Table showing Response by IBC to the Sustainability Appraisal (SA) Recommendations

Sustainability Appraisal			
SA Objective	**Policy/ Site**	**Cumulative Recommendations**	**Response**
SA Objective 1		New or enhanced community facilities should be designed and managed in a manner that encourages as much community interaction as possible, with support provided that encourages community engagement for all of the local population's diverse preferences. Particular efforts may be needed for categories of society more prone to loneliness, including those aged 16 – 24.	Policy DM24 seeks to protect existing community facilities unless certain tests can be met. Policy CS17 confirms that community and cultural facilities as one of the broad categories of infrastructure to be secured or financed from new developments. Policy SP7 safeguards land for leisure or community uses. Policy DM12 requires new developments to form areas which function well by integrating communities, as well as creating safe and secure communities. Collectively, it is considered that these policies will ensure this recommendation is taken forward.
SA Objective 2		Homelessness rates have been declining in Ipswich over the past few years. The provision of affordable homes over this period has no doubt contributed towards this. It is recommended that developments are strongly encouraged to exceed the 14.8% rate where feasible.	Policy CS12 requires developments of 15 or more dwellings (or on sites of 0.5ha or more) to provide at least 15% on-site affordable housing.
SA Objective 3		There are some concerns over the capacity of GP surgeries across the Borough and careful consideration may be needed to ensure that all new and existing residents are able to access a GP surgery. Access to a diverse range of natural habitats as well as public open spaces is essential to the physical and mental wellbeing of residents. Best efforts should be made to ensure that all residents are able to walk or cycle to nearby public open spaces as well as natural or semi-natural habitats. Recommendations for sites allocations have been made within the sites assessments, many of which involve incorporating green	The Council has had close negotiation with the NHS local Commissioning Group to ensure that planned requirements are taken into account in plan-making. The Council has adopted an Open Space SPD which ensures that the required typologies are provided for within planned development. SANGS has been provided for all major sites and the Council is also proposing an extension

		infrastructure (GI) into the development proposals. Incorporating high quality GI comprised of a diverse range of native species into the development is an effective means of ensuring new residents can experience nature in their daily lives. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.	to the Orwell Country Park. The Ipswich Garden Suburb includes the provision of a Country Park. The plan incorporates on the advice of Natural England trees along riverbanks to help mitigate negative impacts on fish caused through higher temperatures. The Council also has a two for one policy regarding trees and has set an ambitious target to provide 22% of canopy cover or better by 2050. Currently this is at 14% coverage. Policy CS16 sets out the Council's strategy to safeguard, protect and enhance biodiversity through enhancing and extending the ecological network and green corridors. Policies DM8 and DM10 will implement this strategy. The Council may consider whether there is merit in preparing an SPD for Green Infrastructure as part of a future Local Development Scheme Review.
SA Objective 4		Where feasible, new residential development should be situated as far back from sources of noise, air and light pollution as possible. GI should be incorporated into developments as much as possible in a manner that provides an effective means of screening homes from light pollution whilst also filtering out air pollutants. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.	The Council is adopting a Low Emissions Strategy and Environmental Health has been closely involved in the development of this SPD. In addition, the Council has commissioned Air Quality screening and modelling and is working with neighbouring authorities to ensure that the impact of development within and close to Ipswich Borough is mitigated for.

		Where sites are situated in areas of poor air quality, such as within or adjacent to AQMAs, careful consideration would be needed for ventilation in homes and the circulation of fresh air.	The Council, with the exception of the Waterfront has ensured that housing allocations are not located within or adjacent to existing AQMA's.
SA Objective 5		Cumulatively and synergistically, options in the Final Draft Ipswich Local Plan LPR would be expected to make a major positive contribution towards improving the levels of education and skills in Ipswich's population overall. When determining if there is adequate education provision to satisfy the need, consideration should be given to the accessibility of education opportunities. Residents would ideally be within 500m-1km of their primary school and within 1-2km of their secondary school. Schools should also be accessible via sustainable modes including bus with safe walking and cycling links also provided or enhanced.	The Plan supports the further development of Suffolk University and the Technical College. A number of new schools and extensions to existing schools are planned within the Local Plan to help improve education in the Borough. This includes the provision of a Special School to ensure that the needs of those with special needs are met where required. For example, three new primary schools are proposed as part of the Ipswich Garden Suburb development.
SA Objective 6		Development adjacent to, or within 100m of, waterbodies and the rivers should incorporate SuDS into the development to reduce the risk of contamination through surface runoff. GI should be incorporated into development in a manner that also helps to reduce rates of runoff. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. During the construction at these sites, best practice should be adopted to prevent contamination or pollution of nearby waters in line with EA guidance.	Policy DM4 requires the use of SuDS wherever practicable. Policy CS16 sets out the Council's strategic approach to its GI network and policy SP6 safeguards land for new open space. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan and this will help to implement the Councils GI strategy. Policy DM18 requires contaminated land to be considered as part of any future development which includes its risk of polluting controlled waters (including groundwater).
SA Objective 7		GI should be incorporated into new developments in manner that filters air pollutants. There should be a strategic overview of this approach to ensure the GI network is designed and laid	Policy CS16 sets out the Council's strategic approach to its GI network. Policy DM6 requires major development to contribute

		out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided. Where new residential development occurs, it is likely that they will have good access to a number of bus stops with frequent services. However, consideration is likely needed for the capacity of such services and there may in some cases be a need to increase the quantity or frequency of bus services. Electric vehicle charging points are currently encouraged in new developments. The Council should seek to ensure that these are provided as often as possible. Residents and employees may be less willing to walk or cycle if their route is deemed unsafe. It is recommended that where pedestrian and cycling links are provided, careful consideration should be given to the safety of these routes, such as by not restricting cycle lanes to narrow strips on busy roads. High quality, attractive and safe routes, that could frequently tie in with the GI network, would encourage good rates of cycling and walking and this may be key to preventing further reductions in air quality.	towards open space, including the provision of ecological enhancements as part of their design and implementation. The application of this policy will help the Council to deliver its GI strategy. Policy CS20 sets out the Council's support of measures to increase bus usage and the delivery of this will be implemented through the application of policy CS17 in terms of infrastructure funding. Policy DM21 requires new development to incorporate electric vehicle charging points, as also required by the Suffolk Guidance for Parking. Policy DM21 also requires new developments to prioritise walking and cycling and ensuring that any new routes are coherent and in accordance with policy DM12 and local walking and cycling strategies and infrastructure plans.
SA Objective 8		Where development is situated on greenfield land, sustainable soil management techniques should be enforced during the construction phases to avoid the unnecessary losses of soils and to minimise the risk of compaction, contamination or erosion of soils. Where feasible, excavated soils should be reused elsewhere on the site.	Policy CS4 has been amended to include a new criterion J "protecting and enhancing valued soils".
SA Objective 9		It is expected that the majority of waste management in Ipswich would be carried out through Suffolk County Council's Minerals and Waste Local Plan, which was submitted to the Planning Inspectorate on 21 December 2018. The Council should pursue the ideals of a circular economy as much as feasible, wherein materials are kept in use for as long as possible, as well as to recover and regenerate products and	Policy DM1 requires high standards of environmental sustainability to be achieved. The reuse of materials, foundations or buildings can be factored into the calculations to demonstrate compliance with the Target Emission Rate.

		materials at the end of their lives. This may include encouraging developers to make best efforts to reuse any materials, foundations or buildings pre-existing in brownfield or previously developed locations.	
SA Objective 10		Adapting to and addressing climate change is a particularly urgent challenge for the East of England, which is considered to be highly vulnerable to the effects of climate change and where a high level of future development is planned, and subsequently high carbon emissions are likely. It will ultimately be necessary to pursue carbon neutral development. It is recommended that the Council consider opportunities for increasing the emissions reduction standard and energy efficiency homes to the extent that carbon neutral homes are being delivered in Ipswich by 2036. GI should be incorporated into new developments in manner that filters air pollutants. There should be a strategic overview of this approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.	Adaptation to climate change is a key objective of the local plan and has been interwoven into policy formulation. The Plan encourages sustainable building materials, the use of trees as carbon sinks and for shade. There is currently insufficient evidence to consider increasing the emissions reduction standard and/or requiring new homes to be carbon neutral by 2036. The economic, social and environmental implications of this will be considered as part of the next Local Plan Review. Policy CS16 sets out the Council's strategic approach to its GI network and policy SP6 safeguards land for new open space. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan and this will help to implement the Councils GI strategy.
SA Objective 11		GI should be incorporated into new developments through a strategic approach to ensure the GI network is designed and laid out in a manner that utilises the air filtering, climate cooling, wildlife supporting, and flood risk alleviating services naturally provided.	Policy CS16 sets out the Council's strategic approach to its GI network and policy SP6 safeguards land for new open space. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan

