

Appendix 3

Ipswich Borough Council

Strategic Environmental Assessment Screening Report (under Regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004) for the Ipswich Borough Council Draft Low Emissions Supplementary Planning Document (SPD) 2020.

Introduction

Ipswich Borough Council is preparing a draft Low Emissions Supplementary Planning Document (SPD) to implement the following objective and policies, set out in the adopted Ipswich Local Plan (2017):

- **Objective 11** of the adopted Ipswich Local Plan is to '*improve air quality and create a safer, greener, more cohesive town*', and this is supported by a suite of policies addressing transport and accessibility; car parking in central Ipswich; design; green space and amenity. These policies are as follows:

- **Policy CS5 'Improving Accessibility'** - *Development should be located and designed to minimise the need to travel and to enable access safely and conveniently on foot, by bicycle and by public transport (bus and rail). This will encourage greater use of these modes. The Council will support the implementation of the Travel Ipswich scheme and will work with the Highway Authority to manage travel demand in Ipswich and in doing so will prioritise the introduction of an integrated cycle network;*

- **Policy CS16 'Green Infrastructure, Sport And Recreation'** *The Council will safeguard, protect and enhance biodiversity and the environment by working in partnership with others to ensure that our parks and open spaces are well designed, well managed, safe and freely accessible, encouraging use and benefitting the whole community. The Council will enhance and extend the ecological network and green corridors, open spaces, sport and recreation facilities for the benefit of biodiversity, people and the management of local flood risk. It will do this by:*
 - a. *requiring all developments to contribute to the provision of open space necessary for that development according to the Borough's standards, identified strategic needs and existing deficits in an area;*
 - b. *requiring major new developments to include on-site public open spaces and wildlife habitat. On-site provision must create a network or corridor with existing green infrastructure where such an ecological network or green corridor exists beyond the site boundaries;*
 - c. *supporting proposals or activities that protect, enhance or extend open spaces and sport and recreation facilities;*
 - d. *working with partners to prepare and implement management plans for green spaces, including visitor management plans for key parts of European sites within the Suffolk Coast and Heaths AONB to be completed by 2015, and a plan for Orwell Country Park that will result in a reduced impact upon birds in the Orwell Estuary;*
 - e. *supporting the Greenways Project in working with communities and volunteers to manage green corridors in Ipswich;*
 - f. *support the enhancement of canopy cover and ecological networks;*
 - g. *working with partners to improve green infrastructure provision and link radial ecological networks and green corridors with a publicly accessible green rim around Ipswich;*
 - h. *working with partners to ensure the provision of a new country park and visitor centre within the Ipswich Garden Suburb, and an extension to Orwell Country Park and possible provision of a visitor facility there subject to assessing its impacts on the Special Protection Area;*
 - i. *promoting improved access to existing facilities where appropriate; and*

j. reviewing the town's estate of sports facilities to consider how they can best meet the needs of a growing population.

Policies in this plan and the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document identify existing, new and proposed open spaces, sport and recreation facilities, green corridors and networks and allocate sites for new open spaces and facilities.

- **Policy CS20 'Key Transport Proposals'** - *The Council supports measures to improve sustainable travel options, including the Travel Ipswich scheme, which aims to reduce dependency on the private car by 15% within the lifetime of the Plan. This will improve bus station provision, passenger information, shuttle bus provision and pedestrian links between the Central Shopping Area, the railway station and Waterfront. The Council also supports the completion of the upgrading of the Felixstowe to Nuneaton rail line. In the short term the Council will look to close the Waterfront Northern Quays route to general traffic, maintaining access only for pick up/drop off and the shuttle bus. The Council will support further measures to facilitate cycling and walking in the Borough, as detailed through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document;*
- **Policy DM5 'Design and Character'** - *The Council will require all new development to be well designed and sustainable. In Ipswich this will mean:*
 - a. *layouts and designs that provide a safe, attractive, permeable, legible and useable public realm for all users, which is pedestrian, and cycle orientated;*
 - b. *areas which function well and where possible integrate residential, working and community environments and fit well with adjoining areas;*
 - c. *the promotion of safe and secure communities;*
 - d. *greener streets and spaces to contribute to local biodiversity, visual amenity, and health and well-being, and offset the impacts of climate change;*
 - e. *protecting and enhancing the special character and distinctiveness of Ipswich, including significant views that are recognised as being important and worth protecting, the setting of any nearby listed buildings, and helping to reinforce the attractive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene;*
 - f. *developments that exhibit good architectural quality, are sustainable and accessible and are designed for long life by being capable of adaptation to accommodate changing needs and uses over time;*
 - g. *ensuring that new development incorporates cycle and waste storage, public transport infrastructure and car parking if appropriate, all designed and integrated in a way that supports the street scene and safeguards amenity;*
 - h. *new buildings in or around Air Quality Management Areas will be designed so that their size and layout will preferably reduce, and at the very least not increase, localised retention of polluting emissions, and will include ventilation systems that protect the health of users of the buildings; and*
 - i. *provision of public art where this would be required to enhance the public realm and/or reinforce a sense of place, which may include new installations where this would be commensurate to the scale and type of development or otherwise take the form of bespoke paving, street furniture and landscaping.*

