> ▪ District centres are worth having and get used a great deal by local people ▪ More youth clubs ▪ Less Costa ▪ Multi-generational centres
Community facilities	<ul style="list-style-type: none"> ▪ Make better use of school/university facilities for further use by charities and social organisations
Employment Area	<ul style="list-style-type: none"> ▪ Young people would like 1 bedroom homes on sites near work – would help to reduce rush hour traffic ▪ Where is the tech hub going? ▪ If smaller starter and 1-bedroom homes were on employment land some evening businesses (e.g. pubs) would be needed but there’s no provision for retirement and families so need for schools on those sites
Housing	<ul style="list-style-type: none"> ▪ Change Westgate Shopping Centre to residential ▪ Is there a need to fill every bit of land with housing – So many empty buildings these should be looked at first – Nothing in Ipswich to make them stay ▪ Less unused and abandoned buildings that could be used for housing, social use ▪ More jobs and affordable housing for everyone, private + Council ▪ Finish all areas of and empty buildings utilised
Leisure	<ul style="list-style-type: none"> ▪ Need more sports facilities in Stoke Park area ▪ More music venues
Open Space	<ul style="list-style-type: none"> ▪ New developments must be child-friendly – more ball games? ▪ More dog parks ▪ Good transport links are essential to enable access to the local infrastructure – using some of open-space and could incorporate the land to create multi-generational developments to enable all members of society equal access to great facilities
Public engagement and governance	<ul style="list-style-type: none"> ▪ Think carefully and consult with residents more – Advertise and engage better with community, didn’t realise this was going on ▪ One large combined Council (Suffolk Coastal, Mid Suffolk, Babergh and Ipswich)
Redevelopment	<ul style="list-style-type: none"> ▪ Brewery sites and County Hall need to be developed/saved ▪ County Hall Gateway to town needs to be developed

Tourism	<ul style="list-style-type: none"> ▪ Redevelop Northgate and Gainsborough areas – Sell Whitton for Housing ▪ Develop BHS site in town into an indoor market ▪ Sort wine rack building ▪ Utilise brownfield sites and enhance green sites into protected areas ▪ More and better development of the Waterfront ▪ New developments must be built sympathetically taking the original architecture of the town into account (designed by quality architects who understand concept) – no more obscene high rises such as The Mill ▪ Invest in the Mariner so it becomes a vibrant place – less congestion in high street – more focus on reducing crime (Ipswich feels unsafe after 6pm) ▪ A decent metropolis where people want to visit ▪ Make Ipswich a place where people want to be – Parts of area are run down with no community spirit – no local amenities or places to meet
Transport and parking	<ul style="list-style-type: none"> ▪ Install posts to grass verges of main roads and out of centre to improve first impressions of people visiting the town ▪ Better rail links ▪ Northern relief road ▪ Northern By-pass ▪ Driving home from work, rush hour traffic town gridlock ▪ Lack of flow between Waterfront and Town Centre ▪ Expansion of the shuttle bus service to all leisure centres and commercial services ▪ More free parking – Pay & Display car parks are a bad idea – discourage people from shopping/eating in town centre ▪ Need a tram system ▪ Expand, however keep Woodbridge, Melton area free of housing ▪ IBC needs a bigger bus route are – Need to have Kesgrave and Martlesham Heath areas as part of bus route ▪ Need less traffic congestion and better road and rail links. Roads within the town and on the approaching roads e.g. A12 and Copdock interchange are heavily congested at busy times due to roadworks and closure of Orwell Bridge ▪ Need better traffic management between Sainsburys garage (Hadleigh Road) and the Mermaid ▪ Re-open the link between Star Lane and College Street – is a barrier to cars and pedestrians ▪ A better integrated public transport situation

Comments received via interactive exercises

Likes	Dislikes
<ul style="list-style-type: none"> ▪ Town is tidy, attractive for visitors ▪ The architecture ▪ Statues ▪ Town market (leave the Cornhill alone) ▪ Ipswich FC (when they play well) 	<ul style="list-style-type: none"> ▪ Drug dealing ▪ Gangs on the streets ▪ Lack of policing

- Proximity to facilities
- The potential
- Regeneration of the Waterfront and parks areas
- Train Station
- Number of parks and open spaces
- The general ambience
- Sense of community spirit
- People have hope for the future
- The people
- The shops and restaurants
- Christchurch Park
- Museums
- New Butter Market (shops and restaurants)
- Buy back car parks from NCP – Parking throughout the town is scattered and uncoordinated
- Number of unemployed
- Litter on the streets
- Yobbish behaviour, crime
- Population growth
- Traffic
- Disjointed public transport
- Lack of big names stores
- More unfinished areas and derelict buildings
- At times feels like Ipswich is in a transitional period – doesn't know what it wants to be
- Homelessness
- Lack of facilities for young people
- Negative attitude of the local people
- Lack of mid to high range jobs available
- Lack of tourist attractions and town pride

Appendix F – Follow up email and Confirmation of Representations

A follow up email/letter was sent on 22nd March 2018 to update consultees on the results from the Issues and Options consultation and let them know that the representations were available for inspection. This is a screen shot of the letter; the email had the same content:



Ipswich Local Plan Review Update



Thanks for your feedback on the Issues and Options consultation carried out between August and October 2017. We received over 800 written comments and suggestions; you spoke to us via social media and also in person at various exhibitions.

We asked you 106 questions ranging from working with neighbouring authorities to where new housing should go, how to design our built environment, how to tackle congestion and climate change.

Below is a selection of the comments received about Ipswich likes and dislikes

- "Good regeneration of the Waterfront"*
- "Protect our rich, historic and distinctive architecture"*
- "Nice range of restaurants but need more variety of shops, maybe a 'super mall'"*
- "Lovely sense of community spirit and a good football team"*
- "Lots of open space and nice parks, we need to protect them"*
- "Create proper paths dedicated for cycling, like the Netherlands"*
- "Good connectivity to town centre with an invaluable train station"*
- "Lack of sports and leisure facilities for young people"*
- "More investment needed for contemporary arts and culture"*
- "Lack of tourist attractions, need to enhance visitor experience and promote as 'hotspot'"*
- "Expensive town centre parking, heavy congestion and poor air quality"*
- "Unightly and derelict areas and buildings"*

What happens next?
These responses will inform the next stage of the local plan when we publish our preferred options. We will then consult with you about these, giving you another opportunity to *have your say*. The next consultation is scheduled for the summer of 2018. Please ask to be added to our Local Plan mailing list if you are not already on it and would like to receive direct notification of future stages

Contact the Local Plan Policy Team Email: PlanningPolicy@ipswich.gov.uk or Telephone: 01473 432019
Our mailing address is: Ipswich Borough Council Grafton House 15-17 Russell Road Ipswich IP1 2DE

Issues and Options Online Update

Web page updates of Local Plan Review progress have been provided during 2018.

Also in this section

[Ipswich Local Plan Review Update - October 2018](#)

CLOSED - Public Consultation: Issues and Options for the Ipswich Local Plan Review and the Sustainability Appraisal Scoping Report

Closed: Ipswich Local Plan 'Call for Sites'

Contact Details

 planningpolicy@ipswich.gov.uk

Ipswich Borough Council,
Planning Policy,
3W Grafton House,
15-17 Russell Road,
Ipswich,
IP1 2DE

 01473 432019

Ipswich Local Plan Review Update - October 2018

You are here: [Home](#) » [Planning and building](#) » [Planning Policy](#) » [Ipswich Local Plan](#) » [New Local Plan Review](#) » [Ipswich Local Plan Review Update - October 2018](#)

Where is the Ipswich Local Plan Review up to?

Consultation on the issues and options for the Local Plan Review was carried out in 2017 and over 800 written comments and suggestions were received. Since then, we have been:

- ▶ considering the points raised in your comments,
- ▶ continuing to update the evidence base for the Local Plan Review, and
- ▶ continuing discussions with neighbouring local planning authorities about strategic, cross boundary matters

This work will inform the next stage of the local plan review when we will publish the Council's Preferred Options in the form of a draft revised Local Plan. It will set out revised policies and site allocations. We will then consult with you about these, giving you another opportunity to #have your say. The Council's **Executive** is due to consider the Preferred Options Draft Local Plan on 27th November and the next consultation is scheduled for early in 2019. Please ask to be added to our Local Plan mailing list if you are not already on it and would like to receive direct notification of future stages.

Issues and Options Consultation 2017

Thank you for your feedback on the **Issues and Options consultation** carried out between Friday 18th August and the 30th October 2017. We received over 800 written comments and suggestions; you spoke to us via social media and also in person at various exhibitions.

We asked you 106 questions ranging from working with neighbouring authorities to where new housing should go, how to design our built environment, how to tackle congestion and climate change.

Below is a selection of the comments received about Ipswich likes and dislikes:

- "Good regeneration of the Waterfront"
- "Protect our rich, historic and distinctive architecture"
- "Nice range of restaurants but need more variety of shops, maybe a 'super mall'"
- "Lovely sense of community spirit and a good football team"
- "Lots of open space and nice parks, we need to protect them"
- "Create proper paths dedicated for cycling, like the Netherlands"
- "Good connectivity to town centre with an invaluable train station"
- "Lack of sports and leisure facilities for young people"
- "More investment needed for contemporary arts and culture"
- "Lack of tourist attractions, need to enhance visitor experience and promote as 'hotspot'"
- "Expensive town centre parking, heavy congestion and poor air quality"
- "Unsanitary and derelict areas and buildings"

Formal Representations: 711
Postcards: 48
Comments written on maps: 23
Comment sheets: 9
Facebook and Twitter: 42

Please find the [Facebook and Twitter comments](#) that were received.