		Where there are areas of high SWFR within site perimeters, development should seek to avoid these through a careful layout. SuDS should also be incorporated into development at these locations to help manage surface water runoff.	and this will help to implement the Councils GI strategy. Policy DM4 sets out the expectations for new development in terms of surface water flood risk. This includes avoiding flooding through layout and controlling any flooding through the use of SuDS.
SA Objective 13		GI throughout the Borough should be joined in a coherent network that enables the movement of wildlife through the network and into or out of the Borough freely with minimal blocking off by roads or the built form. Best efforts should be made to ensure that the tree canopy in Ipswich increases over the Plan period, which can only be achieved by ensuring new developments include the provision of new GI that is in part comprised of tree planting. GI should be comprised of a diverse range of native species capable of supporting a diverse range of wildlife, including insects. Blue infrastructure such as wildlife rich ponds and streams should be protected and enhanced within the GI network.	Policy CS16 sets out the Council's strategic approach to its GI network and policy SP6 safeguards land for new open space. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan and this will help to implement the Councils GI strategy. Policy DM9 requires trees to be planted on a 2 for 1 basis and this will help the Council to achieve its target of 22% canopy cover by 2050. Policy DM8 requires ecological mitigation for wildlife rich sites, such as County Wildlife Sites, where they could be damaged through new developments.
SA Objective 14		Given the historic character of Ipswich and the range of Listed Buildings and other assets, much of the proposed development is in proximity to sensitive assets and areas. In each case, efforts should be made to ensure the site makes a positive contribution to the local character and setting through a careful layout, high-quality design and the incorporation of GI.	Policy DM13 will apply to new developments to preserve and enhance heritage assets. Policy CS4 sets out the Council's strategic approach to its heritage assets.
SA Objective 15		High-quality GI comprised of a diverse range of native species, including mature trees, should be incorporated into development that might alter the local character. Best efforts should be made to ensure development is of a design, scale and type appropriate to the area as much as is feasible. In some development proposals, particularly at the Garden Suburb, it	Policy DM6 requires major development to contribute towards open space, including the provision of ecological enhancements as part of their design and implementation. The application of this policy will help the Council to deliver its GI strategy. The Ipswich Garden

		may be achievable to adopt innovative mitigation measures that help to screen the built form, such as by focussing the built form in dipped locations, whilst providing attractive GI in more prominent locations.	Suburb SPD provides detailed guidance on the delivery of development, including green infrastructure measures.
SA Objective 18		Residents and employees may be less willing to walk or cycle if their route is deemed unsafe. It is recommended that where pedestrian and cycling links are provided, careful consideration should be given to the safety of these routes, such as by not restricting cycle lanes to narrow strips on busy roads. High quality, attractive and safe routes, that could frequently tie in with the GI network, would encourage good rates of cycling and walking.	The Council has adopted the Cycling SPD and is positively working with Suffolk County Council to develop safe integral cycleways which avoid busy roads and also through the Council's 'green trail' walking and cycling links.
SA Objective 19		Digital infrastructure enhanced or provided in the Borough should be able to adapt to future technologies such as 5G	The Council has adopted a new policy DM34 to provide for digital infrastructure such as 5G
		Transboundary cumulative effects: Recommendations	
SA Objective 1		When determining the accessibility of services, facilities and jobs for new residents, the development planned in neighbouring authorities should be considered. Cross-boundary efforts to ensure residents are able to move freely to access services and facilities in settlements or neighbourhoods, as well as jobs, such as via pedestrian or cycle routes, just outside the Borough border would help to combat exclusion and poverty.	The Council works closely with neighbouring authorities through the Ipswich Planning Strategic Area (ISPA) which comprises of the former Suffolk Coastal area of East Suffolk, Babergh and Mid Suffolk districts and the Suffolk County Council. Account is also being taken of the impact of new development on the border of Ipswich Borough on the services and facilities within Ipswich itself.
SA Objective 2		Cross-boundary cooperation may be needed to ensure there is adequate affordable housing provision on a settlement by settlement basis.	The ISPA authorities have used jointly commissioned studies to determine housing and job requirements across the strategic area.
SA Objective 3		Residents in Ipswich sites that are in proximity to sites in neighbouring authorities should be provided with opportunities to engage with their local community and to socialise with neighbours. This may require carefully planned pedestrian and	Suffolk County Council is in the process of preparing a Transport Mitigation Strategy for the Ipswich Strategic Planning Area (ISPA). A detailed action plan will be identified through the ISPA Board.

		cycle routes into neighbourhoods in Mid Suffolk, Babergh or East Suffolk districts.	
SA Objective 4		Development should be designed in a manner that enables high rates of natural surveillance to reduce the risk of crime. The provision of GI throughout new developments can help to filter out air pollutants and provide a screen from light pollution.	The Council has integrated the needs of designing out crime throughout the plan policies and acknowledges the role of natural surveillance along with other tools to reduce the risk of crime. Policy DM12 will apply to new developments and this requires a good public realm design and the introduction of greener streets. These requirements coupled with the thresholds for open space set by Policy DM6 will ensure the provision of GI to filter out air pollutants and provide a screen from light pollution.
SA Objective 5		When determining the capacity of schools and education facilities, development planned in neighbouring authorities may need to be factored into the equation. Where new facilities or expanded facilities are required, these should be accessible via walking, cycling and other sustainable travel modes for residents in neighbouring authorities relying on these schools.	The capacity of schools is seen as a cross border co-operation area and this is a key factor in determining needs through development in the county's approach to education provision.
SA Objective 6		Best efforts will be needed to avoid contamination of the River Gipping. Requiring development on a site by site basis to manage this risk may not adequately account for the cumulative risk of all sites in combination. SuDS and GI should be incorporated into the development of sites in Ipswich, preferably in a coherent network that also integrates with the network in neighbouring authorities to maximise its water protection service.	Policy DM4 requires the use of SuDS and Policy DM18 requires contaminated land to be assessed. It is considered that the only practical means of implementing this is on a site-by-site basis.
SA Objective 7		Consideration should be given to the accessibility and capacity of public transport links following the proposed development in Ipswich as well as neighbouring authorities. Electric car charging points should be provided for in Ipswich that can be used by those driving from neighbouring authorities into Ipswich. Green	These factors are built in to the Transport Mitigation Strategy prepared by Suffolk County Council which is a key piece of evidence for ISPA authorities for their respective Local Plan Examinations.

		infrastructure should be incorporated into development in a manner that helps to filter out air pollutants, particularly in locations where traffic and congestion may be most liable to be exacerbated by all sites in combination and preferably in a coherent network with GI in neighbouring authorities that maximises its air filtering service.	Policy CS16 sets out the Council's strategic approach to its GI network. Policy DM6 requires major development to contribute towards open space, including the provision of GI as part of their design and implementation. Policy DM3 will also apply in locations with poor air quality.
SA Objective 8		Sustainable soil management practices should be adopted during the construction phase of development to minimise rates of excavation, erosion and compaction and to reduce the risk of contamination. Where feasible, excavated soils should be reused. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments would help to protect and enhance the quality of soil fertility and structure underneath.	Policy CS4 has been amended to include a new criterion J "protecting and enhancing valued soils". Policy CS16 sets out the Council's strategic approach to its GI network and policy SP6 safeguards land for new open space. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan and this will help to implement the Councils GI strategy.
SA Objective 9		All new businesses and residents should have good access to opportunities for recycling household and business waste. Where feasible, low impact, recycled and reused materials should be encouraged as much as possible.	Policy DM12 requires new developments to incorporate waste storage which includes recycling and business waste.
SA Objective 10		New and existing residents should be provided with good access to bus, rail, cycle and walking routes, ideally within 500m of a bus stop with frequent services and within 2km of a railway station. Public transport modes should provide good access to areas throughout and beyond the Borough. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments would help to provide a carbon capture and storage service. This GI	This is a key plan objective. Policy DM21 expects new development to have safe and convenient access to public transport within 400m. Policy CS16 sets out the Council's strategic approach to its GI network. Policy DM6 requires major development to contribute towards open space, including the provision of GI as part of their design and implementation.