Design that is considered not to adequately meet all these criteria will be refused.

In new residential development of 10 or more dwellings, 25% of new dwellings will be required to be built to Building Regulations standard M4(2). The Council will consider waiving or reducing the requirement where the circumstances of the proposal, site or other planning considerations mean it is not possible to accommodate the requirement and/or in cases where the requirement would render the development unviable.

- **Policy DM10 ‘Protection of trees and hedgerows’** - *The Council will protect and ensure the care of trees and increase canopy cover in the interests of amenity and biodiversity by:*
 - a. *making Tree Preservation Orders;*
 - b. *in relation to applications for works to trees, only granting consent for felling, topping, lopping or uprooting if a sound arboricultural reason is provided;*
 - c. *adhering to the principles of BS3998 ‘Tree work – Recommendations’ 2010 for established tree management options (including soil care and tree felling);*
 - d. *refusing planning permission for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland unless the need for, and benefits of, the development in that location clearly outweigh the loss; and*
 - e. *encouraging tree planting to help achieve a target of 22% canopy cover by 2050.*

Applications for development should retain existing trees and hedgerows of amenity or biodiversity value where possible. Where development affecting trees or hedgerows is proposed, the application must be accompanied by:

 - f. *an accurate survey and assessment of all existing trees and hedgerows on site in accordance with BS5837 ‘Trees in relation to design, demolition and construction – Recommendations’ 2012 by a competent arborist; and*
 - g. *details of protective measures to be put in place during the development process to ensure the health and safety of each specimen and hedgerow to be retained; and*
 - h. *where removal of a mature tree is proposed, a plan for replacement planting on a two for one basis and using semi-mature specimens, unless otherwise agreed by the Council.*

Design in new development should have proper regard to the setting of protected trees. Landscaping and tree planting should be integrated into new development.

- **DM17 ‘Transport and Access in New Developments’** - *To promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:*
 - a. *not result in a severe adverse impact on rights of way or the local road network in respect of traffic capacity, highway safety;*
 - b. *not result in a significant impact on air quality or an Air Quality Management Area;*
 - c. *incorporate electric vehicle charging points and a car club scheme, or if not viable the infrastructure to secure their future delivery, where this would be consistent with the scale and location of the development;*
 - d. *promote pedestrian and cycle accessibility to and permeability within the site, ensuring that any new routes are coherent and in accordance with the design principles of policy DM5;*
 - e. *provide high quality, secure cycle storage, and in non-residential developments of more than 1,000 sq. m or where more than 50 people will be employed, high quality shower facilities and lockers; and*
 - f. *have safe and convenient access to public transport within 400m, and facilitate its use through the provision of services, infrastructure and/or tickets where required.*

Applicants will be required to demonstrate how any adverse transport impacts would be acceptably managed and mitigated.

- **Policy DM18 Car and Cycle Parking’** - *The Council will require adopted standards of car and cycle parking to be complied with in all new development (except in the IP-One area), and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities and create a safe and attractive environment. The Council will also require the provision of secure cycle parking in any new car parks in the town.*

Cycle parking across the Borough is required to be secure, sheltered, conveniently located, adequately lit, step-free and accessible.