Consultation Summary Responses

Appendix G – Summary of points raised through Issues and Options representations

This appendix outlines the questions posed by the Council (in bold below) and provides a very brief summary of the representations received to the Issues and Options consultation. It should be read alongside the full representations, which are available on the Council's website. These provide more in-depth analysis of, and comment on, the issues. The summary is included here to serve as an 'aide memoire' to the more detailed points made.

PART 1 STRATEGIC AND CROSS BOUNDARY QUESTIONS

Q1 ARE THERE ANY OTHER ISSUES THAT THE LOCAL PLAN SHOULD CONSIDER?

- Housing delivery rates
- Innovative use of underused buildings for arts
- Re-think district boundaries and prepare a single local plan for Great Ipswich and Felixstowe
- Securing ecological enhancements as part of new developments
- Promoting and supporting growth in key employment sectors including retail, leisure, recreation, entertainment
- Increasing levels of violent crime
- Falling house sales
- Poor coordination of utility works
- Sub standard cycling infrastructure
- Air quality
- Need to create better quality jobs
- Impact of Brexit
- The density and significance of heritage assets as well as the number
- Social issues e.g. some areas becoming 'no go' areas
- Improving the quality of private rented housing
- Ensuring crime reduction is compulsory in planning applications
- Need to support community integration
- Need to consider terrorism mitigation e.g. enhanced CCTV coverage
- Supporting people to prevent substance misuse, antisocial behaviour etc.
- Impact of growth on health services provision
- Better access to the town centre for people with disabilities
- Residual tidal flood risk and fluvial flood risk
- Management and enhancement of the water environment
- Employment, environment and infrastructure
- Homelessness
- More town centre pedestrianisation
- Expansion of shuttle bus service to leisure and commercial sites
- Protect rights to sunlight
- Use empty/underused buildings before building new

Q2 ADVANTAGES OF IPSWICH THAT SHOULD BE PROTECTED

- Wide network of wildlife-rich sites, both designated and un-designated
- Existing green and open space

- Spectacular natural environment – habitats and species
- High quality historic environment rich in designated and un-designated heritage assets
- Adjoin the Suffolk Coast and Heaths Area of Outstanding Natural Beauty
- Distinctiveness of the town
- Parks and historic buildings that provide recreational and educational resources
- Variety of commercial buildings, shops and historic buildings in Ipswich Town Centre
- Green countryside around the Borough boundary
- Green spaces and allotments
- Pubs (resist change of use to shops)
- The River Gipping – enhance its visual and ecological quality
- Transport links – rail to London, A12, A14
- Mixed economy
- University
- Comparatively lower house prices

Q3 DISADVANTAGES OF IPSWICH TO BE ADDRESSED

- Boarded up buildings on estates – empower communities to use them
- Congestion, poor sustainable travel options and air quality
- Lack of high quality jobs
- Need to improve green space
- Brownfield sites on Star Lane and Grafton Way that disconnect the town centre and Waterfront
- Out of date conservation area appraisals
- Empty retail units on Duke Street and undeveloped sites
- Empty premises that attract anti-social behaviour
- Lack of community cohesion that can lead to social isolation
- Lack of facilities for young people
- Housing vulnerable people close to those inclined to criminality
- Road infrastructure cannot cope when the Orwell Bridge closes
- Expansion of shops and business parks in east Ipswich acts as a honeypot for more traffic congestion
- The gyratory
- Undeveloped land in the town centre and Waterfront
- Under provision of good quality family housing and over-focus on high density housing

Q4 WHAT ARE THE KEY PRIORITIES YOU WOULD LIKE TO BE ADDRESSED BY 2036

- Better representation for Ipswich and Felixstowe on LEP Board
- Ipswich should re-join Haven Gateway
- Lobby for north Ipswich orbital
- IPA representation on SCC cabinet
- Define sustainable as creating a thriving enhanced natural environment
- Development targets identified in the SEP should align with the evidence base and local plan
- SCC priorities: inclusive growth; health, care and well being; and efficient and effective public services.
- Infrastructure, particular road improvements to ease congestion and measures to improve air quality.

- High quality jobs.
- Protect Ipswich green spaces.
- Focus on the historic environment as key driver for regeneration
- Redevelop the cycle network
- Develop spaces for small retail boutique businesses and specialist start ups to thrive.
- Create a safe and vibrant night time economy
- Build on success of university
- Compulsory designing out crime standards
- Actions to deter anti-social behaviour in parks
- Action to re-use building that become vacant more swiftly
- Safer roads for vulnerable road users
- The one way system needs serious attention
- Enhance and protect the natural environment, recognise the wider benefits of ecosystem services
- Work collaboratively with neighbours to meet housing needs
- An exciting cultural offer that comes from the grass roots
- Develop a science park
- No retail parks or light industrial estates
- No more high rise blocking sunlight
- Designated segregated cycle lanes and more electric vehicles
- Invest in the marina
- Link the waterfront to the town centre
- Improve the leisure offer
- Stop people parking on verges

Q5: WHAT IS YOUR VISION FOR THE IPSWICH HMA AND IPSWICH FEA BY 2036?

- More art spaces: Studio spaces - art centre - grass roots - run by all the community. Culture leads development.
- Green areas supported and developed.
- Everyone has access/has a say - routes to securing a balanced wellbeing spaces and centres (town centre hub).
- Affordable housing - immediately needed.
- Empty premises being used as homeless or affordable living. Empty spaces adopting the Camelot scheme - like other cities and towns - where people become effective landlords for empty spaces.
- Implement the New Anglia New Economic Strategy
- Deliver the Ipswich Vision, enhancing the role of Ipswich Town Centre as retail and service centre for the whole county.
- Designing Out Crime standards to be compulsory for all new developments and redevelopments, at the earliest opportunity and in any sector.
- Action taken to protect/enhance public open spaces such as parks and churchyards to deter criminal/anti-social behaviour.
- Action taken to prevent buildings being out of use for extended periods (ie former pubs/shops etc)
- Streets for people (not road vehicles)

- Any plan must include a mix of housing - starter homes and bigger and more expensive property.
- A vibrant and buzzing town centre and greater transparency on development of key areas such as the Island site and undeveloped areas in the Waterfront.
- A better followed up local plan so that proposals for land use come to fruition much earlier than has been the case with previous local plans which promised much but either failed to do so, or have been delivered in piecemeal fashion.
- The employment and retail offer of the town will have grown supported by housing growth at a level to meet the objectively assessed need and of housing types that meet local needs and the development of which is not constrained by administrative boundaries.
- The boundary of Ipswich needs to be expanded as a matter of urgency. This Greater Ipswich needs two MPs, should be a unitary authority.
- The Ipswich Central BID needs to be abolished.
- Infrastructure needs to be an urgent priority. A dual carriageway Northern Bypass, rail network expansion and Copdock Interchange junction upgrades as a minimum.
- Park & Ride needs to be revisited understanding the concept requires subsidy rather than being self-sustainable.

Q6: AND 6A: WHICH GROWTH SCENARIO SHOULD WE PLAN FOR ACROSS THE IPSWICH HOUSING MARKET AREA?

- Scenario C high growth
- 21,000 homes for IBC and SCDC – Scenario A
- None as they ignore Brexit – use the Govt white paper housing target and an Experian jobs target
- Scenario A – OAN only
- Scenario A
- Need to test deliverability of the Ipswich options
- Scenario B if rail links improved
- Scenario A because of natural env and infrastructure constraints
- Scenario A most achievable
- Scenario B if rail links improved
- Scenario B or C
- A higher level than the SHMA says (so Scen B)
- Scenario C with B as a minimum
- Scenario B or C if infrastructure delivery wanted
- Scenario C to ensure delivery
- Scenario A because of economic and political uncertainties

Q7. DO YOU HAVE ANY EVIDENCE TO THAT THE HOUSING AND/OR JOBS TARGET SHOULD BE DIFFERENT FROM FORECASTS OR SCENARIOS OUTLINED ABOVE – EITHER HIGHER OR LOWER?

- Revised down both targets. The governments White Paper shows the OAN for Ipswich is too high. The Experian figure in the Ipswich SHMA report is evidence that the jobs target is too high
- Jobs target is unrealistic when reviewed against the current total stock of jobs

- The level of housing need identified is insufficient and should have taken account of market signals. Canterbury has similar market signals to the Ipswich HMA and the inspector considered a 20% uplift to be appropriate
- The ambitions of the LEPs new Economic Strategy should be reflected in the plan/targets

Q8: WOULD COMMUNITIES BE PREPARED TO ACCEPT MORE GROWTH IF THAT GROWTH MEANT THAT SIGNIFICANT NEW OR ENHANCED INFRASTRUCTURE COULD BE PROVIDED?