		network should also provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement.	Policy DM21 requires new cycle routes to be coherent and in accordance with the design principles of Policy DM12.
SA Objective 11		A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments and that leads to an overall increase in the tree canopy coverage would help to protect and enhance the climate cooling service.	Policy CS16 sets out the Council's strategic approach to its GI network. Policy DM9 encourages tree planting to achieve a target of 22% canopy cover or better by 2050.
SA Objective 13		Appropriate ecological surveys of sites should be carried out prior to development to establish the presence of protected species and habitats. Sites should be considered for the extent to which they contain land functionally linked with habitats outside the Borough.	As part of the preparation of the Final Draft Local Plan, the Council engaged the Suffolk Wildlife Trust to prepare Stage 1 ecological surveys of all allocated sites and as an addition, to consider how each site could increase biodiversity by 10%. The Council also has identified green corridors and is working across boundaries with other authorities to protect and enhance biodiversity in and around Ipswich. Ipswich is fortunate to have a wealth of large parks which are managed with biodiversity in mind. The Council is engaged with adjoining authorities to take a combined approach to RAMS. This approach is being viewed by Natural England as an exemplar approach.
SA Objective 13		A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species and that is incorporated into developments and that is also designed to permit the movement of wildlife through high-quality and semi-natural corridors and steppingstones would help to protect and enhance biodiversity in and around Ipswich.	Policy CS16 sets out the Council's strategic approach to its GI network. The requirement for biodiversity net gain has been applied consistently throughout the Local Plan and this will help to protect and enhance biodiversity in and around Ipswich.
SA Objective 15		Development near the perimeter of neighbouring authorities and development planned there should seek to adopt a high-	The Council has completed a series of urban character studies and has commissioned a

		quality design and appropriate architecture, with GI incorporated throughout the development, to minimise adverse effects on the local character. A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species that is incorporated into developments and that is also designed to be visually attractive and links with the natural landscape should be sought.	2019 Landscape Sensitivity Analysis which looks at the sensitivity and vulnerability of the perimeter of Ipswich to development. The Council also has planned for a green rim on the perimeter of Ipswich and this has been built into planned development such as Humber Doucy Lane and the Ipswich Garden Suburb.
SA Objective 18		A coherent GI network that extends throughout and beyond Ipswich, comprised of semi-natural and a diverse range of species should be incorporated into developments to provide safe and attractive pedestrian and cycling links that encourages sustainable and efficient movement. Residents should have good access to frequent bus services, preferably within 500m of their home, and would ideally be within 2km of a railway station. It is likely that residents near Sproughton will rely on Ipswich Railway Station, and residents near Humber Doucy Lane will rely on Derby Road or Westerfield railway stations, within Ipswich and so good pedestrian, cycling and bus links between these areas is required.	Policy CS16 sets out the Council's strategic approach to its GI network. Policy DM10 sets out the expectation to help implement the green trail around the edge of Ipswich. Policy DM21 requires new development to prioritise pedestrian, cycle and public transport access. Criteria F expects new development to have safe and convenient access to public transport within 400m.
SA Objective 19		Newly delivered or enhanced digital infrastructure should be able to provide high speed or full fibre internet speeds to nearby residents and able to adapt to future technologies such as the provision of 5G. Given the large quantity of development in some locations, particularly near the proposed Garden Suburb and Westerfield, the local digital infrastructure will need to have a large capacity.	Policy DM34 requires high quality, reliable and up-to-date technological infrastructure to be incorporated into new developments. Table 8B, as applied through Policy CS10, requires the Ipswich Garden Suburb neighbourhoods to include Superfast Broadband infrastructure.
		Appendix D – Policies Assessments	
SA Objectives 3, 6, 7, 10, 11 & 13	CS5, CS20, DM10 & DM11	The walking and cycling network should be developed alongside the consideration of the wider GI network, including work carried out under CS4, in order to maximise the benefits gained for the Borough's biodiversity, flood risk alleviation including	Policy CS16 promotes improved access to existing facilities and supports the role that the ecological network, green corridors, blue corridors and the green trail can play in benefiting people and biodiversity.

		SuDS, urban cooling and air filtering (i.e. pollution alleviating) services.	The local walking and cycling strategies and infrastructure plans cited in policy DM21 will also act as a means of ensuring that these modes are delivered coherently and in tandem with GI. Policies DM3, DM4, DM8 and DM10 will apply to developments where applicable and compliance with these policies should help to maximise benefits gained.
SA Objective 11	CS4	Sustainable drainage and flood risk should be considered specifically as part of GI design.	Policy CS16 recognises the role of GI and flood risk management.
SA Objective 4	CS10	Within the garden suburb, new homes should be located and designed in a manner to minimise potential air, noise and light pollution associated with the railway track.	The indicative layout and master planning for Ipswich Garden Suburb has been designed to minimise impacts on future residents in terms of external pollution.
SA Objective 5	CS12	It is recommended that, in addition to the provision of affordable homes, residential sites are considered for the extent to which they would provide residents with access to state education including primary and secondary schooling.	Policy CS15 recognises the demands place on schools from growth and seeks to support the increased provision of schools to cope with this.
SA Objective 6	CS10	Best efforts would be required during construction to avoid contamination or pollution of any and all water bodies in the northern fringe area and SuDS should be incorporated into the proposed Development. New homes here should be designed with efficient water consumption in mind, with the use of efficient fittings (i.e. taps, showers etc.), water harvesting, and water butts considered.	The outline planning applications for development at Ipswich Garden Suburb included appropriate contaminated land assessments as well as the inclusion of contaminated land conditions to the permissions.
SA Objective 7	CS10	Ensure residents have excellent access to pedestrian and cycle routes to key and central areas. Incorporate GI throughout the development to help filter air pollutants effectively, such as along road sides and near homes.	The Ipswich Garden Suburb SPD and masterplan puts significant emphasis on pedestrian and cycle movements. It also incorporates green infrastructure throughout the development which will help filter air pollutants effectively.

SA Objective 8	CS10	Sustainable soil management techniques should be adopted during construction. Workers should seek to exceed current standards and ensure that erosion, compaction and/or contamination of soils is avoided as much as possible. Where feasible, soil stocks should be relocated or reused. Best efforts should be made at an efficient land use in order to minimise losses of soils, which are inherently permanent unless successfully reused elsewhere. Whilst opportunities for doing so may be limited given the previously undeveloped character of the area, opportunities for reusing buildings or previously developed land should be sought out as often as possible. Residential gardens will play an important role in preserving soil stocks in the general area. Ensuring the highest standards of sustainable soil management during construction would be likely to require monitoring.	The outline planning permissions and accompanying Environmental Statements included extensive assessment of soil quality and resources. A soil management plan was recommended and for example top soil is to be re-used where appropriate.
SA Objective 9	CS10	Construction workers, residents and businesses should be provided with excellent access to facilities and means for recycling as many waste types as possible. Whilst they may be limited, opportunities for the reuse of previously developed land or vacant buildings should be sought out as often as possible.	A construction management plan condition was imposed on the outline planning permissions. The neighbourhood infrastructure requirements set out in table 8B and the SPD identify the inclusion of recycling facilities in the local centres.
SA Objective 10	CS8	Development delivered in part through CS8 should seek to incorporate sustainable design principles.	Policy CS8 is about the type and tenure of housing and sustainable design policies such as DM1 and DM2 would still apply.
SA Objective 10	CS10	Residents should have good access to Westerfield Railway Station and multiple bus links, which may be a requirement of policy CS5. Safe and convenient cycling and pedestrian links should be provided throughout the suburb. Low-emission materials should be encouraged during construction whilst energy efficiency should be at the heart of the design of new homes. Soils should be protected from harm as much as possible, whilst tree canopy should be preserved and enhanced (preferably resulting in an overall increase tree canopy).	The majority of homes at the Ipswich Garden Suburb (IGS) will be within 400m of a bus stop and all within close proximity to Westerfield Station. Policy DM1 in terms of energy efficiency is applicable although the delivery of this is subject to viability, as per the permissions. Sustainable transport modes such as walking and cycling are at the focal point of the infrastructure plan for IGS. It is anticipated

			through the delivery of the IGS and the design guidance in the SPD that there would be a net increase in tree canopy cover.
SA Objective 10	CS12	Development delivered in part through CS12 should seek to incorporate sustainable design principles.	Policy CS12 concerns affordable housing and sustainable design policies such as DM1 and DM2 would still apply.
SA Objective 11	CS10	Development delivered through CS10 should incorporate SuDS to help avoid alterations to surface water runoff.	SuDS form an integral part of the IGS development.
SA Objective 13	CS10	Existing green infrastructure, particularly hedgerow and trees, in the northern fringe area should be preserved as much as feasible. This should be supported by the planting of a diverse range of native species throughout the suburb, preferably resulting in an overall increase in tree canopy. GI should be planted in a manner that provides wildlife corridors and stepping stones throughout the suburb to provide a route from east to west and vice versa for wildlife. Ecological surveys of the northern fringe area should be carried out prior to development to establish the presence of protected species, with appropriate plans put in place should protected species be found.	The IGS SPD sets out the green infrastructure strategy for the area which includes the retention of key trees and hedgerows, where feasible, and the planting of a series of other diverse groups of trees which should increase canopy cover. The IGS SPD, sets out within its vision the importance of creating spaces and retaining features in order to maximise the opportunities for nature from the outset. This is taken through and considered within the framework section of the IGS SPD, where a hierarchy of green spaces is identified, and within the green infrastructure principles. The permissions include appropriate ecological conditions, including protected species.
SA Objective 14	CS10	Development in the garden suburb should adopt a high-quality design with green infrastructure incorporated throughout that helps to ensure that, although greenfield land has been turned into the built form, the suburb is attractive and makes a relatively positive contribution to the local character and is in keeping with the built form on its southern perimeter as much as possible.	The IGS SPD sets out the design parameters for the area and aims to deliver a high-quality design.
SA Objective 15	CS10	Existing green infrastructure, particularly hedgerow and trees, in the northern fringe area should be preserved as much as	The IGS SPD sets out the green infrastructure strategy for the area which includes the