Outside the IP-One area, car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land.

There will be reduced maximum standards of car parking provision for residential development within the IP-One Area, which has frequent and extensive public transport networks, and easy access to a wide range of employment, shopping, and other facilities.

A central car parking core will be defined in the town centre, through the Site Allocations and Policies (incorporating IP-One Area Action Plan) Development Plan Document. Within the central car parking core, only operational car parking will be permitted in connection with non-residential development, so that the stock of long-stay parking is not increased. New, non-residential long-stay car parks will not be permitted.

- **Policy DM26 ‘Protection of Amenity’** - *Planning permission for any development (including change of use) will not be permitted where it would likely cause material nuisance to the proposed, existing and / or adjacent users, residents, occupiers or where it is liable to be detrimental to human health.*
Development which could itself be significantly adversely affected by the conduct of established or potentially noisy or polluting uses nearby will not be permitted.
Exceptions will only be made where satisfactory mitigation measures can be secured through the use of planning conditions or Section 106 Agreements.
- **Policy DM29 ‘Provision of New Open Spaces, Sport and Recreation Facilities’** - *The Council will ensure that public open spaces and sport and recreation facilities are provided through new developments to meet the needs of their occupiers and, where appropriate, contributions are provided to strategic accessible natural greenspace.*
In all new residential developments of 15 dwellings or more (or on sites of 0.5ha or more), at least 10% of the site area, or 15% in high density residential developments, should consist of on-site green space that is usable by the public, which will contribute to meeting the overall requirement. Where possible, public green spaces should be well overlooked, and the provision within large-scale developments should be distributed throughout the site.
These developments would also be expected to mitigate their own impact through the provision of the various open space and facility typologies identified in Appendix 6. Where the need for provision is triggered, there will be a presumption in favour of on-site provision.
Where this is not practicable or the Council prefers enhancement opportunities at existing facilities, or the area generated by applying the standard is smaller than the Council’s minimum size, then an in lieu contribution to new or existing off-site provision should be secured through a planning obligation. There may be circumstances where development would more suitably accommodate greater provision of one typology at the expense of another. Such circumstances will be considered on their merits.
Where the quantity standard for a typology would not meet the minimum size threshold, a qualitative assessment of existing provision within the Appendix 6 accessibility standard distance from the site (480m or 720m) should be made to determine whether an enhancement opportunity exists. Where a reasonable improvement can be identified, a contribution should be secured where this would be necessary to make the development acceptable.
The effect of on-site provision and/or off-site enhancements on development viability will also be a consideration, although the resultant provision to account for this must not be at a level that the development would not be deemed sustainable in either social or environmental terms.
One-for-one replacement dwellings will be exempt from the requirements of the policy, because they are likely to have a minimal impact on the overall requirement. In addition, standards for children’s and young people’s facilities will be not be applied to elderly persons’ accommodation and nursing homes. On small, high density infill developments of 15 to 40 dwellings, the requirement for 15% on-site open space provision will be applied flexibly where it can be demonstrated that compliance would reduce the number of dwellings that can be delivered. For non-residential developments of 1,000 sq. m floor space or more, the provision of or a contribution to public open spaces and outdoor sports facilities will be negotiated on a case-by case basis.

- **The Site Allocations and Policies (incorporating IP-One Area Action Plan) DPD** - makes the key land use allocations for uses such as housing, employment and retail use, and describes an indicative capacity for the residential site allocations and the other site uses. Site sheets set out in Appendix 3A of the Site Allocations and Policies DPD identify where sites lie within or close to an AQMA.

- **Policy SP15 ‘Improving Pedestrian and Cycle Routes’** - The Council will support improvements to pedestrian and cycle routes within the IP-One area and linking the town centre to residential areas and beyond. It will seek opportunities to deliver the following specific improvements through safeguarding routes where necessary, new developments and/or seeking funding opportunities:
 - The provision of safe cycle and pedestrian access across the lock gates at the entrance to the Wet Dock to create a circular route;
 - The provision of new foot and cycle bridges across the new Cut linking Stoke Quay to St Peter’s Wharf and the Island site to Mather Way;
 - An improved pedestrian environment on key walking routes from the Waterfront to the Central Shopping Area - Turret Lane, Lower Brook Street, Foundation Street and Lower Orwell Street;
 - Improved pedestrian links through Cardinal Park linking the station and Central Shopping Area;
 - Enhanced walking and cycling links between the railway station and the Waterfront via the river path;
 - Improved pedestrian and cycle links from Handford Road to Sir Alf Ramsey Way;
 - Improved pedestrian and cycle routes linking St Matthew’s Church, the New Wolsey Theatre, Westgate Street and the proposed cultural hub at High Street; and
 - The pedestrianisation of Princes Street North, Queen Street and Upper Brook Street.