- Yes, but residents need clarity on what infrastructure could be provided
- No, infrastructure improvements should be delivered first and demonstrated to be effective
- Yes, development in north Ipswich is limited
- Yes, by planning for growth and identifying the infrastructure that's required the local authority will be in a stronger position to bid for infrastructure funding
- A key priority should be sustainable primary care provision
- Intelligent planning of new infrastructures could permit growth
- Not necessarily
- Depends on the type of infrastructure offered as an incentive
- No
- Concerns must be mitigated by enhanced infrastructure

Q9: WHAT KEY PIECES OF TRANSPORT INFRASTRUCTURE SHOULD BE SOUGHT? WOULD IT BE ROADS SUCH AS AN IPSWICH NORTHERN ROUTE, OR SUSTAINABLE TRANSPORT INFRASTRUCTURE (PUBLIC TRANSPORT, PARK AND RIDE, CYCLING), OR BOTH?

- Northern route and sustainable transport (x 3)
- Improve local rail network
- Sustainable transport infrastructure
- Northern bypass, more exciting access to the waterfront i.e. an inner circular trolley route
- Improve local rail network
- In-line platform rail station in southeast Ipswich, an additional rail spur north near Adastral Park, a full dual carriageway northern bypass, but a northern route/relief road is inadequate, Felixstowe HGV traffic should not go through Ipswich.
- Northern route and Copdock Interchange improvements

Q10: SHOULD THE LOCAL PLAN REVIEW SEEK TO ADDRESS THE ISSUE OF TEMPORARY CLOSURE OF THE ORWELL BRIDGE BY PLANNING FOR A SCALE OF DEVELOPMENT THAT CAN HELP TO DELIVER INFRASTRUCTURE?

- Yes, congestion is already severe
- No, this only happens on the odd occasion
- Yes
- No
- Every avenue should be explored to address the issues caused by the closure of the bridge

Q11: DO YOU AGREE THAT PROVIDING A HIGH GROWTH SCENARIO WOULD HELP TO DELIVER THE AFFORDABLE HOUSING REQUIRED?

- Yes, would support improved affordability
- Yes, in the absence of an alternative delivery model
- The Council is right to highlight this, however the cost of necessary infrastructure would need to be investigated

- No, due to land constraints
- Unlikely on its own, greater emphasis should be given to local authorities delivering affordable housing
- Yes (x2)
- Yes, the primary mechanism is likely to be through mixed tenure developments

Q12: ARE THERE ALTERNATIVE SCENARIOS WHICH SHOULD BE CONSIDERED?

- A variant to Scenario B (which adjusts the OAN to reflect job growth) and variants to Scenario C (setting out specific infrastructure/growth packages e.g. a Northern By-Pass Growth Scenario)
- Yes, a more realistic growth scenario based on the Government's White paper target and the Experian jobs target.
- BREXIT scenario, including weaker sterling.

Q13: WHICH DISTRIBUTION OPTIONS DO YOU THINK WOULD BE MOST APPROPRIATE TO TAKE FORWARD?

- Option 2 and 5
- Option 1 has already reached its practical maximum. Options 2 and 3 are a necessity
- Continue current approach
- Option 5 - development concentrated in the town
- Option 4
- From a historic environment perspective, it is hard to select the preferred option given the range and distribution of heritage assets
- A blend of options 4 and 5
- Option 4 is most suitable. Option 5 may also be feasible. Option 6 is undesirable
- All scenarios will all have a significant impact on delivery of primary care services
- Options 1, 2 and 3 should stay on the table
- Combination of Options 1 and 3
- Options 4 and 5 place a high proportion of growth within the area East of Ipswich. It's important to ensure that highway requirements are adequately addressed
- Option 5
- Blend of options 4 and 5
- No preference, however we need to plan for significant growth in proximity to Ipswich
- A combination of all the distribution options
- Options 3 and 4 represents a sustainable approach. Option 5 will reinforce the links across Ipswich and Suffolk Coastal.
- Option 2 (x2)

Q14: ARE THERE ANY OTHER DISTRIBUTION OPTIONS THAT THE COUNCILS SHOULD CONSIDER, INCLUDING ACROSS THE WHOLE OF THE IPSWICH HOUSING MARKET AREA?

- No
- Closure of Rock Barracks around 2027 may impact on the spatial choices within Coastal
- The distribution options need to be reassessed to take account of the Government's White Paper targets
- Wickham Market should be considered and locations with good rail links
- A combination of the options

- A sustainable extension to the urban area of Ipswich at Bucklesham Heath Garden Village

Q15: SHOULD THE SPATIAL DISTRIBUTION OF JOBS GROWTH ALIGN WITH HOUSING GROWTH OR SHOULD WE TAKE A DIFFERENT APPROACH WHICH FOCUSES ON IMPROVING ACCESSIBILITY BETWEEN HOMES AND WORK PLACES?

- Improving accessibility between homes and work places must be a priority
- Jobs and homes should be proximate to minimise car journeys
- The no. of self-employed and start-ups is increasing. Consider housing and enterprise spaces. To minimise commutes, put business space in clusters not large industrial estates
- A mixed approach is needed
- Spatial distributions of jobs should align with housing development

Q16: DO YOU HAVE EVIDENCE WHICH INDICATES THAT BUILDING AT HIGHER DENSITIES IN IPSWICH AND SUFFOLK COASTAL WOULD BE VIABLE FINANCIALLY?

- It wouldn't be viable, the residential market is still primarily focussed on family housing
- Options for increasing densities within Ipswich should be thoroughly explored
- We support the current Local Plan densities
- Historic England is commissioning research to better understand how increasing housing density in heritage-rich areas can be achieved in ways sensitive to the historic environment
- The slowdown in development of high-density development shows that the viability of high density development in the Borough is an issue
- Against high-density developments

Q17: SHOULD THE POLICY APPROACH OF MAINTAINING THE PHYSICAL SEPARATION OF VILLAGES FROM IPSWICH BE CONTINUED OR SHOULD INFILL IN GAPS BETWEEN SETTLEMENTS BE CONSIDERED A SOURCE OF HOUSING LAND?

- There is an advantage in using land efficiently
- Should be dealt with on a settlement by settlement basis
- Consider likely impacts on the green infrastructure network of the area
- Yes
- Yes, support the continued separation
- Sustainable locations should be brought forward
- Maintain the physical separation of villages from Ipswich
- The historic pattern of settlement should be maintained through physical separation
- Need to consider to the Green Infrastructure network
- Areas within the A14/A12 should be open for development
- Separation from neighbouring villages is highly valued and should continue
- Yes, without those spaces everyone's quality of life would be affected
- Physical separation of villages should be maintained
- The Local Plan should avoid an arbitrary and overly simplistic approach
- Infill gaps should be considered where appropriate

Q18: IF DEVELOPMENT CANNOT BE ACCOMMODATED WITHIN IPSWICH, SHOULD IT BE FOCUSED WITHIN THE COMMUNITIES CLOSE TO IPSWICH OR DISTRIBUTED WITHIN THE LARGER IPSWICH HOUSING MARKET AREA? WHAT CRITERIA SHOULD GUIDE ITS LOCATION?

- Close to Ipswich

- Within or as close as possible to the area in which its required
- Beyond the Ipswich boundary
- Protect distinctive settlements and sensitive landscapes
- Focus development in areas with a good rail links
- Housing need can be met in Ipswich alone
- Ipswich periphery
- Towns with good access to the rail network
- Closest to the Ipswich urban area
- Neighbouring satellite villages around Ipswich with good infrastructure
- As close as possible to Ipswich but within the neighbouring districts

Q19: SHOULD IPSWICH SWITCH EMPLOYMENT LAND TO HOUSING USE, EVEN THOUGH THE BOROUGH HAS A HIGH JOBS TARGET? WHERE SHOULD THE COUNCIL PRIORITISE PROTECTING EMPLOYMENT LAND?

- No, there is a need for land for economic and housing growth
- Yes (x3)
- There is an opportunity for some reallocation
- Yes, surplus employment land should be released for housing
- No
- There will be instances where the reuse of existing employment land for residential development is appropriate, however the requirements of businesses vary significantly and to meet the jobs target an over provision of employment land is required.
- A wide variety of employment land is needed
- Should be considered on a case by case basis

Q20: IS THERE OTHER LAND WITHIN IPSWICH BOROUGH WHICH SHOULD BE CONSIDERED FOR RESIDENTIAL DEVELOPMENT? IS THE APPROACH TO PROTECTING OPEN SPACE THE RIGHT ONE?

- the heart of the town and on the waterfront
- SHLAA site IP184 and adjoining land
- Land adjacent to the Ipswich boundary (including countryside)
- Open space of community/amenity value should be protected
- Remaining plots in Futura Park
- There is an over provision of retail space within Ipswich
- Protecting existing open space is vital
- Open space in urban areas should be protected
- Yes – repurpose the town centre recycling centre and car parks
- Continue to protect existing open spaces
- Rise Hall, Ipswich Fringe
- Continue to protect open spaces

Q21: WHERE DO YOU THINK THE MOST APPROPRIATE LOCATIONS ARE TO MEET PROVISION FOR GYPSIES AND TRAVELLERS?

- Out of town
- The existing requirement to be within 1km of services is unrealistic and unduly restrictive, also that sites must be large enough to accommodate business activities

Q22: WHICH TOWN CENTRES SHOULD WE PLAN TO EXPAND?

- Regard should be given to the Babergh and Mid Suffolk Joint Town Centre and Retail Study (2015) and the Babergh and Mid Suffolk Joint Local Plan Consultation Document
- The long-throw nature of Ipswich Town Centre from the West Gate to the East Gate, should be restored

Q23: ARE THERE TOWN CENTRES THAT SHOULD BE REDUCED IN SIZE?