		feasible. This should be supported by the planting of a diverse range of native species throughout the suburb, preferably resulting in an overall increase in tree canopy. Development should adopt a high-quality design and vernacular architecture that helps to keep the proposed Development in-keeping with the character of the existing built form south of the suburb.	retention of key trees and hedgerows, where feasible, and the planting of a series of other diverse groups of trees which should increase canopy cover. The IGS SPD sets out the design parameters for the area and aims to deliver a high-quality design.
SA Objective 18	CS10	Ensure new residents have excellent access to a range of bus services and safe cycle and pedestrian links that provide access to central areas, services, amenities and places of employment.	The majority of residents will be within 400m of a bus stop and the IGS aims to deliver a high-quality cycling and walking network which connects to the surrounding areas.
SA Objective 6	CS13 & CS14	New businesses should be encouraged to adopt efficient water consumption measures	Policy DM4 applies which requires development to include water efficiency measures.
SA Objectives 6, 10 & 11	CS16	Where development is considered to be necessary in areas of food risk, SuDS should be considered as a more integrated component of the wider GI network, including green walls and roofs, particularly in urban areas.	Policy DM1 advocates the use of green roofs and other innovative measures to manage drainage in urban areas. Policy DM4 will be applied to new developments and the integration of this into the GI network, where possible, will be considered on a site-by-site basis.
SA Objective 7	CS13 & CS14	Employment & Retail land should have good access to bus and rail links as well as electric car charging points, as well as safe pedestrian and cycle links.	Policy DM21 requires development to prioritise sustainable transport modes (cycling, walking and public transport). This policy also requires electric charging points as per the Suffolk Guidance for Parking.
SA Objective 7	CS16	It is recommended that, where feasible, GI is of a type and location that is well placed to filter out pollutants from major sources such as industrial areas and busy roads.	Policy DM3 requires development near areas with poor air quality to mitigate the impact, which may include appropriate GI provision.
SA Objective 8	CS13	Sustainable soil management techniques should be adopted during the construction and occupation of new employment land to reduce the risk of erosion, compaction or contamination of soils and to minimise direct soil losses. Where feasible, excavated soils should be reused elsewhere.	Policy CS4 has been amended to include a new criterion J “protecting and enhancing valued soils”.

9	CS13 & CS14	New businesses should have excellent access to, and be encouraged to seek out, opportunities for recycling waste.	Policy DM12 requires appropriate waste storage to be provided, which includes recycling.
10	CS13 & CS14	New employment land and retail spaces uses should seek to incorporate energy efficient designs into the development. Businesses should be encouraged to adopt energy efficiency practices and seek out renewably sourced energy where feasible.	Policy DM1 encourages non-residential developments to achieve BREEAM Very Good standard.
11	CS16	Where development is considered to be necessary in areas of food risk, SuDS should be considered as a more integrated component of the wider GI network, including green walls and roofs, particularly in urban areas.	Policy DM1 advocates the use of green roofs and other innovative measures to manage drainage in urban areas. Policy DM4 will be applied to new developments and the integration of this into the GI network, where possible, will be considered on a site-by-site basis.
13	CS13	New employment land should seek to incorporate high-quality GI comprised of a diverse range of natural species.	Policy DM6 applies to non-residential developments and the provision of open space may include high-quality GI.
13	CS16	Green infrastructure throughout the Borough should be joined in a coherent network that enables the movement of wildlife through the network and into or out of the Borough freely with minimal blocking off by roads or the built form. Best efforts should be made to ensure that the tree canopy in Ipswich increases over the Plan period. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.	Policy CS16 sets out the Council's strategy to safeguard, protect and enhance biodiversity through enhancing and extending the ecological network and green corridors. Policies DM8 and DM10 will implement this strategy. Policy DM9 sets out the council's aim to encourage tree planting to achieve a target of 22% canopy cover or better by 2050. The Council may consider whether there is merit in preparing an SPD for Green Infrastructure as part of a future Local Development Scheme Review.
18	CS13	New employment land should be provided with excellent access to bus and rail links as well as safe pedestrian and cycle links.	Policy DM21 requires new development to prioritise sustainable transport modes.

6, 7 & 18	CS16 & CS20	The policy could go further and pursue a coherent walking and cycling GI network throughout the Borough providing a permeable and highly accessible safe and efficient route for cyclist and pedestrians across the Plan area. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.	Policy CS16 is considered to already promote walking and cycling as part of the GI network delivery. In addition, Policy CS20 sets out the strategic approach to transport delivery which seeks to enhance cycling and walking infrastructure. The local walking and cycling strategies and infrastructure plans cited in this policy will also act as a means of ensuring that these modes are delivered coherently and in tandem with GI. Transport mitigation measures and a detailed action plan across ISPA is also being prepared by Suffolk County Council. Policy DM21 will assist in the delivery of this. The delivery of the two strategic policies will not be done in isolation. The Council may consider whether there is merit in preparing an SPD for Green Infrastructure as part of a future Local Development Scheme Review.
7	CS20	The policy could go further and pursue a coherent walking and cycling GI network throughout the Borough providing a permeable and highly accessible safe and efficient route for cyclist and pedestrians across the Plan area. It may be effective to prepare a focussed Supplementary Planning Document for Green Infrastructure.	The local walking and cycling strategies and infrastructure plans cited in policy DM21 will act as a means of ensuring that these modes are delivered coherently and in tandem with GI. The Council may consider whether there is merit in preparing an SPD for Green Infrastructure as part of a future Local Development Scheme Review.
19	CS17	It is recommended that, where feasible, new digital infrastructure is capable of adapting to future technologies such as 5G.	Policy DM34 requires development to provide infrastructure for the latest technology.
10	DM1	Adapting to and addressing climate change is a particularly urgent challenge for the East of England, which is considered to be highly vulnerable to the impacts of climate change and	The Council acknowledges the high vulnerability of the Eastern region to the impacts of climate change. Policy DM1 already

		where a high level of future development is planned, and subsequently high carbon emissions are likely. The requirement for new builds to have carbon emissions 19% below the TER would help to reduce the carbon footprint of the planned development. However, this would also mean that the delivery of carbon neutral homes in the Borough is unlikely over the LPR period, which ends in 2036. For future iterations of the Plan, the Council could consider establishing a technical evidence base that supports a more ambitious carbon emissions standards, such as a 25% reduction on TER. An approach similar to that seen in the London Plan could also be considered, wherein increasingly ambitious yet appropriate carbon emissions requirements are phased in, such as beginning with a 19% reduction on TER between 2018-2023 followed by increasingly stringent targets over several phases before culminating in a requirement for new homes to be carbon neutral for the final phase.	requires new buildings to have carbon emissions 19% below TER which will help achieve this. It is appreciated that there may be scope to increase this as part of a future Local Plan Review. This increase however will need to be subject to appropriate evidence and feasibility studies to demonstrate that it is practical to implement and also does not significantly undermine the financial viability of development in the Borough that it may compromise the ability to deliver other forms of infrastructure. The feasibility of this is likely to be explored as part of a fresh Local Plan Review which would take place within five years of adoption of this emerging LP.
11	DM6	Public green spaces can also provide a flood risk alleviation service, and this should be factored into their design and management.	Policy DM6 requires the design and layout of spaces and facilities to be delivered in accordance with the detailed design criteria set out in the Public Open Spaces SPD (2017). Chapter 6 of this SPD highlights the importance of locating open space to help manage flood risk as well as means of management. As such, it is considered that the cross-reference to the SPD is adequate to highlight this.
13	DM3	It is recommended that mitigation for air pollution includes the provision of green infrastructure, comprised of species and planted in a manner that effectively filters and sequesters air pollutants.	The emerging Low Emissions Strategy SPD will provide further detail on any plant species and green infrastructure. The Air Quality Action Plan provides detailed mitigation measures and development will need to be consistent with this. Policy DM3 also requires mitigation measures, of which paragraph 9.3.7