- **Policy SP17 ‘Town Centre Car Parking’** - The Council will pursue a town centre car parking policy with the twin aims of supporting the economy of the town centre and limiting congestion, through supporting the Travel Ipswich measures and encouraging the use of sustainable modes of transport. To this end, a Central Car Parking Core is identified on the IP-One inset policies map. Within this area, Core Strategy review policy DM18 shall apply. Sites are allocated for medium sized multi storey car parks providing additional short stay shopper and visitor parking at:
 - IP055 Crown Street (on the existing Crown car park site), and
 - IP048 Mint Quarter.

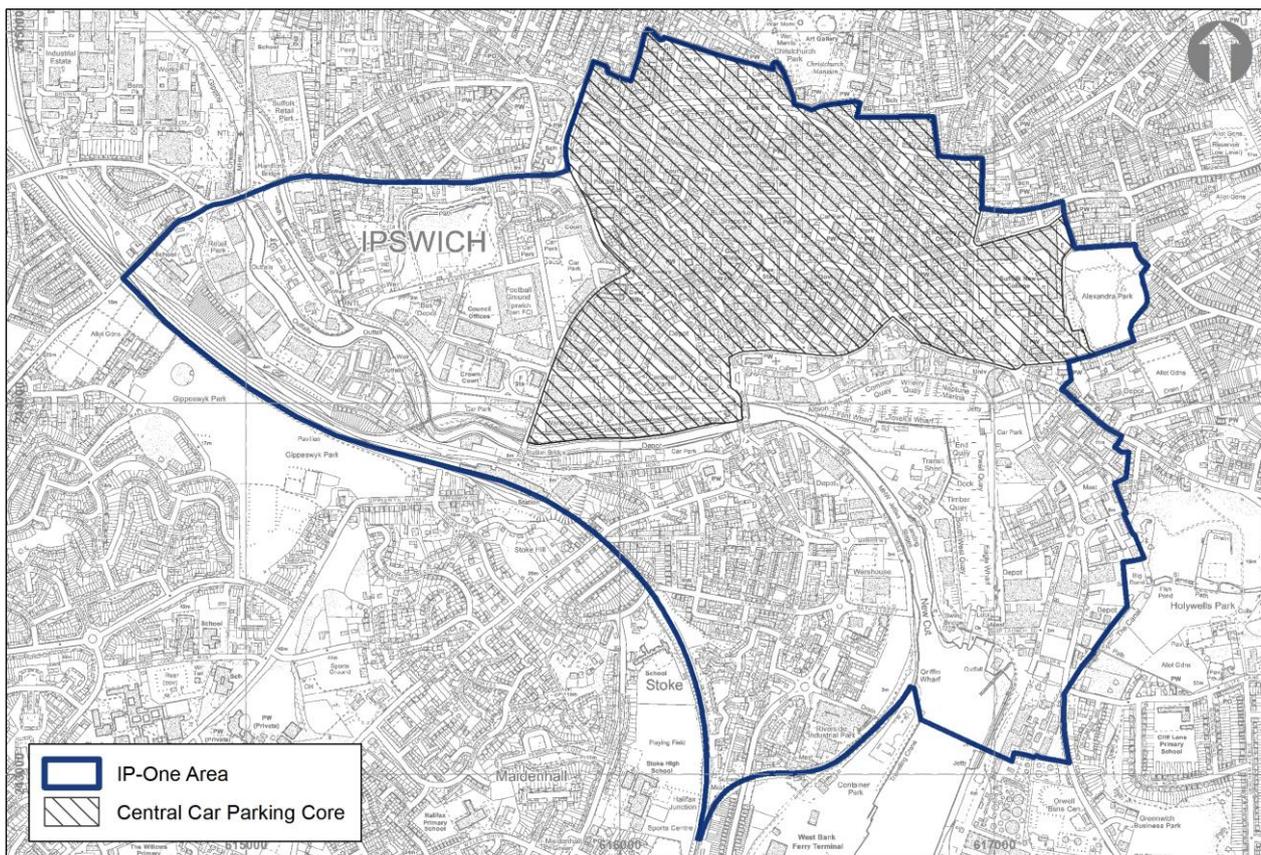
It is also expected that development at IP049 No 8 Shed Orwell Quay will provide public car parking. Development at IP054 Turret Lane (east side) could also include a short stay multi-storey car park for public use.