- Each centre is different but consideration needs to be made of whether town centres are sustainable as currently constituted. A planned approach to reinforcing the importance of the town centres as a sustainable location, and consideration of appropriate, alternative or additional uses which will provide a strong future for the buildings, is key.
- Reduce Ipswich town centre
- Shift of the focus of Ipswich Town Centre to more of a north/south axis. At the edges of the current town centre (Carr St & Westgate St) a change of usage should be considered

Q24: WHICH SITES SHOULD BE IDENTIFIED THROUGH THE LOCAL PLAN REVIEWS FOR FUTURE RETAIL GROWTH?

- None, we do not need to increase retail space within Ipswich

Q25: HOW DO WE INCREASE THE RANGE OF USES OR ACTIVITIES IN IPSWICH TOWN CENTRE, GIVEN ITS ROLE AS A REGIONAL CENTRE, AND WHAT SHOULD THEY BE?

- Improve the quality nightlife offer. Develop an arts and music centre
- Increase residential
- Alternative uses will provide a strong future for the towns heritage assets
- Develop spaces for small boutique business and specialist start-ups
- In the evening the town lacks energy and variety. Make better use of the towns heritage to attract visitors
- Future development should include limited retail, land would be better used for car parking or community uses
- Covert vacant shops into residential (for café-style living), encourage more boutique shops, increase the number of street trees, reduce fear of crime
- Offer incentives to small and independent shops, more events, improve the park and ride
- Protect green spaces, a conference and exhibition centre near the Waterfront
- Create a cultural hub, utilise the new Cornhill Square to create a vibrant community space
- Develop an arts centre
- Don't try to compete with neighbouring towns with a better retail offer, become a cultural and leisure hub
- Covert BHS store into an indoor market

Q26: WHAT RANGE OF USES OR ACTIVITIES WOULD YOU LIKE TO SEE IN THE SMALLER TOWN CENTRES

- N/A

Q27: WHAT APPROACH SHOULD BE TAKEN TO FURTHER OUT OF CENTRE SHOPPING? DOES OUT OF CENTRE SHOPPING COMPLEMENT OR COMPETE WITH THE EXISTING TOWN CENTRES?

- Continue with present approach, which has been effective in ensuring out of centre development is complementary

- Out of town shopping competes with existing town centre uses
- Competes with the town centre
- Out of town shopping should be encouraged where appropriate, frees up the town centre for culture and leisure activities
- Introduce an Ikea

Q28: SHOULD THE EXISTING RETAIL PARKS BE CONSIDERED AS CENTRES IN THEIR OWN RIGHT, OR SHOULD TOWN CENTRES CONTINUE TO BE THE FIRST CHOICE LOCATION FOR NEW SHOPS AND LEISURE USES?

- The ability to define a Retail Park as a 'Centre' relies on the NPPF definition of a Town Centre
- Yes

Q29: WHAT INFRASTRUCTURE IS CURRENTLY REQUIRED IN YOUR AREA AND WHAT ADDITIONAL INFRASTRUCTURE DO YOU THINK WOULD BE NEEDED, AND WHERE, TO SUPPORT THE FUTURE DISTRIBUTION AND LEVELS OF GROWTH OUTLINED?

- Upper Orwell crossings, northern route and improved road capacity around Ipswich Port
- High-quality connected greenspace
- Public transport, schools, fire and rescue, libraries and waste management services
- A northern relief road, road improvements are required to alleviate congestion in the town centre, improvements to Westerfield Railway Station and the Ipswich-Felixstowe line are required and an assessment of the viability of a further station in the vicinity of Futura Park.
- Additional significant semi-natural greenspace. Orwell Country Park should include Pond Hall Farm
- Improved public transport and cycle provision
- Northern route, cycle routes
- Better buses, wet-dock crossing
- Improvements to the A12
- More green spaces
- Better broadband, utilities provision at employment sites to cope with current and future need
- New bridges, schools, medical facilities,
- Medical facilities
- Orwell Bridge and Princes Street Bridge need improving
- Improve the rail network/platform capacity, more frequent services between Ipswich, Bury and Felixstowe, introduce double track on the East Suffolk line
- Invest in homes, employment sites, schools, health care facilities, community facilities, retail, public transport and roads.
- A dual carriageway Northern Bypass, Copdock Interchange and Nacton junction upgrades, and rail upgrades

Q30: HOW CAN THE STRATEGIC TRANSPORT CONNECTIONS BE ENHANCED AND IMPROVED?

- Introduce a policy which supports the function and role of the Port
- Maximise walking, cycling or using public transport, improve road capacity, double track the Felixstowe Branch to promote modal shift
- Monitor traffic flows and air quality and take remedial action when required, enforce planning conditions, conduct cross boundary transport assessments, assess viability of cross-town bus routes that avoid the town centre

- Improve public transport and cycle provision (utilising bridleway and footpaths).
- Redual railway line between Woodbridge and Saxmundham. Offer services from Lowestoft through to Liverpool Street
- Extend Crossrail to Ipswich
- Engage with Network Rail, Haughley Junction doubling, enhancements at Liverpool Street Station, a policy to support level crossing closures
- Improve the local rail network, increase frequency of rail services into Ipswich from Bury St. Edmunds and Felixstowe, additional platform capacity at Ipswich, double track Felixstowe line, double East Suffolk line as far as Saxmundham
- Improve rail network, one bus station

Q31: IN WHICH AREAS SHOULD “SUPER SURGERIES” BE CONSIDERED?

- All areas
- Could be called primary care hubs
- In each quarter of the town, areas with good transport links

Q32: IS THERE A NEED FOR ADDITIONAL EDUCATION PROVISION IN CERTAIN AREAS OF THE HOUSING MARKET AREA, INCLUDING EARLY YEARS AND SPECIAL EDUCATIONAL FACILITIES, AND IF SO WHAT IS THE NEED AND WHERE?

- The range of spatial options under consideration mean it isn't possible to set out an education strategy at this stage

Q33: WHAT KIND OF OUTDOOR RECREATIONAL SPACES WOULD YOU LIKE AND WHERE SHOULD WE LOCATE THEM TO REDUCE PRESSURE ON THE MORE SENSITIVE COASTAL AREAS? WHAT OTHER MEASURES COULD BE PUT IN PLACE TO PROTECT SENSITIVE ENVIRONMENTS?

- All areas need sufficient high-quality greenspace, with good connectivity. Circular dog walking routes (approx. 2.7km, starting 400-500m from properties)
- Protect and enhance rights of way
- Near homes, in areas with a shortage, protect the green rim
- Close to homes, invest in local parks and greenspaces
- Green rim alleviates recreational pressures, new development should incorporate wildlife rich green spaces which meet the needs of dog walkers
- Invest in parks, play areas and open spaces
- More facilities for young people

PART 2 LOCAL QUESTIONS

Q34: DO YOU CONSIDER ANY OF THE DEVELOPMENT MANAGEMENT POLICIES NEED TO BE AMENDED? IF SO, WHICH ONES, WHY AND HOW?

- HMOs DM14
- Policies on affordable housing and sustainability standards need to be realistic/deliverable
- Update DM1 and DM2 in line with national policy, DM3 should offer flexibility in terms of proposed garden size, DM30 revisit wording in the context of any new residential allocations outside IP One, change 35 dph to offer flexibility
- CS3 new development should be sensitive to existing uses, CS20 needs to be updated to reflect progress since the DPD was adopted and should have regard to the port operations

- DM25, reference should be made to preventing long term protection of employment land where there is no reasonable prospect of a site being used for that purpose, retail policies should reflect updated retail and leisure study
- DM4, SUDs should be designed to maximise their wildlife value, DM5 and DM6 should secure wildlife enhancements, DM29 maximise wildlife opportunities at sports and recreation facilities, DM31 update plan 5
- Policies should be amended to take account of air quality issues
- DM5 - points e and f need to be more specific and robust, see SCDC, DM34 a and g are incompatible, the current doesn't mention the sequential test for site selection and doesn't use the word enhance when referring to AONB
- DM8 lacks a positive statement see Colchester Borough Council
- CS4, DM5, DM6, DM8, DM9, DM30
- DM6 additional line k) to incorporate integrated swift-bricks, DM10 re-word as Protection and Enhancement of trees and hedgerows, DM28 question the tone of this policy, DM31 - needs to include SPAs and SSSIs
- CS17, infrastructure to be secured from new developments should be sought in areas where there is an identified deficiency, DM25 set out when change of use is permitted.

Q35: ARE THERE NEW DEVELOPMENT ISSUES WHICH MAY WARRANT THE INCLUSION OF NEW DEVELOPMENT MANAGEMENT POLICIES IN THE PLAN? IF SO, WHAT ARE THEY, AND WHAT WOULD THE POLICIES NEED TO DO?

- A policy that identifies the operational Port estate and its relationship to the town centre and IP-One area and supports port development and growth.
- Ensures that this new development does not prejudice existing employment uses and business operations that are "appropriately located".
- Consideration of streetscape, particularly given the issues of connectivity and traffic management.

Q36: ARE THERE SUITABLE SITES WHICH ARE CURRENTLY LOCATED IN EMPLOYMENT AREAS, WHICH WE COULD RE-ALLOCATE TO HOUSING WITHOUT COMPROMISING THE REMAINDER OF THE EMPLOYMENT AREA? (REFERS TO CURRENT EMPLOYMENT AREAS MAP).