			acknowledges green infrastructure can help tackle.
13	DM6	New public and open spaces should be designed and managed in part for their biodiversity value.	Policy DM6 includes a new sentence in the policy wording setting out that new open spaces, sport and recreation facilities should provide ecological enhancements as part of their design and implementation.
14 & 15	DM3	It is recommended that the AQAP consider the wider benefits or air quality improvement, such as on the local character and cultural heritage.	The Air Quality Action Plan is prepared by the Environmental Protection department and the Planning Policy Team is consulted as part of this. It is by its nature focused on public health.
15	DM4	Suds could be part of a wider landscape scheme which could help improve the setting of developments.	The policy does not prevent SuDS from being integrated into part of a wider landscape scheme, as long as this approach is effective.
19	DM3	It is recommended that mitigation measures include a focus on home working, utilising digital infrastructure, to help reduce the need for travel.	Policy DM34 seeks to enhance digital infrastructure and it recognises in paragraph 9.34.1 the air quality benefits that can arise through reducing the need to travel as a result of more home working.
8	DM7	Best efforts should be made during the construction phase to help ensure that soils in residential gardens are not exposed to the risk of contamination, erosion or compaction where feasible. This would help to ensure soils in gardens at new residential developments are capable of supporting a diverse range of above and below ground biodiversity.	The ecological network benefit of gardens is recognised in the reasoned justification of this policy. Policy DM8 requires a net gain in biodiversity in new developments and the testing of soils may form part of this depending on the site characteristics. In terms of contamination, Policy DM18 would apply.
13	DM7	Wildlife in gardens of new homes should seek to support a diverse range of native species, including the provision of trees. Ideally, there would be a net increase in tree canopy cover. Where residential gardens are ecologically linked, such as consistencies throughout adjacent gardens in terms of species and plant types, and where there is capacity for wildlife to safely and freely move from one garden to the next (including birds,	Policy DM9 supports new and replacement tree planting that is of a diverse range of native species. This policy also has an ambition to enhance tree canopy coverage in the Borough to 22% or better by 2050.

		mammals and insects), these gardens can make a very positive contribution towards the connectivity of the ecological network throughout and beyond Ipswich.	Policy DM7 acknowledges the benefits of linking ecological networks through gardens. Policy DM8 requires a net gain in biodiversity in new developments. Developers will need to factor in the site characteristics and surroundings and this should help to enable a connected ecological network.
13	DM8	It is recommended that, where compensatory habitat is provided in response to the loss of biodiversity land, this compensatory habitat should be of an equal if not greater size and quality. Ideally, the tree canopy of the Borough would increase over the LPR period.	The compensation requirement of policy DM8 would be in addition to any biodiversity net gains. Policy DM9 has an ambition to enhance tree canopy coverage in the Borough to 22% or better by 2050.
13	DM9	Losses of trees and hedgerow should be compensated for by alternative trees and hedgerow, of equal quality and quantity, should be provided for. Compensatory habitat should enhance the connectivity of the wider ecological network. Consideration is needed for impacts of development on land functionally linked with woodlands, or land that provides supporting habitat, where impacts of development may be less apparent and more long term but ultimately causing a decline in the health of the woodland ecosystem.	Policy DM9 sets a 2 for 1 or better compensation requirement for trees to be felled. In addition, these must be semi-mature specimens, unless otherwise agreed. Policy DM9 includes appropriate assessment of woodlands. Policy DM8 will also apply to developments which will help to safeguard sites of biodiversity value.
13	DM10	The green corridor should also seek to provide an inter-connected network of traveling through and beyond Ipswich for wildlife.	The reasoned justification of policy DM10 acknowledges that there are wildlife areas beyond Ipswich and that they will need to link up. Policy CS16 identifies that on-site provision of public open space, which may include the green corridor, needs to create a network with ecological networks and green corridors beyond boundaries.
9	DM12	Included within the waste storage incorporated into development should be the capacity for residents and occupants to recycle.	Paragraph 9.12.18 of the reasoned justification confirms that recycling should be included in waste storage.

6	ISPA1	It is recommended that new developments be of a sustainable design that permit a relatively efficient water use. Necessary capacity of water resources should be guaranteed prior to development taking place, which may occur through a phased approach.	Policy DM1 requires this and will apply to new developments.
7	ISPA1	It is recommended that good access to pedestrian and cycle paths as well as bus links is provided for in new developments to help limit increases in emissions.	Policy DM21 requires this and will apply to new developments.
7	ISPA4	It is recommended that green infrastructure be delivered within the development that helps to filter and sequester air pollutants.	Policy DM3 supports this and will apply to new developments. In addition, land is required for the extension of the green trail running through the site which will help deliver this.
8	ISPA1	It is recommended that land be allocated in a sequential approach that seeks to use land that is least agriculturally and ecologically valuable first.	Policy CS2 sets out that the Council's focus for development is on regenerating brownfield sites. In light of the limited availability of greenfield sites in the Borough it is not considered necessary to explicitly require this. This is also because policy CS4 will apply which will require an assessment of soils on a site-by-site basis.
9	ISPA4	It is recommended that new infrastructure delivered through ISPA4 includes provision for sustainable waste management.	Policy DM12 requires this and will apply to new developments.
		Appendix E – Site Assessments	
2	General	Suitable provision should be made for affordable homes.	Policy CS12 sets out the Council's requirements for affordable housing and this policy will apply to any future development of 15 dwellings or more or on sites of 0.5ha or more.
3	General	Access for pedestrians and cyclists should be provided at each site to surrounding communities and places of work.	Policy DM21 (e) requires new development to prioritise available options to enable and support travel on foot, by bicycle or public transport.
4	General	The proposed development at each site should have a noise and air quality assessment. GI should be incorporated into	Policy DM18 requires noise assessments for developments that are near noise-generating

		development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the main road as possible to help reduce the effects of pollution. reduce the effects of pollution.	uses. This also supports the concept of situating noise sensitive uses as a far as possible from noise sources. Policy DM3 requires air quality assessments for developments that are likely to expose residents to unacceptable levels of air pollution. It also requires mitigation measures which may include green infrastructure where appropriate. In terms of light pollution, policy DM18 also requires consideration of artificial light levels as part of new developments and means of screening, such as GI, may act as mitigation if appropriate.
6	General	To avoid contamination of groundwater, development should prevent potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SuDS should also be incorporated into the development to control surface water runoff.	Policy DM18 includes contamination as a consideration and development will therefore need to demonstrate that there would be no contamination of groundwater. In addition, policy DM4 requires SuDS and also provides further information on how these should be used on contaminated land.
7	General	To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport. The provision of electric car charging points could help to limit increases in road traffic emissions. In addition, cycle storage and cycling and pedestrian links should be incorporated into the development at all sites.	Policy DM21 requires new development to incorporate electric vehicle charging points, in accordance with the Suffolk Guidance for Parking (2019). This policy also includes thresholds for when travel plans are required and supports the use of car sharing initiatives. Criterion e of the policy requires development to prioritise pedestrian, cycle and public transport options for travel. Policy DM22 requires new development to provide high quality, secure cycle storage.

7	General	Due to the site's proximity to an AQMA an air quality assessment will need to be conducted. Green infrastructure should be incorporated into the development as much as possible, in a manner that best helps to filter out air pollutants.	Policy DM3 require air quality assessments where development proposals are likely to expose residents to unacceptable levels of air pollution, which will inevitably include sites within or near AQMAs. As part of the mitigation required under this policy, green infrastructure may help to filter out air pollutants, if appropriate as part of the overall mitigation strategy.
8	General	The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase. Best efforts should be made to enable an efficient use of land that avoids unnecessary losses of soil and avoids unnecessary compaction and reduces the risk of erosion or contamination.	Policy CS4 seeks to protect and enhance valued soils. In addition, the combination of minimum density targets (DM23), open space requirements (DM6) and minimum private garden sizes (DM7) will effectively require new development to make an efficient use of land.
8	General	The developer should use low impact/recycled/secondary materials to reduce the demand for raw materials.	Policy DM1 advocates sustainable construction measures in new developments. The use of low impact/ recycled/ secondary materials could be factored into any sustainability statements submitted with applications.
9	General	Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents and businesses should be provided with good access to waste recycling facilities.	Policy DM1 advocates sustainable construction measures in new developments. The use of low impact/ recycled/ secondary materials could be factored into any sustainability statements submitted with applications. Policy DM12 requires appropriate waste storage to be provided, which includes recycling.
10	General	To reduce air pollution the development should be designed to maximise energy efficiency. Pedestrian and cycle access should be incorporated into development at each location.	Policy DM1 advocates sustainable construction measures in new developments which includes maximising energy efficiency. For example, high quality of insulation, passive solar gain and minimising energy use. Policy DM21 (e) requires new development to prioritise