A site IP015 is allocated for long stay commuter car parking at West End Road. This will replace surface parking currently provided at West End Road and also that at Portman Road if it is not replaced on site.

Proposals for additional temporary car parks within the town centre will not be permitted. Proposals to renew existing planning consents for temporary short stay public parking within the town centre will not be permitted when the permanent provision allocated above has been delivered.

A map of the IP-One Area of central Ipswich showing the Central Car Parking Core is provided below for information

Figure 1 IP-One Area and Central Car Parking Core



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Ipswich has five designated Air Quality Management Areas at locations where the annual mean concentration of nitrogen dioxide (NO₂) exceeds the national objective level. Nationally and locally, the main source of high levels of NO₂ is from vehicle emissions. The Council's Air Quality Action Plan 2019-2024 acknowledges air pollution as a major public health risk ranking alongside cancer, heart disease and obesity. It outlines the actions that Ipswich Borough Council want to see delivered between 2019 and 2024, in order to reduce concentrations of air pollutants and exposure to air pollution. The Air Quality Action Plan complements the Local Plan approach to air quality and its actions extend beyond the scope of land use planning.

Through supporting the implementation of the adopted Ipswich Local Plan policies above, the aim of this SPD is to ensure that new development contributes to improving air quality across Ipswich and thus to improving the environment and health of the population. This will be achieved through avoiding and reducing new emission sources where possible and encouraging emission reductions, physical activity and healthy lifestyle choices. The SPD will:

1. Provide clarity about how the Local Planning Authority (LPA) intends to interpret and implement relevant Local Plan policies through the planning application process;
2. Provide advice for developers and their consultants on how to assess and mitigate the impact that new developments may have on local air quality; and
3. Set out a proportionate and consistent approach by developers and the LPA to:
 - Addressing the impacts of proposed development on local air quality;

- Ensuring optimum scheme design relating to air quality, and;
- Avoiding unnecessary delays in the planning process.

The SPD will also set out car parking guidance for development proposals within the IP-One area defined in central Ipswich. The reason for including car parking guidance for development within IP-One in this SPD is to ensure that the approach to parking provision in central Ipswich does not undermine actions to improve the Ipswich Air Quality Management Areas.

What is the purpose of this statement?

The purpose of this statement is to assess the need for a Strategic Environmental Assessment (SEA) in relation to the Low Emissions Supplementary Planning Document (SPD).

The SPD does not create new policy but provides detail in respect of the implementation of the adopted Ipswich Local Plan 2017 policies identified above.

The SPD will set out a consistent and proportionate approach to assessing and mitigating air quality impacts from new development and managing car parking provision within developments within the IP-One Area of central Ipswich, so that development can proceed in a timely, appropriate, legally compliant and policy compliant manner in Ipswich.

What is the legislative background?

This screening report is designed to test whether or not the Low Emissions Supplementary Planning Document (SPD) requires a Strategic Environmental Assessment (SEA). Following amendments to the 2004 Planning and Compulsory Purchase Act via the 2008 Planning Act¹, Sustainability Appraisal (SA) is no longer required for Supplementary Planning Documents. However, the adopted policies to which the Supplementary Planning Document relates have been subject to both SA and SEA as part of their production.

The requirement for SEA is established through the European Directive 2001/42/EC on 'the assessment of the effects of certain plans and programmes on the environment.' It is known as the 'SEA Directive'. The SEA Directive was transposed into English law by the Environment Assessment of Plans and Programmes Regulations 2004, or the 'SEA Regulations'. Detailed guidance on these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' published in September 2005.