- Boss Hall Industrial Estate
- Land at 17-19 Holywells Road within Employment Area 11
- With a high jobs target a wide variety of employment land is needed to provide flexibility in the employment land market
- Areas 10, 11 & 12

Q37: LAND IS ALLOCATED IN THE BOROUGH AS COUNTRYSIDE. SHOULD WE RE-ALLOCATE COUNTRYSIDE SITES TO HOUSING? IF NOT, WHY NOT? IF YES, WHICH AREAS? (SEE MAP BELOW FOR DETAILS OF CURRENT COUNTRYSIDE AREAS).

- Yes, Areas H, I and J
- No (x2)
- No, provides breathing space between settlements for people and wildlife
- No, H, I, J, K & L should remain as countryside in order to preserve the separation of RSA village
- Yes

- P/O/N/M should not be developed as it is the other side of the A14/A12. E/F/G and H through to L shouldn't be developed especially given the shortage of land in Ipswich. C looks appropriate if the current gypsy site is retained as is
- A-G fall within the 91.4 height consultation zone
- No, provides a buffer between settlements
- The remaining countryside areas are difficult to develop and wouldn't deliver significant housing
- No, land identified as countryside should remain as countryside
- Yes, E, F & G could be considered for housing

Q38: LAND IS IDENTIFIED AS OPEN SPACE. SHOULD WE RE-ALLOCATE SOME OPEN SPACE SITES TO HOUSING? IF NOT, WHY NOT? IF YES, WHICH ONES? (REFERS TO AREAS OF OPEN SPACE WITHIN IPSWICH MAP).

- No, open space that has recreational value
- No (x2)
- No, this would result in local biodiversity losses, decrease connectivity and fragment greenspaces throughout the town and increase visitor pressure on other sensitive designated sites
- No, open space improves health and wellbeing
- No, there is already a deficit of Open Space across
- No, oppose because of their public and wildlife benefits
- No, access to green spaces is associated with better mental and physical health
- No, due to the benefits they provide for public and wildlife
- New housing could be an opportunity to make local areas of open space more accessible
- No, will place strain on existing facilities

Q39: ARE THERE OTHER SITES IN THE BOROUGH THAT YOU CONSIDER WOULD BE SUITABLE AND AVAILABLE FOR HOUSING OR OTHER DEVELOPMENT? PLEASE PROVIDE DETAILS. PLEASE NOTE, SITES SUBMITTED THROUGH THE CALL FOR SITES EXERCISE DO NOT NEED TO BE RE-SUBMITTED.

- Consider the impact on heritage assets at an early stage
- Town Centre, Eastgate and Westgate quarter
- Land at Cliff Quay (Ref. IP067)
- Hill Farm, Lamberts Lane, Rushmere St Andrew

Q40: FOR PLANNING PURPOSES, SHOULD WE CONTINUE WITH THE IP-ONE APPROACH OR ALIGN WITH THE IPSWICH VISION 'QUARTERS' DEFINITIONS? IN EITHER SCENARIO, ARE THE BOUNDARIES AND THE POLICY APPROACHES APPROPRIATE?

- the County Council is a strong supporter of Ipswich Vision and welcomes better alignment
- multiple layers of the Ipswich Vision, IP-One areas, and site allocations do not provide a clear strategic direction for central Ipswich
- The 'quarters' defined under IP-One and Ipswich Vision should be rationalised
- No need for the different quarters apart from town-centre planning policies
- Any policy approach should provide a broad framework within which development opportunities can be brought forward
- New Anglia LEP is committed to the Ipswich Vision. Through better alignment with the Ipswich Vision, the Local Plan could add significant value to efforts to revitalise Ipswich Town Centre

HOUSING MIX

Q41: SHOULD THE LOCAL PLAN CONTINUE TO INSIST ON A MIX OF DWELLING SIZES AND TYPES ON EACH INDIVIDUAL SITE OR AIM TO ENSURE THAT WE END UP WITH A MIX OVERALL, ACROSS ALL DEVELOPMENT SITES IN THE BOROUGH?

- Housing mix should be driven by housing need and by the context of the site being delivered
- A mix of unit sizes in all developments
- There is often a mismatch between the mix of housing that SHMAs indicate might be needed, compared to the mix that the housing market demands, which impacts on development viability
- A mix across overall provision
- The Local Plan should refer to the need for ensuring that developments are viable
- A mix of dwelling sizes and types on each individual site, although some flexibility would appear sensible
- The Plan will need to make adequate and appropriate provision for the required mix of housing given the overall projected population and employment growth.
- The policies in this Plan should be flexible, aiming to incentivise residential development that integrates well with existing communities and results in mixed and balanced communities. While it may be appropriate to have a mix of house types and sizes on individual schemes, this should be aimed at providing balance within the wider community, seeking to match local housing needs and demands.
- A mix creates a better community with a variety of ages and backgrounds.
- A mix of dwelling sizes and types on each individual site
- A mixture of dwelling sizes on individual sites
- The Conservative Group prefers the option of an overall mix rather than a case by case basis.

Q42: DO YOU CONSIDER THAT 'STARTER HOMES' SHOULD BE ALLOWED AS AN EXCEPTION ON EMPLOYMENT AREAS? OR SHOULD 'STARTER HOMES' SIMPLY BE CONSIDERED PART OF AN OVERALL MIX OF HOUSING TO BE DELIVERED ON SITES ALLOCATED FOR HOUSING?

- No, employment sites should be retained for employment purposes
- No

AFFORDABLE HOUSING

Q43: SHOULD THE THRESHOLD FOR AFFORDABLE HOUSING PROVISION IN PRIVATE MARKET DEVELOPMENTS OR THE TARGETS FOR PROVISION IN DIFFERENT PARTS OF THE BOROUGH BE REVISED AND ON WHAT EVIDENCE WOULD YOU BASE THIS?

- Yes, they have failed to reflect the viability of development
- The ability of strategic sites to deliver affordable housing more effectively is a factor that supports the allocation of land on the fringes of Ipswich, to help meet locally arising affordable housing needs.
- Rent to buy helps households save for a deposit while paying an affordable rent, and then purchase the same house.
- The inclusion of a wider choice of affordable housing tenures can assist wider delivery and should be sought in a new affordable housing policy
- The threshold for affordable housing in private market developments should be flexible

Q44: WHAT DO YOU CONSIDER TO BE AN APPROPRIATE MIX OF AFFORDABLE AND PRIVATE MARKET HOUSING IN NEW DEVELOPMENTS IF VIABILITY IS NOT A CONCERN?

- Depends on the scheme
- Viability and housing needs are a primary concern; it is impossible to consider mix without viability
- Policies on housing mix, affordability and density must provide certainty about expectations and also a degree of flexibility

Q45: WHERE SHOULD ADDITIONAL PERMANENT PITCHES FOR GYPSIES AND TRAVELLERS BE ALLOCATED?

- West meadows is a bleak site
- Consider flood risk on sites
- More smaller sites rather than larger sites such as West Meadows
- Gypsies and Travellers should be protected and not discriminated against

Q46: SHOULD THE CURRENT CRITERIA-BASED POLICY FOR ASSESSING APPLICATIONS FOR GYPSY AND TRAVELLER SITES BE CHANGED?

- Gypsies and Travellers should be protected and not discriminated against.

Q 47: IS THE APPROACH [TO HMOs] PROVING EFFECTIVE OR ARE THERE RESIDENTIAL AREAS WHERE THE NUMBER OF PEOPLE LIVING IN HMOs IS CONSIDERED EXCESSIVE? SHOULD THE POLICY APPROACH BE CONTINUED AND IF SO WHAT PROPORTION OF SHARED DWELLINGS SHOULD BE PERMITTED IN ANY ONE STREET?

- Yes – can put disproportionate pressure on neighbours, parking and noise which can lead to conflict. Maintain a high quality of HMOs – amend DM14.

Q48: SHOULD THE COUNCIL CONTINUE THIS APPROACH TO THE DENSITY OF RESIDENTIAL DEVELOPMENT?

- Yes, current building density requirements should be regarded as a maximum
- High density in the town centre but high density should not automatically equate to tall buildings

Q49: THE CURRENT LOCAL PLAN ALLOWS FOR USES SUCH AS SMALL GYMS OR CAFES TO PROVIDE LOCAL SERVICES FOR THE WORKFORCE, AND CAR SHOWROOMS WITHIN THE EMPLOYMENT AREAS. IS THIS THE RIGHT APPROACH?

- Yes, more sustainable and provides opportunities for small scale facilities
- Yes
- Car showrooms are a poor use of land in term of jobs, further research is required
- Yes, small businesses should be encouraged

Q50: SHOULD ALL THE SITES ALLOCATED FOR EMPLOYMENT USE BE PROTECTED FROM RESIDENTIAL OR OTHER USES?