			available options to enable and support travel on foot and by bicycle.
10	General	The proposed development at each site should incorporate sustainable design that enables high energy efficiency. The use of low emission vehicles should be encouraged and access to electric car charging points should be provided at each site.	Policy DM1 advocates sustainable construction measures in new developments which includes maximising energy efficiency. For example, high quality of insulation, passive solar gain and minimising energy use. Policy DM21
11	General	Due to the scale of the developments, a flood risk assessment may be required. To reduce flood risk, the development should be designed to include green infrastructure and SUDS. Where possible, each site should be designed to avoid areas of highest flood risk.	Policy DM4 will apply to new developments and this requires flood risk assessments in areas at risk of flooding. In addition, it emphasises the importance of SuDS as a means of reducing the risk of flooding and acknowledges the role of green infrastructure in mitigating flood risk, where appropriate. The policy adopts the NPPF hierarchy for managing flood risk which includes the avoidance aspect.
11	General	All developments in Flood Zone 3 would require an FRA. To reduce flood risk the development should be designed to include green infrastructure and SUDS.	Policy DM4 will apply to new developments and this requires flood risk assessments in areas at risk of flooding. In addition, it emphasises the importance of SuDS as a means of reducing the risk of flooding and acknowledges the role of green infrastructure in mitigating flood risk, where appropriate.
12	General	Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.	Policy DM18 requires contamination to be considered as part of future development and this policy recognises the inter-relationship between drainage and contamination. Applicants of development will need to demonstrate there is no harm from contamination and the Environment Agency will act as a statutory consultee in advising the Council on a case-by-case basis. Policy DM10

			requires development close to river banks to include tree planting.
13	General	Green infrastructure, including a diverse range of native plant species should be incorporated into the proposed development at each site to help enhance their biodiversity value, such as wildlife corridors and green roofs. Existing GI within the site, including mature trees, should be preserved as much as possible. Appropriate ecological surveys should be carried out prior to development.	Policy DM8 requires development to incorporate biodiversity net gain which may include native plant species, green roofs and enhancements to wildlife corridors in the surrounding area if appropriate. It also requires appropriate ecological surveys to be carried out prior to development. Policy DM9 requires replacement tree planting for any trees that are to be removed. This policy also includes a 'right tree/ plant for the right place' approach which will help ensure any green infrastructure is of native plant species.
15	General	The development at each site should incorporate a high-quality design and GI throughout to help ensure they make a positive contribution to the local character. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.	Policy DM12 applies high-quality design criteria and supports the incorporation of GI to positively contribute to the local character. Policy DM18 considers artificial light pollution and can be applied to new development for any external lighting, as appropriate.
18	General	Electric car charging points should be made accessible to new residents. Safe pedestrian and cycle routes from each site into central areas should be provided for.	Policy DM21 requires new development to incorporate electric vehicle charging points, in accordance with the Suffolk Guidance for Parking (2019). Criterion e of the policy requires development to prioritise pedestrian, cycle and public transport options for travel.
17 + 18	General	Pedestrian access into and out of the Site, including footpaths and cycle paths, should be provided for to ensure residents can walk or cycle to central areas or places of employment.	Criterion e of the policy requires development to prioritise pedestrian, cycle and public transport options for travel.
19	General	Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.	Policy DM34 requires new major development to allow for the provision of the most up to date digital communications technology and this will be applied to the site allocations.

3	IP141a, Ip150a & Ip152	Sites IP152 and IP141a should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.	Policy DM18 requires developments to consider the impact on nearby noise-sensitive used and advocates using the site layout to minimise impacts. Green infrastructure can form part of the mitigation strategy. These sites are situated a reasonable distance from residential properties and are in or adjacent to existing employment areas.
4	IP141a, Ip150a & Ip152	The proposed development at IP152 and IP141a should seek to incorporate a high-quality design and infrastructure, with existing infrastructure preserved as much as possible. Where feasible at IP152, offices and businesses should be set as far back from the A14 as possible. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.	Policy DM12 requires a high-quality design and CS17 will apply in terms of infrastructure requirements. Policy DM18 requires new development to minimise noise and light pollution for future occupants. Policy DM3 will also apply in terms of air quality. Green infrastructure can form part of the mitigation strategy for these pollutants if deemed appropriate.
11	IP141a, Ip150a & Ip152	Undertake a Flood Risk Assessment for the Site and the development should be designed to include green infrastructure and SuDS to reduce flood risk. The area of IP150a at a high risk of surface water flooding is relatively small and it is considered to be likely that through a careful layout this area of land could be avoided.	Policy DM4 advocates the use of the NPPF flood risk hierarchy which includes avoiding development on areas at higher risk of flooding.
13	IP141a, Ip150a & Ip152	Appropriate ecological surveys of each site should be conducted prior to development to establish the presence of priority species and habitats. Existing green infrastructure, particularly hedgerow and trees, within each site or delineating their perimeters, should be preserved as much as possible and incorporated into the development. Additional green infrastructure should be planted to help preserve the sites' wildlife corridor or stepping stone capacities, as part of a strategic network across the plan area and beyond.	Policy DM8 requires appropriate ecological surveys to establish the presence of priority species and habitats. Policy DM9 requires hedgerows and trees to be retained where possible and replacement 2 for 1 planting if there are any removals. Policy DM8 requires development within the buffer zones around core areas and corridors to enhance the ecological network.

14	IP141a, Ip150a & Ip152	The proposed development at IP141a should seek to incorporate a high-quality design, vernacular architecture, screening and green infrastructure to help limit an alteration to the setting of the heritage asset.	Policy DM12 will apply and this sets a high standard in terms of design quality, including the use of vernacular architecture and green infrastructure where appropriate. In addition, the principle of the South-East Urban Character Area will apply in this location. IP141a is a considerable distance from the nearest heritage asset, the Listed Building (airport terminal) to the south-west. Nevertheless, policy DM13 requires development to preserve or enhance the setting of listed buildings.
15	IP141a, Ip150a & Ip152	Green Infrastructure (GI) should be incorporated into the proposed development at each site. This should be comprised of a diverse range of locally native species that help to make a positive contribution to the local character. At IP152, GI should be employed in a manner that helps to preserve a relatively seamless character from the AONB to the Site and laid out in a manner that helps to preserve local landscape character, where feasible.	Policy DM12 requires development to respond positively to the surrounding local character, including the local landscape character and this will help ensure the AONB character is preserved.
14	IP010a, IP010b & IP116	Archaeological investigation of IP116 should be conducted prior to development.	Policy DM14 will apply to developments in terms of archaeology.
4	IP088, IP109 & IP131	The proposed development IP131 should have a noise assessment. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.	Policy DM18 requires noise assessments on sites that introduce noise-sensitive users into areas with high levels of noise pollution. GI can form part of mitigation measures required for compliance with DM18, as well as DM3 in terms of air quality.
3	IP009, IP161 & IP256	As per the S106 agreement, the Council should identify opportunities for replacing the artificial hockey pitch lost to development in a nearby location.	This is the subject of a specific S106 agreement.
11	IP009, IP161 & IP256	Development should seek to avoid land at risk of flooding in IP009. A flood risk assessment may be required for the Site as it	Policy DM4 will apply to any development of IP009 and this policy applies the NPPF

		partially coincides with, and is adjacent to, areas of high surface water flood risk.	hierarchy for minimising flood risk which includes avoiding flood risk areas.
14	IP009, IP161 & IP256	The proposed development should seek to incorporate a high-quality design, GI and vernacular architecture in a manner that helps to minimise adverse impacts on the setting of the conservation area caused by the development of greenfield land.	Policy DM12 requires development to be of a high-quality design standard. Policy DM13 also requires the preservation or enhancement of the conservation area.
11	IP005, IP032 & IP140	It is considered to be likely that the proposed development at IP005 could avoid land at risk of flooding. A flood risk assessment may be required for all sites given their size. Best efforts should be made to direct sensitive development away from land at risk of flooding at IP032. SUDS should be incorporated into the development at each site.	Policy DM4 applies the NPPF flood risk hierarchy and this should ensure that sensitive development is located away from land at risk of flooding at IP032. This policy also supports the use of SuDS wherever practicable.
14	IP005, IP032 & IP140	Development at each IP140, IP005 and IP032 should adopt a high-quality design that incorporates well-distributed GI and vernacular architecture to help reduce adverse impacts on the local character and enhance the contribution of IP005.	The site sheets for IP140 and IP032 both reference the need to consider the cumulative impacts on the conservation area with the development of adjacent site IP005. Development will need to demonstrate that it has integrated this design principle.
4	IP029, IP033 & IP165	A noise assessment may be required for each site, particularly IP029 and in relation to the A14 and the railway line. Situate new homes as far back as possible from main roads – for sites IP029 and IP033 the open space elements should be located between the roads and housing in order to situate residents at the furthest distance from the roads. GI should be incorporated into all sites to help screen potential light and noise pollution and filter out air pollutants.	The typology of uses on IP039 and IP033 have been deliberately set to incorporate the noise constraints identified. It is anticipated that the open space uses will be located closer to the relevant noise sources to situated residents as far away as possible. The benefits of green infrastructure as means of mitigation of pollutants are highlighted in DM3 and DM18.
11	IP029, IP033 & IP165	It is considered to be likely that the proposed development at IP029 and IP033 each location could avoid land at risk of flooding given its relatively small extent. A flood risk assessment may be required for each site. SUDS should be incorporated in the proposed development at each site.	Policy DM4 advocates the use of the NPPF flood risk hierarchy which includes avoiding development on areas at higher risk of flooding. Policy DM4 supports the use of SuDS wherever practicable.