The requirement to undertake SEA applies to plans and programmes which are subject to preparation or adoption by an authority at a national, regional or local level. In order to establish whether SEA is required the fundamental consideration is whether the document is likely to have 'significant environmental effects'. The best way to determine this is to carry out a screening assessment. If the screening assessment indicates that there could be significant effects, an SEA is needed. Therefore, this report focuses on screening for SEA and the criteria for establishing whether a full assessment is needed.

A separate statement has been produced which assesses the need for assessment under the Habitats Regulations.

What are the criteria for assessing the effects of Supplementary Planning Documents?

¹ Part 9, Chapter 2, paragraph 180 of the 2008 Planning Act amended section 19, subsection 5 of the 2004 Planning and Compulsory Purchase Act

Criteria for determining the likely significant effects referred to in Article 3(5) of Directive 2001/42/EC² are set out below:

- (a) the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
- (b) the degree to which the plan influences other plans and programmes including those in a hierarchy;
- (c) the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development;
- (d) environmental problems relevant to the plan or programme;
- (e) the relevance of the plan for the implementation of Community legislation on the environment (for example, plans linked to waste management or water protection).

Also to be considered are the characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

- (a) the probability, duration, frequency and reversibility of the effects;
- (b) the cumulative nature of the effects;
- (c) the transboundary nature of the effects;
- (d) the risks to human health or the environment (for example, due to accidents);
- (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- (f) the value and vulnerability of the area likely to be affected due to—
 - (i) special natural characteristics or cultural heritage;
 - (ii) exceeded environmental quality standards or limit values; or
 - (iii) intensive land-use and
- (g) the effects on areas or landscapes which have a recognised national, Community or international protection status.

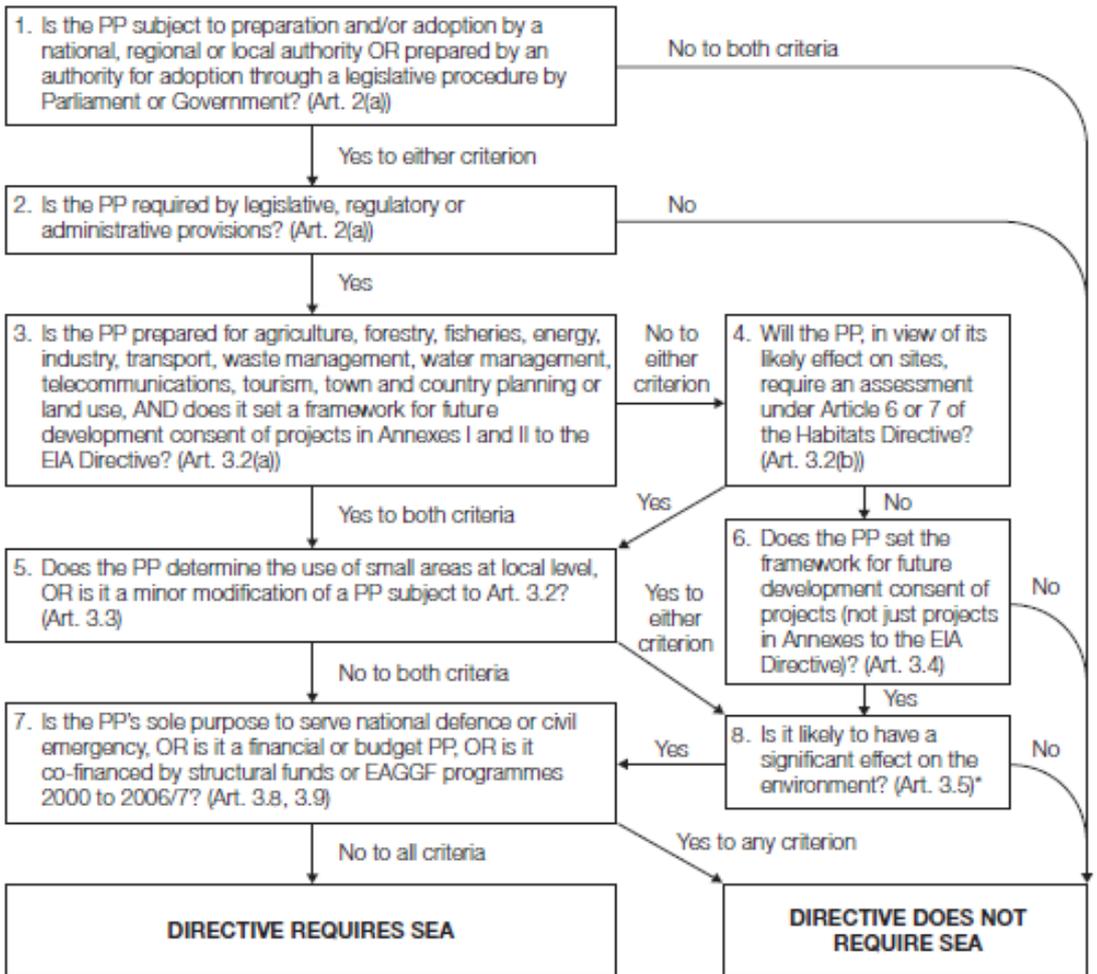
How is the SPD assessed?