- No, there is a need for land for both economic growth and housing growth
- No, some sites should be deallocated
- No, some flexibility is sensible
- Yes, all sites should be retained
- Consider sites with combined housing and enterprise spaces

- Decrease no. of high rise buildings and empty office blocks
- No, continue to protect quality employment land but consider redevelopment of less valued employment spaces
- Yes
- No, it isn't feasible to continue to allocate the site at Cliff Quay for 100% employment. Mixed-use development would optimise opportunities with part allocation for residential being an enabler
- It is vital that the Local Plan continues to identify locations to meet strategic and general employment needs
- Continue to protect Futura Park (E17 on the plan), Waterfront Island (a mixed use site) and Princes Street (E7)
- Yes, sites allocated for employment use should be protected
- Case by case basis

Q51: SHOULD THE COUNCIL ALLOCATE MORE EMPLOYMENT LAND THAN IS NEEDED TO ENSURE CHOICE?

- A degree of flexibility would appear sensible
- No (x2)
- Sites with no reasonable prospect of delivery shouldn't be protected, but a variety of employment spaces are required
- The current approach should continue
- There is a trend for employers to relocating outside the town

Q52: WHAT MARKETING SHOULD WE REQUIRE TO PROVE REDUNDANCY OF A SITE FOR BUSINESS, INDUSTRY OR STORAGE AND DISTRIBUTION?

- The present Policy DM25 marketing test is appropriate
- 6 months marketing evidence

Q53: IS THE CURRENT SYSTEM OF FUNDING INFRASTRUCTURE EFFECTIVE? SHOULD THE COUNCIL CONSIDER INTRODUCING A TARIFF-BASED CHARGE TO FUND INFRASTRUCTURE?

- Coordinated infrastructure funding offered through S106 agreements, is the preferred mechanism rather than relying on tariffs
- In some circumstances S106 is the most appropriate way of securing developer contributions, in others CIL is more appropriate, the determining factor is the value to be derived from development against the cost of infrastructure
- A tariff based charged is likely to be easier, more effective and timely
- If CIL is to be adopted, contributions towards flood risk infrastructure/maintenance of the tidal barrier and existing tidal and fluvial defences would be welcome.

Q54: HOW BEST CAN WE TACKLE CONGESTION IN IPSWICH?

- Ipswich Northern Route, secure transport capacity improvements
- Reduce the need to travel, make efficient use of transport networks and improve infrastructure
- A northern relief road, road improvements, cross-boundary transport assessments for the draft Local Plans, require developments to include appropriate remedial measures, enforce planning conditions about transport infrastructure/travel plans, better sequencing of traffic lights and pedestrian crossings, a roadworks permit system, specific walking/cycling

measures, reinstate Norwich Rd Park and Ride, direct cross-town bus routes, improve Westerfield Railway Station and the Ipswich-Felixstowe line, assess the viability of a further station at Futura Park

- Improvements to A14 including junctions 53 (Whitehouse), 55 (Copdock), 56 (Whersted); 57 (Ransomes); and 58 (Seven Hills), alternative routes round and through Ipswich, northern bypass, find solutions to the heavily-congested gyratory and bottlenecks into and out of town such as the A1156, A1189, A1214 and A1071, forward planning of the infrastructure necessary to service new developments, affordable park and ride schemes, bus timetabling better synchronised to business needs and improved routes and facilities to encourage cycling
- Promote sustainable transport modes, new bus destinations, more reliable train travel, reduce car parking spaces, charge businesses a tax on car parking spaces which can then be used to promote cycling and bus services
- More park and ride
- A drastic reduction in the number of parking places available for visitors or commuters, the current parking system in Ipswich seems to encourage motorists to drive into the city centre, improve sustainable transport
- Give priority to key pedestrian and cycle routes
- Collaboration between IBC & SCC
- Designated cycle lanes separated from electric vehicles, primarily public transport and essential services
- Better traffic management between Sainsbury's Garage and the Mermaid
- Solve the inner ring road traffic
- Traffic improvements to allow free flow around the town

Q55: HOW CAN SUSTAINABLE MODES OF TRANSPORT BE ENCOURAGED?

- The Ports NPS recognises shipping as a sustainable mode of transport – the Port's role should be protected
- Develop a sustainable transport plan
- Implement specific walking/cycling measures
- Bus incentives, better links between retail centre and railway
- Redeveloped clearly defined cycle networks
- Support cycling through safe and coherent routes and the use of electric vehicles
- Future growth of employment and leisure facilities must take into account how easy it is to access these by train and/or bus, facilitate better access by public transport to key destinations on the periphery
- Restrict the number of vehicles approaching the town centre by increasing park and ride facilities, drastically restricting parking space available to non-residents in the town centre, use the new vehicle bridge to draw traffic away from the gyratory system, bold initiatives, stop traffic being drawn in from the A14 (height/weight restriction for the new bridge? diesel surcharge?)
- Cheaper parking for electric vehicles
- Expand shuttle bus leisure and commercial centres
- Promote cycle routes
- Cycle track/footpath between Stowmarket and Ipswich Waterfront

Q56: WHAT CHANGES, IF ANY, WOULD YOU LIKE TO SEE TO THE GYRATORY?

- Improving the current situation is critical to successfully regenerating and knitting back together these historic parts of Ipswich
- Stop filtering buses from East Ipswich up to Tower Ramparts - get a better mix of Tower Ramparts / Central Ipswich / Ipswich Train Station
- Made safer for vulnerable road users
- Improve the vista through to Waterfront and creating a sense of arrival rather than a barrier
- Better alternative routes
- The Upper Orwell Crossings have the potential to allow changes to the gyratory

Q57: WHAT NEW TRANSPORT INFRASTRUCTURE OR SERVICES DO YOU THINK ARE NEEDED TO SUPPORT FURTHER GROWTH IN IPSWICH?

- Upper Orwell crossing
- Northern relief road
- Taxi rank at the waterfront
- Northern route
- Rail improvements
- Reopen park and ride, replace existing pedestrian crossings with footbridges, reduce number of traffic lights, increase cycle lanes but not on footpaths
- Invest in electric vehicles
- Trolley bus

58: WHAT TYPE OF TRANSPORT INFRASTRUCTURE FOR THE FUTURE, SUCH AS ELECTRIC CHARGING POINTS, SHOULD WE PLAN FOR?

- Low carbon and sustainable
- Infrastructure to facilitate walking, cycling and electric vehicles
- Electric charging points
- Northern bypass

Q59: What should be the approach to planning for long stay commuter parking and short stay shopper parking in central Ipswich?

- Avoid unnecessary charges
- Car parks near shopping zones, underground parking provision
- Too many short stay car parks near the town centre, better lighting and more active frontages for safety
- Reduce number of parking spaces, stop encouraging long stay commuter parking and short stay retail provision, permit holder schemes for residents in the town centre/south of the river
- Cheaper short stay provision
- Free parking, fewer time limited parking areas

Q60: IS THE BOUNDARY OF THE CENTRAL CAR PARKING CORE IN THE RIGHT PLACE?

- Car parking provision needs supporting the vitality of the town centre and manage congestion. The council should reconsider the boundary of the central car parking core and how it relates to, for example, employment development.
- Parking in this area should be restricted to a) residents, b) blue badge holders, c) electric vehicles, d) car-sharing vehicles e) allowances for loading for the businesses

- Need car parking capacity to support the town centre

Q61: ARE ADDITIONAL CAR PARKS NEEDED TO SERVE TOWN CENTRE SHOPS OR LEISURE FACILITIES? IF SO, WHERE?

- Consider more multi-storey car parks, car parking is plentiful, fewer spaces may encourage sustainable travel
- Existing Park and Ride facilities should be extended and new Park and Ride facilities created at key entry points close to the A12 and A14
- More quality multi-storey car parks
- Retain existing

Q62: DO YOU AGREE THAT THE TOWN CENTRE AND CENTRAL SHOPPING AREA BOUNDARIES ARE DRAWN IN THE RIGHT PLACE? WHICH STREETS WOULD YOU LIKE TO SEE INCLUDED WITHIN THE CENTRAL SHOPPING AREA - OR EXCLUDED FROM IT?

- Norwich Road, which is diverse and quirky
- Waterfront
- Norwich Road
- Westgate St after the Museum St junction and Carr St should be excluded to encourage more retail units in the streets towards the Waterfront

Q63: SHOULD THE COUNCIL CONTINUE TO DEFINE THE CENTRAL SHOPPING AREA AS PRIMARY AND SECONDARY AND SPECIALIST RETAIL FRONTAGES TO CONTROL THE MIX OF USES?

- More mixed-use in vacant retail space and leisure and housing provision in the town centre
- The areas marked in the last local plan as Speciality should be Secondary, all Secondary areas should also be Primary with the exception of St Matthews Street

Q64: SHOULD THE WESTGATE SITE CONTINUE TO BE ALLOCATED FOR LARGE-SCALE RETAIL DEVELOPMENT OR SHOULD OTHER USES BE PURSUED?

- Out of town retail development should be resisted and replaced with a 'town centre only' policy
- Existing infrastructure doesn't support development on the Westgate site
- All uses should be considered

Q65: SHOULD THE THRESHOLD BE CHANGED? IF YOU SUPPORT A DIFFERENT THRESHOLD, PLEASE EXPLAIN WHY.

- If this is to be increased at all then it should only be a modest increase

Q66: SHOULD WE CONTINUE TO PROTECT ALL OF THE DISTRICT CENTRES?

- No
- Yes, they play a vital role within the retail hierarchy providing core facilities to communities
- We should protect and promote local retail centres as far as possible

Q67: SHOULD WE BE PLANNING FOR THE EXPANSION OF ANY OF THE DISTRICT CENTRES, IF SO WHERE?