13	IP029, IP033 & IP165	Appropriate ecological surveys should be conducted at each site prior to development, including of the pond adjacent to the south western perimeter of IP033, to determine the presence of protected flora and fauna.	Policy DM8 will apply to any development on this site and this will need to consider the impact on the adjacent pond.
11	IP059a&b & IP061	Development at IP059a&b could avoid land at risk of flooding through a careful layout. A flood risk assessment may be needed for all sites given their size. SUDS should be incorporated into the proposed development at all sites.	Policy DM4 advocates the use of the NPPF flood risk hierarchy which includes avoiding development on areas at higher risk of flooding. Policy DM4 supports the use of SuDS wherever practicable.
14	IP059a&b & IP061	Development at IP061 should seek to adopt a high-quality design, vernacular architecture, screening and excellent GI comprised of a diverse range of native species that help to minimise adverse impacts on the setting of Crane Hall. IP059a&b would require archaeological investigation. This investigation should be concluded prior to development. This potentially identify previously unknown archaeological remains and make a positive contribution to Ipswich's historic environment.	Policy DM12 requires a high standard of design quality to be achieved in new development. Policy DM13 will apply and this will ensure the setting of the Listed Building at Crane Hall is preserved as part of any development of IP061. Policy DM14 will require archaeological investigations where appropriate, such as site IP059a&b.
11	IP105 & IP135	A flood risk assessment should be provided for IP105. SUDS should be incorporated into the development. Development should avoid land at risk of flooding within the site as much as possible.	Policy DM4 advocates the use of the NPPF flood risk hierarchy which includes avoiding development on areas at higher risk of flooding.
13	IP105 & IP135	SUDS should be incorporated into the development at IP105. Careful management of runoff during construction is necessary to help avoid contamination or pollution of the waterway.	Policy DM4 supports the use of SuDS wherever practicable. The reasoned justification explains that these will need to be designed sensitively in areas at risk of contamination and this is also encapsulated under policy DM18.
14	IP105 & IP135	A high-quality design, the incorporation of GI, screening and vernacular architecture would help to ensure IP135 makes a more positive contribution towards the setting of the Listed Building.	Policy DM12 requires a high standard of design quality to be achieved in new development. Policy DM13 will apply and this will ensure the setting of the Listed Building at Suffolk Record Office is preserved as part of any development of IP135.

4	IP221	Consideration should be given to alleviating potential noise disturbance from the public house. GI should be incorporated into the site to help screen potential light and noise pollution and filter out air pollutants.	Policy DM18 will apply to any development of this site and this will require the impact of noise from the redevelopment of the pub on any adjacent or on-site residential occupiers to be assessed and mitigated if necessary.
4	IP067b	Consideration should be given to ensuring workers are not situated in an area of harmful levels of noise and air pollution emanating from the nearby industrial area and tarmac manufacturer.	Policy DM12 seeks to provide a high-quality environment in future developments. Policy DM18 will apply and this will require appropriate noise assessments and for it to be demonstrated that future users will have an acceptable working environment in terms of noise. Policy DM3 will need to be adhered to and this focuses on air quality impacts.
14	IP132, IP205 & IP136	The Grade II Listed Building within close proximity to site IP132 should be investigated and if possible regenerated as part in the development. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	The listed building of 4 College Street is cited in the site sheet and this encourages the repair and reuse of this building which is on the County's Building at Risk Register. In addition, policy DM13 requires the setting of any heritage assets, which includes those adjacent to the site, to be preserved or enhanced.
14	IP035, IP211 & IP206	The listed buildings and scheduled monument within IP035 should undergo archaeological investigation and where possible integrated into the design of the site. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	The listed building of 1-5 College Street and the Scheduled Monument of Wolsey's Gate are both cited in the site sheet. The importance of reusing and repairing 1-5 College Street and the sensitivity of the Wolsey's Grange are both highlighted in the development principles section of the site sheet. Policies DM13 and DM14 will also apply to any development on this site which requires heritage assets to be preserved or enhanced and the appropriate assessment of the archaeological significance of the site.

14	IP011a, IP089 & IP074	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building. In addition, the Scheduled Monument at IP011a should undergo archaeological investigation and where possible integrated into the design of the site.	The sensitivity and importance of the Scheduled Monument, including the need for archaeological investigation, is cited in the site sheet and also required by way of policy DM14.
13	IP012 & IP043	Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.	Policy DM9 requires tree planting to take account of its context including opportunities to retain existing and plant new appropriate riparian trees where possible. In addition, policy DM10 requires development close to the river bank of the blue corridor to include tree planting.
14	IP012 & IP043	The Grade II Listed Building not currently accounted for in the design of IP043's boundary should be integrated into the site's design. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	The Grade II Listed Building of the Jewish Burial Ground has been purposefully excluded from development as it is not appropriate to develop this. The site sheet recognises that the setting of this listed building will need to be preserved and enhanced as part of any future development. Policy DM13 will require the setting of the Listed Building on-site, as well as those adjacent, to be preserved or enhanced.
15	IP012 & IP043	In addition, the development at IP043 should try to accord with the local architecture along the adjacent, Fore Street.	Policy DM12 requires development to respond positively to its surrounding character and context and the site sheet provides detailed guidance for how to achieve this.
11	IP051, IP004 & IP096	All developments in Flood Zone 3 would require an FRA. Due to the scale of the development in IP096, a flood risk assessment may be required. Where possible, each site should be designed to avoid areas of highest flood risk.	It is anticipated that the development of IP096 will require a flood risk assessment. Pending application 19/00768/FUL
13	IP051, IP004 & IP096	IP096 and IP004 should be designed to have the smallest possible impact on the nearby LNR. Best practice should be	Policy DM8 would apply to both of these sites which requires new development to

		employed to prevent contamination or pollution of the Canals in line with EA Guidance, including by managing surface runoff. Green infrastructure buffering the site from the River should be incorporated into the development to naturally manage runoff and protect water quality as well as to increase the local extent of riparian habitat.	incorporate biodiversity net gain and avoid any adverse impact on nearby Local Nature Reserves. The Environment Agency will be consulted as part of any application and in accordance with policy DM18 applicants will need to demonstrate that there would be no adverse impact in terms of contamination. In addition, the site sheets acknowledge the possible risk of contamination on these sites.
14	IP051, IP004 & IP096	The design of IP096 should accord with the local residential character.	Policy DM12 will apply and this will require development to respect the local residential character in design.
15	IP051, IP004 & IP096	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	Policy DM13 will apply to developments on sites where there are heritage assets on or within close proximity to the site. This will require the setting of Listed Buildings to be assessed.
14	IP245, IP172 & IP214	The design of each site, where possible, should accord well with the nearby Listed buildings.	Policy DM13 will apply to developments on sites where there are heritage assets on or within close proximity to the site. This will require the setting of Listed Buildings to be assessed.
14	IP159, IP047, IP015 & IP094	The design of IP015, where possible, should accord well with the nearby Listed Buildings. High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	The need to respect and consider the impact of any development of IP015 on the Grade II Listed Maltings Building is explained in the site sheet in considerable detail.
10	IP149	The Country Park should encourage the use of sustainable transport, through the extension of existing bus routes and provision of electric car charging points at the site's car parking facilities.	Policy DM21 requires electric car charging in accordance with the Suffolk Guidance for Parking SPD (2019) document (2019). This policy also requires development to prioritise sustainable transport modes (walking, cycling, buses).

11	IP149	To reduce flood risk the country park should consider the use of green infrastructure and SUDS and manage the public's access to specified regions during times of flooding.	Policy DM4 will apply to any development of this site and the use of green infrastructure is a potential option to manage flood risk.
14	IP149	Visitors to the country park should be provided with good access to the heritage asset and information on its historical value.	It is anticipated that access to the heritage asset would be enhanced and information on it provided to any visitors.
18	IP149	The development and management of the country park should seek to improve accessibility.	Policy DM21 seeks to ensure safe and suitable access for all users and enhance facilities and routes.
4	IP098, IP042 & IP142	The proposed development at IP098 and IP042 should have noise and air quality assessments. GI should be incorporated into development to help screen new homes from light pollution and help to provide a filter of air pollutants. New homes should be situated as far back from the road as possible to help reduce the effects of pollution. reduce the effects of pollution. In addition, the residential development of IP042 will remove a source of pollution from IP098, through the replacement of an HGV yard.	Policies DM18 and DM3 will apply to development on these sites which require noise and air quality respectively. The use of green infrastructure as a means of screening artificial light and filtering air pollutants is recognised for these qualities in each of the respective policies. Policy DM18 also advocates the use of careful site planning to try and situate noise-sensitive uses as far from noise pollutants as possible.
11	IP098, IP042 & IP142	All developments in Flood Zone 3 would require an FRA. To reduce flood, risk the development should be designed to include green infrastructure and SUDS. IP042 an IP098 should be designed to avoid areas of highest flood risk.	Policy DM4 advocates the use of the NPPF flood risk hierarchy which includes avoiding development on areas at higher risk of flooding. This policy also promotes the use of SuDS wherever practicable.
14	IP098, IP042 & IP142	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Buildings.	Policy DM13 will apply to developments on sites where there are heritage assets on or within close proximity to the site. This will require the setting of Listed Buildings to be assessed.
14	IP039a, IP133 & IP188	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	Policy DM13 will apply to developments on sites where there are heritage assets on or within close proximity to the site. This will