The following diagram (Figure 2) illustrates the process for screening a planning document to ascertain whether a full SEA is needed, based upon the considerations set out in the sections above.

² As set out in Annex II of the Directive

Figure 2 – Application of the SEA Directive to plans and programmes

This diagram is intended as a guide to the criteria for application of the Directive to plans and programmes (PPs). It has no legal status.



*The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.

Source: A Practical Guide to the Strategic Environmental Assessment Directive, ODPM, 2005

The questions from the diagram above, which illustrates how the SEA Directive should be applied, have been put into Figure 3 below together with the screening assessment for the Low Emissions Supplementary Planning Document (SPD).

Figure 3: Screening of the draft Low Emissions Supplementary Planning Document (SPD)

SEA Screening Questions	Screening assessment of the draft Low Emissions SPD
1. Is the plan or programme subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government (Art. 2(a))?	Yes – the SPD is prepared and adopted by a local planning authority, Ipswich Borough Council. (Yes to either criterion, go to question 2)
2. Is the plan or programme required by legislative, regulatory or administrative provisions (Art. 2(a))?	Yes – the SPD is produced as part of the delivery of the statutory Development Plan and the process for preparing SPDs is set out in the Town and Country Planning (Local Development) (England) Regulations 2012 (as amended) (Yes – go to question 3)
3. Is the plan or programme prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use AND does it set the framework for future development consent for projects listed in Annexes I and II of the EIA Directive (Art 3.2(a))?	Yes – the SPD is prepared for town and country planning and land use. It provides detail to support the implementation of the policy framework set out in the adopted Ipswich Local Plan 2017 for the future consent of projects listed in Annexes I and II of the EIA Directive (which includes for example ‘urban development projects’). (Yes to both criteria, go to question 5)
5. Does the plan or programme determine the use of small areas at local level, OR is it a minor modification of a plan or programme subject to Ar. 3.2 (Art. 3.3)?	Yes – only through the adopted Ipswich Local Plan policies, but the SPD may influence the layout of development adjacent to sources of air pollution, for example. The principle and location of the development would be determined through policies in the adopted Local Plan. (Yes to either criterion, go to question 8)
8. Is it likely to have a significant effect on the environment (Art. 3.5)?	No. The purpose of the SPD is to provide supporting information to the adopted Ipswich Local Plan 2017. The policies to which the SPD relates were themselves subject to SEA (incorporated within the SA) through the Local Plan preparation process. The Low Emissions SPD advises applicants of their responsibilities at different application and development stages and where to find information and advice. It sets out the process for identifying where an air quality assessment may be needed for a development

	<p>application and lists a range of measures for mitigating the air quality impacts of new development, which may relate to transport, design, energy or green infrastructure. The parking guidance element ensures that parking provision within developments in IP-One takes place at an appropriate level to avoid undermining sustainable travel choices.</p> <p>Therefore, the SPD will not itself have any significant effects on the environment and may assist in addressing potential negative effects identified in the SEA of the relevant adopted policies by helping to ensure that negative air quality impacts are avoided and mitigated.</p> <p>In coming to this view, due regard has been had to Annex II of the SEA Directive (2001/42/EC). The considerations of Annex II (2) were fully examined as part of the SA report for the adopted Core Strategy and Policies DPD (see Appendix 1).</p> <p>(No - Directive does not require SEA).</p>
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Based on the assessment contained in the table above, it is expected that the SPD itself will have no significant environmental effects. The effect of the SPD will be to ensure that the Council will meet its duty to comply with legislation when delivering the Ipswich Local Plan.