- There are no available opportunities to the south and west of Ravenswood DC

Q69: SHOULD WE CONTINUE TO PROTECT ALL OF THESE LOCAL CENTRES? DO THEY STILL PROVIDE THE FUNCTION INTENDED OF THEM? DO ANY NEED RE-ALLOCATING TO DIFFERENT USES, OR EXTENDING?

- Prince of Wales Drive the Local Centre should be reallocated for residential

Q71: DO YOU AGREE WITH THE APPROACH TAKEN TO PROTECTING PUBS? IF NOT, WHAT MEASURES WOULD YOU LIKE TO SEE PUT IN PLACE?

- A categorization system, certain pubs in Ipswich do nothing for the area apart from promoting crime and disturbance
- No, the market should determine whether a business is viable

Q72: HOW CAN IPSWICH CONTINUE TO INCREASE ITS OFFER AS A TOURIST DESTINATION?

- Contemporary arts, including an arts and music centre and WET arts studios hubs
- Cultural facilities include theatres, live music venues (inc. public houses), community spaces, museums, cinemas, libraries and other public and performance venues
- Investment in the historic environment as a major regeneration tool to attract visitors
- More trees and planted areas, sitting areas, town centre to Waterfront pedestrian and cycle routes and public toilets
- Preserve heritage assets better i.e. Gateway to Wolsey's College
- Joining the In Bloom movement
- Promote the cultural and the cool
- County Hall and the Ancient House should be utilised as museums, Old Post Office could be an Art Gallery, a tourist attraction at the Waterfront, "The Link" route from Tower Street to Waterfront should be revisited as an tourist/heritage trail and more of these events
- Promote existing cultural and leisure hotspots
- Improved retail offer

Q73: DO YOU CONSIDER THE RANGE OF HOTELS IN THE TOWN OFFERS THE APPROPRIATE MIX AND CHOICE TO VISITORS?

- Yes, but another up market hotel to rival the Salt House would be a welcome
- More hotels would be welcome

Q74: HOW CAN WE ADAPT TO PLUVIAL FLOODING THROUGH DESIGN?

- SuDS and measures to increase water efficiency
- SuDS
- Extend current flood defence scheme
- See the Suffolk Flood Risk Management Strategy SUDS guidance
- Early consideration of spatial/locational requirements for SuDS
- A policy defining what development would be considered accessible in areas at risk of flooding.
- SUDS and sewerage infrastructure should be in place before a development takes place

Q75: What is your experience of SuDS? Are they successful and an efficient use of space? What is their long-term effectiveness?

- Maximise opportunities for wildlife
- SUDS = Capital cost saving, improved water quality and protect drinking water resources, limit flows entering system and therefore maximise network capacity, improve health and

wellbeing, help manage air quality, increase property value, enhance biodiversity, provide education, improve thermal comfort, provide amenity and recreation

- Recognise the role trees/woods can play as part of SUDS
- Ravenswood clear example of successful SUDS
- Prevent the pollution of groundwater and surface water, provide aquifer recharge and ecological and amenity benefit

Q76: WHAT MEASURES DO YOU CONSIDER CAN BE INTRODUCED INTO URBAN AREAS TO ADDRESS CLIMATE CHANGE?

- Planning policies can contribute to realising the objectives of the Suffolk Climate Change Action Plan and increase water efficiency
- Include a policy relating to the inclusion of renewable technologies within Conservation Areas/listed buildings
- More rainwater harvesting, simple measures such as water butts, open landscaped/vegetated SuDS

Q77: HOW CAN WE ENCOURAGE NEW DEVELOPMENTS TO REDUCE CARBON EMISSIONS AND BE CLIMATE CHANGE RESILIENT? SHOULD WE REQUIRE DEVELOPMENT TO MEET HIGHER STANDARDS OF ENERGY EFFICIENCY AND LOWER LEVELS OF WATER USAGE?

- Adopt Building Regulations Standards as mandatory and encouraged enhanced performance, at present sustainability targets fail to reflect the viability of development
- The Council's policies need to be in line with national policy in respect of water consumption and energy efficiency and adopting greater flexibility on other development standards
- We support the consideration on water efficiency for new development

Q78: WHAT MEASURES SHOULD BE ENCOURAGED TO PROVIDE RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT WITHIN IPSWICH?

- There is no basis for mandating such opportunities beyond nationally prescribed standards
- A low carbon landscape is more the energy and transport, more holistic

Q79: WHAT IN YOUR OPINION MAKES A WELL-DESIGNED DEVELOPMENT? DO YOU FEEL THAT HIGH QUALITY DESIGN IS BEING DELIVERED IN IPSWICH?

- Design and style, maintaining our heritage, keep old buildings and bring them back to life
- Maximise the ecological value of sites
- Provision for the historic environment through the plan
- More iconic design
- New development need to be kept in a good state of repair, better quality materials
- Balance between principle of secure by design, sustainable development and good architecture
- Guidance on dwelling sizes, floor area, building height, garden size and open spaces, as well as densities,
- Sailmakers is an example of poor design
- More beautiful modern buildings
- Safe and accessible environments
- Sprinkler systems

Q80: SHOULD BUILDING FOR LIFE 12 CONTINUE TO BE USED AS A TOOL TO IMPROVE THE DESIGN QUALITY OF NEW DEVELOPMENT?

- Building for Life should not be set as a policy target, due to viability implications
- Yes (x 2)

Q81: DO YOU THINK THE TALL BUILDINGS AROUND THE WATERFRONT ENHANCE THE VIBRANCY OF THE AREA? ARE THERE OTHER AREAS OF THE TOWN WHERE ADDITIONAL TALL BUILDINGS (OF APPROPRIATE CONSTRUCTION STANDARDS) WOULD BE APPROPRIATE?

- Include integrated swift nesting boxes
- Yes, provided they don't exceed 7 storeys, are of a high design standard and don't harm the setting of heritage assets
- Further very tall buildings would affect the skyline and could be harmful to the historic environment; however, the waterfront can accommodate buildings of an industrial scale.
- Swift bricks
- Tall structures should not obstruct air traffic
- Decrease no. of tall buildings
- Doubtful as to whether tall buildings have enhanced the vibrancy
- They don't suit Ipswich
- No more high rise

Q82: DO YOU FEEL MORE PROTECTION SHOULD BE GIVEN TO STREET TREES? DO YOU HAVE SPECIFIC EXAMPLES OF TREES WHICH SHOULD BE PROTECTED?

- Street trees should be protected and managed to maximise their biodiversity value
- Yes (x 3)
- Enhance existing network, as well as protect
- More hedges
- Yes and encourage planting of more trees

Q83: DO YOU FEEL THERE NEEDS TO BE GREATER ATTENTION TO THE ARCHITECTURAL DESIGN OF BUILDINGS IN THESE LOCATIONS?

- Support concept of gateway buildings, promote high standards of design in all sensitive townscape locations
- Buildings at critical locations should have greater attention to their architectural design including form and function

Q84: WHAT COULD BE INCLUDED IN A POSITIVE STRATEGY IN THE LOCAL PLAN TO PROTECT AND ENHANCE HERITAGE ASSETS?

- Stronger focus on heritage, trails and celebrate local artists/creatives
- Policies should protect and enhance heritage assets, at a strategic level, with integration into master planning, the plan should have DM policies relating to different types of heritage asset and should link heritage assets to the different objectives
- Include a clear requirement for heritage assessments
- The strategy should offer a strategic overview
- Shout about our history, the town should serve the county
- Security of heritage assets

Q85: ARE THE EXISTING MEASURES TO CONTROL DEVELOPMENT IN CONSERVATION AREAS EFFECTIVE, FOR EXAMPLE REQUESTING THAT NEW SHOPFRONTS BE CONSTRUCTED FROM HIGH QUALITY MATERIALS AND RESPECT THE CHARACTER AND APPEARANCE OF THE BUILDING AND STREET SCENE? ARE THERE ANY OTHER WAYS WE CAN ENHANCE CONSERVATION AREAS?

- Article 4 directions, up to date appraisals and management strategies
- Update conservation management plans, appraisals and boundaries, article 4 directions

Q86: ARE THERE ADDITIONAL AREAS WHICH YOU CONSIDER SHOULD BE DESIGNATED AS CONSERVATION AREAS?

- Review the conservation area appraisals and boundaries for the Central and Wet Dock, incorporate the latest archaeological information from the SPD, consider article 4 directions, provision for future designations and specific provision for the landscape setting of different areas

Q87: HOW COULD OUR ARCHAEOLOGICAL ASSETS BE PROTECTED?

- Clear guidance on expectations for archaeological recording and submission of records. Where sites are located in areas of archaeological potential, give weight to this during site selection. Liaise with the County Archaeologist at site allocation stage. Emphasise in policies and supporting text that the setting of heritage assets should be considered as part of the historic environment.
- Create a fund through an archaeological levy or the use of the existing CIL to ensure funds are available to analyse, archive or publication archaeological finds.

Q88: HOW CAN IPSWICH BETTER UTILISE ITS HERITAGE ASSETS AND ARCHAEOLOGY?

- Heritage assets (including archaeology) should be integrated into the development of policy for the vacant sites and regeneration areas in Ipswich. Review conservation area appraisals and their boundaries for both Central and Wet Dock
- Improved displays and interpretation
- Improved publicity, exploit link with Sutton Hoo
- Develop the towns assets, including the Wolsey connection, preserve the remains of the college through an archaeological park
- Tourism, permanent location for Ipswich market
- Upper Orwell Crossing, will ease congestion and improve the connection between the waterfront and gyratory

Q89: HOW SHOULD THE WATERFRONT BE FURTHER DEVELOPED AS A HERITAGE FEATURE OF THE TOWN?

- High design standards
- Review conservation area appraisal and boundary
- Reuse commercial units as community spaces/museum
- Build a visitors centre

Q90: SHOULD THE COUNCIL CONTINUE TO APPLY A STANDARDS APPROACH TO THE PROVISION OF NEW OPEN SPACE PER HEAD OF POPULATION?

- Sport England doesn't encourage a standard approach, policies should be based on the Ipswich Playing Pitch Strategy 2015
- Yes (x 3)

- Accessible natural greenspace standards should be applied
- Access standards are preferable, the Woodland Trust has developed an assess to woodland standard
- A range of multifunctional spaces is welcomed which promote biodiversity
- No, should be considered on a case by case basis

Q91: IS YOUR PERCEPTION THAT THERE IS TOO MUCH, TOO LITTLE OR ABOUT THE RIGHT AMOUNT OF OPEN SPACE IN THE BOROUGH?

- Open space should be incorporated into new development
- Too little, of a poor standard,
- Too little
- Plays a key role in creating a healthy community
- Too little

Q92: THERE IS A DEFICIT OF PROVISION FOR TEENAGERS – FACILITIES SUCH AS TEEN SHELTERS AND MULTI-USE GAMES AREAS. WHAT SORT OF PROVISION SHOULD BE MADE AND WHERE?

- Yes, provision is needed in the Jubilee area and needs to be well lit and safe
- Yes, subject to some natural surveillance, consult young people, key workers and the community
- Yes, more safe spaces
- More music venues and sports facilities in Stoke Park
- Design Out Crime Officers should also be consulted at the earliest opportunity

Q93: THERE IS A DEFICIT OF ACCESSIBLE NATURAL GREENSPACE IN NORTH IPSWICH. A NEW COUNTRY PARK AT THE IPSWICH GARDEN SUBURB WILL BE PROVIDED AS THE DEVELOPMENT IS BUILT OUT. DO YOU FEEL THERE IS A NEED FOR MORE ACCESSIBLE NATURAL GREENSPACE IN ADDITION TO THIS IN NORTH IPSWICH?

- No
- Opportunities to provide additional new accessible greenspace should be explored
- If further development is proposed more greenspace will be required
- Yes, more natural greenspace is required
- The Country Park should meet standards sets by Natural England
- Consultation with the MOD will be necessary
- More natural greenspace is needed around the green rim
- There's no greenspace deficit

Q94: WHAT IS THE MINIMUM SIZE OF DEVELOPMENT WHICH SHOULD BE REQUIRED TO PROVIDE ON-SITE OPEN SPACE?

- All developments can incorporate on-site greenspace i.e. green walls, green roofs and well-designed SuDS
- Current standards are appropriate
- Very small open spaces often provide little benefit, it may be better to consider cash contributions

- Integration of SuDS, green walls or biodiverse roofs are still possible and add to Green Infrastructure network
- The energy saving potential for green walls is quite significant. In the right situations this can be up to 30% over winter in the right situations due to foliage insulation and a reduction in wind chill to building envelope). For public buildings there are the benefits of summer cooling which can reduce air conditioning requirements.

Q95: WHICH MODELS FOR MANAGING OPEN SPACES ARE EFFECTIVE?

- Open space should be managed as part of a strategic network of sites
- Management by local authorities is most likely to maintain the wildlife benefits
- Woodland gives more benefits than mown grass, reduces costs by replacing grassed civic spaces with trees
- Management by local authorities in partnership with specialist organisations

Q96: ARE THERE EXISTING ROUTES AROUND THE FRINGE OF IPSWICH FOR CYCLING AND WALKING THAT COULD FORM THE CORE OF THE GREEN RIM? HOW WIDE WOULD THE GREEN RIM NEED TO BE IN ORDER TO BE AN EFFECTIVE RECREATIONAL AND WILDLIFE RESOURCE?

- Width of green rim will depend on existing habitat features, existing land uses and target habitats and species. Needs to be connected into existing green routes.
- River corridor is a key radial route to the green rim. Needs protection and better management as a link route.
- Maximise the space available to keep options open. Already have some areas e.g. Belstead Brook park.
- Enhance existing routes. Walkers and cyclists will need segregated paths. The wider and more connected, the better.
- Look to link existing (disjointed) sections of cycle path through the rim.
- Extend rim from existing resources – Belstead Brook park, Orwell Country Park, Garden Suburb Country Park.

Q97: HOW CAN THE IPSWICH WILDLIFE NETWORK BE FURTHER ENHANCED AND LINKED INTO SURROUNDING AREAS?

- Identify and protect areas of undeveloped land alongside the river for wildlife, proper maintenance and monitoring of the habitats and corridor is essential, link up with neighbouring authorities
- Links into and out of the 'green rim', a joined up cross boundary approach should be taken
- Excellent wildlife network, but needs adequate resourcing, links into the surrounding districts are vital
- Co-operate with neighbouring planning authorities and partner organisations, integrating SuDS in to new developments
- Creating links with surrounding districts

Q98: SHOULD MORE AREAS OF THE BOROUGH BE DESIGNATED AS LOCAL NATURE RESERVES, AND IF SO WHERE?

- Review existing parks/open spaces with a view to designation
- Yes

- Yes, including reptile receptor sites
- Yes, review all large greenspace
- Yes, they are hugely valued by people and wildlife

Q99: DOES IPSWICH OFFER THE APPROPRIATE MIX OF SPORT AND LEISURE FACILITIES YOU WOULD EXPECT IN A TOWN OF ITS SIZE? WHAT OTHER FACILITIES COULD IT OFFER?

- New surfaces, paths and links would increase use of the river path, a 'trim trail', identify suitable locations providing access to the water
- Lower swim prices
- Consult Playing Pitch Strategy
- More outdoor sports space where a deficit has been identified
- Enhance biodiversity
- Parkour club (jumping activity)
- More multifunctional outdoor space
- Arts centre
- No, the current offer is inadequate
- Be bold in our visions and innovative
- Make better use of school/university facilities
- Current offer could be improved
- Control parking on green spaces

Q100: HOW SHOULD WE BEST PLAN FOR AN AGEING POPULATION IN THE BOROUGH?

- Housing and the built environment designed to reflect changing requirements, retain or expand the optional building standards, specific allocations for housing with care
- Purpose built accommodation built to SBD standards, locate housing for older people in low crime areas
- Plan for various ages and abilities
- A positive policy approach to specialist housing, a robust understanding of the scale of demand, specific site allocations.
- Work with the neighbouring district councils e.g. for retirement housing to be provided in Suffolk Coastal

Q101: THE CURRENT LOCAL PLAN SAFEGUARDS LAND FOR NEW OR EXTENDED PRIMARY SCHOOLS AND SETS OUT STANDARDS FOR CHILDREN'S PLAY PROVISION. ARE OTHER PLANNING RESPONSES NEEDED FOR THE RELATIVELY YOUNGER DEMOGRAPHIC IN IPSWICH?

- Consideration could be given to the way children and younger people interact with the built environment
- Include a specific policy in relation to the provision of specialist accommodation for older people

Q102: IN WHAT OTHER WAYS COULD THE LAND USE PLAN HELP TO TACKLE ISSUES OF DEPRIVATION AND INEQUALITY IN IPSWICH?

- Safeguard/promote cultural activities/venues
- Air quality

Q103: HOW ELSE SHOULD THE LOCAL PLAN TACKLE HEALTH INEQUALITIES?

- Educate residents about how to access health services
- Play spaces, safe walking/cycling routes, additional standards for accessible homes, more accessible homes, dementia-friendly design, produce more detailed local design guidance (instead of Build for Life), improved access to the natural environment/green space
- Improving air quality
- Allocate
- Strategic allocations within a local plan provides the opportunity to ensure that an attractive environment is developed to support healthy and sociable communities
- More invest in the more deprived areas

Q104 WHAT CRITERIA SHOULD GUIDE THE LOCATION OF SUCH FACILITIES? SHOULD THEY BE LOCATED IN DISTRICT CENTRES?

N/A

Q105 ARE THERE SITES OR LOCATIONS WHERE YOU THINK THEY ARE NEEDED?

N/A

Q106: PARTS 1 AND 2 OF THIS CONSULTATION PAPER HAVE CONSIDERED MANY DIFFERENT ISSUES AFFECTING IPSWICH. ARE THERE ANY OTHER ISSUES NOT MENTIONED HERE, WHICH RELATE TO LAND USE IN IPSWICH, ABOUT WHICH YOU WOULD LIKE TO COMMENT?

- Arts, creativity and real grass roots opportunities
- Promote cultural led development as a catalyst for wider regeneration in town centres
- IBC need to be aware of the safeguarding policies to protect the use of waste sites and minerals sites/minerals resources
- Protect the historic environment
- Support private sector investment and job creation
- Community growing spaces
- Shout about our history and build on it
- Increase in the provision of assisted living developments and residential care homes
- Ipswich Tidal Flood Barrier and associated flood defences, foul drainage capacity, the River Gipping and Orwell Estuary are overlooked