Conclusion

In accordance with Regulation 9(2) of the Environmental Assessment of Plans and Programmes Regulations 2004 the three statutory consultees, the Environment Agency, Historic England (formerly English Heritage) and Natural England, were consulted on the Screening Assessment to seek their agreement that a SEA is not required. Responses were received from Historic England and Natural England as follows.

Historic England

'As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. We have reviewed the report and agree with the Council's conclusion that Strategic Environmental Assessment is not required.'

Natural England

'We welcome the aim to address air quality issues within Ipswich and the measures set out in the draft report. I can confirm that Natural England agrees with the Council conclusion that SEA and HRA are not required for the draft Low Emissions SPD.'

In conclusion, SEA is not required in relation to the production of the Low Emissions Supplementary Planning Document (SPD).

This conclusion represents the Council's determination under Regulation 9(1) of the 2004 Regulations.

Date of determination: 1st September 2020

Appendix 1: Consideration of the characteristics of the effects and of the area likely to be affected (see question 8 in Table 1 above)

Characteristics of the Effects	Relationship to the Low Emissions SPD
<p>- the probability, duration, frequency and reversibility of the effects,</p>	<p>The SPD supports the delivery of two aspects of adopted Local Plan policy. The first concerns the impact of development on air quality, and vice versa where poor air quality could impact on the occupiers of development. The second concerns car parking guidance for development within the IP-One area of central Ipswich and how parking provision could influence travel choices and consequently affect the contribution vehicle emissions make to air pollution. The adopted Ipswich Local Plan policies have been subject to SEA as part of the sustainability appraisal process. The SPD provides guidance on process and information requirements in relation to the consideration of air quality, or car parking in IP-One, through the development management process. However, the policy requirements are set out in policies CS5, CS16, CS20, DM5, DM10, DM17, DM18, DM26, DM29, SP15 and SP17 of the Local Plan. The effects of SPD implementation would primarily influence the development management process to ensure it can deliver the policy outcomes required. Air quality effects for development would vary with the size, type and location of development.</p>
<p>- the cumulative nature of the effects,</p>	<p>There could be cumulative beneficial effects for air quality, as a result of the mitigation measures delivered through developments in order to meet the requirements of the Low Emissions SPD, but these are primarily effects of the policy requirements outlined.</p>
<p>- the transboundary nature of the effects,</p>	<p>The Ipswich Air Quality Management Areas have been designated because of NO₂ emissions from vehicle exhausts. None of the AQMAs is close to the borough boundary and, consequently, there would not be transboundary effects.</p>
<p>- the risks to human health or the environment (e.g. due to accidents),</p>	<p>Poor air quality affects human health. The SPD seeks to reduce the risks through setting out a clear and consistent approach to identifying the air quality impacts of, and appropriate mitigation for, new development.</p>
<p>- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),</p>	<p>Any effects are likely to be positive, as outlined above. The magnitude and extent of such effects is likely to be localised to mitigate the effects of development in Ipswich Borough.</p>
<p>- the value and vulnerability of the area likely to be affected due to:</p> <ul style="list-style-type: none"> - special natural characteristics or cultural heritage, 	<p>Any effects are likely to be positive in terms of air quality mitigation and parking provision through the development process.</p>

<ul style="list-style-type: none"> - exceeded environmental quality standards or limit values, - intensive land-use, 	
<ul style="list-style-type: none"> - the effects on areas or landscapes which have a recognised national, Community or international protection status. 	<p>In supporting policies to address air quality in Ipswich, there could be benefits for the Stour and Orwell Estuary SPA and Ramsar site through reduced NOx emissions.</p>