			require the setting of Listed Buildings to be assessed.
7	WCL & TL	Improvements to public transport links to the new residential areas may help to limit increases in air pollution associated with road transport.	Policy DM21 seeks to prioritise pedestrian, cycle and public transport links to new residential areas. Policy DM3 may also require this to be incorporated as part of the overall mitigation strategy for managing impacts of air quality.
14	WCL & TL	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Buildings.	Policy DM13 will apply to developments on sites where there are heritage assets on or within close proximity to the site. This will require the setting of Listed Buildings to be assessed.
16	WCL & TL	Public transport links and cycle paths to the key employment areas should be developed to encourage the use of sustainable transportation.	Policy DM21 seeks to prioritise pedestrian, cycle and public transport links to key employment areas as a way of encouraging sustainable transport. These would be applied to any development of these areas.
13	IP003	In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors. Decreasing the housing density for this site should be considered.	Policy DM8 requires development to demonstrate that there is no adverse impact on Local Nature Reserves. The housing density is considered to be appropriate for this site and is in accordance with the density thresholds for the Portman Quarter.
16	IP003	The site is primarily designated as a residential which will lead to the loss of an active employment site (1 ha+) - Aston Car Sales, CEMEX Ipswich Concrete Plant and BTN Auto Electrics. However, the employment provision from these businesses would not be lost from the Borough as development would only proceed if these businesses are relocated.	The Borough has provided employment land in excess of its identified minimum need (23.2ha) and subsequently the loss of employment at this site is considered to be acceptable in this particular instance.
13	IP011b	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green	Policy DM8 requires development to incorporate biodiversity net gain which may include native plant species, green roofs and

		roofs. Decreasing the housing density for this site should be considered.	enhancements to wildlife corridors in the surrounding area if appropriate. The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.
14	IP011b	The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site and this also requires a Heritage Statement. Policy DM14 regarding archaeology would also have to be adhered to.
15	IP011b	A high-quality design that closely considers the existing local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. Decreasing the housing density for this site should be considered. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs, for lights fitted on the outside of homes, should also be considered.	Policy DM12 applies high-quality design criteria and supports the incorporation of GI to positively contribute to the local character. Policy DM18 considers artificial light pollution and can be applied to new development for any external lighting, as appropriate. The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.
13	IP011c	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.	Policy DM8 requires development to incorporate biodiversity net gain which may include green infrastructure, such as green roofs and enhancements to wildlife corridors in the surrounding area if appropriate. The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.

14	IP011c	The proposed Development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site and this also requires a Heritage Statement. Policy DM14 regarding archaeology would also have to be adhered to.
15	IP011c	Decreasing the housing density for this site should be considered. A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs for lights, fitted on the outside of homes, should also be considered.	Policy DM12 applies high-quality design criteria and supports the incorporation of GI to positively contribute to the local character. Policy DM18 considers artificial light pollution and can be applied to new development for any external lighting, as appropriate. The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.
13	IP014	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.	Policy DM8 requires development to incorporate biodiversity net gain which may include green infrastructure, such as green roofs and enhancements to wildlife corridors in the surrounding area if appropriate. The site is within the Waterfront Area and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.
14	IP014	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Scheduled Monument and Listed Buildings.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.

13	IP028b	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site should be considered.	Policy DM8 requires development to incorporate biodiversity net gain which may include green infrastructure, such as green roofs and enhancements to wildlife corridors in the surrounding area if appropriate. The site is within the Town Centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate.
14	IP028b	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Scheduled Monument and Listed Buildings. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site and this also requires a Heritage Statement. Policy DM14 regarding archaeology would also have to be adhered to.
14	IP040	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.
14	IP041	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.
14	IP045	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.

14	IP048a	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site and this also requires a Heritage Statement. Policy DM14 regarding archaeology would also have to be adhered to.
14	IP048b	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings. A Heritage Statement should be provided, and careful consideration should be given to opportunities for protecting and enhancing the value of sensitive heritage assets related to the below ground Saxon archaeology.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site and this also requires a Heritage Statement. Policy DM14 regarding archaeology would also have to be adhered to.
18	IP048c	The public open space within the development should be designed to include green infrastructure, such as SUDS, wildlife corridors and green roofs.	Policy DM6 requires new open spaces to provide ecological enhancements as part of their design and implementation.
14	IP054b	The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular architecture that accords well with the nearby Listed Buildings and Scheduled Monument.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.
16	IP054b	The site is a mixed-use space and therefore employment opportunities could be generated onsite.	No action necessary.
18	IP054b	The public open space within the development should be designed to include green infrastructure, such as SUDS, wildlife corridors and green roofs.	Policy DM6 requires new open spaces to provide ecological enhancements as part of their design and implementation.
10	IP064	Energy and Sustainability Statements should be included in the site's planning application to determine the likely energy consumption of the development proposal during construction and operation and to identify and seek out opportunities for	Policies DM1 and DM2 would be applied to any major residential development and these two statements would be required through this policy as a result.

		improving energy efficiency and employing low-carbon and renewable energy technologies.	
13	IP064	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Appropriate ecological surveys of the Site, including of mature trees that could be supporting bats and the waterbody (big pond) to the east of the Site, should be conducted prior to development.	Policy DM8 requires development to incorporate biodiversity net gain which may include native plant species, green roofs and enhancements to wildlife corridors in the surrounding area if appropriate. It also requires appropriate ecological surveys to be carried out prior to development. The site-specific considerations in terms of ecology are emphasised in the site sheet.
14	IP064	Holywells Park Conservation Area is adjacent to the site. Given the views from the heritage asset are currently screened by linear mature trees, the development proposal could potentially be altered to a minor extent if the scale of the development were below the current treeline.	The relationship between the conservation area and the site, including its tree lined boundary, are noted in the site sheet. Any development would need to adhere to these principles and also comply with policy DM13.
15	IP064	Hedgerows and trees delineating the site perimeter with the Conservation Area should be preserved. A spacious layout and a design that accords with existing local townscape and landscape, in addition to the incorporation of green infrastructure into the development proposal, would be likely to help ensure that the impacts on views or the setting of this heritage asset would be negligible.	Policy DM9 will be applied which requires trees to be preserved unless replacement planting can be secured. Policies DM12 and DM13 will also apply and require a high-quality design and for the impacts on the views from the Conservation Area to be preserved or enhanced.
17	IP067a	Ensure pedestrian and cycle access from the site to town and retail centres should be provided for.	Policy DM21 seeks to prioritise pedestrian, cycle and public transport routes to and from developments.
6	IP119	Careful consideration should be given to the potential impacts of the development proposal on the quality of the nearby waterbody, particularly during the construction phase. Dust or other contaminants entering the waterbody through surface runoff should be prevented and the local water table should remain unaltered by development. To avoid contamination of groundwater, the development proposal should give close	Policy DM18 includes contamination as a consideration and development will therefore need to demonstrate that there would be no contamination of groundwater, including from dust. In addition, policy DM4 requires SuDS and also provides further information on how these should be used on contaminated land.

		consideration to preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.	
14	IP119	Given the lay of the land and distance of the Listed Buildings from the heritage asset, the score could potentially be altered to a minor extent/neutral impact. A spacious layout and a design that accords with the existing local townscape, in addition to retaining the linear rows of trees along the River Gipping and incorporation of green infrastructure in to the development proposal would likely help to ensure that impacts on views or the setting of this heritage asset would be negligible.	The site sheet highlights the key design considerations and the importance of preserving the relevant heritage assets. Policy DM13 would also apply to any development on this site.
15	IP143	A spacious layout, high quality design and green infrastructure should be incorporated into the design to help ensure the Site makes a positive contribution to the local character. Existing green infrastructure, including trees and hedgerow delineating the site perimeter, should be preserved.	Policy DM12 will apply to the development of this site which requires a high-quality standard of development and promotes the use of green infrastructure. Policy DM9 seeks to preserve existing green infrastructure unless replacement planting is provided.
4	IP226	Use of environmental screening to reduce air, noise and light pollution from Cliff Road, Patterson Road and Ship Launch Road and the surrounding industrial sites.	Policy DM18 will apply to development on this site and this will require noise and light pollution from the surrounding industrial sites to be mitigated adequately. Policy DM3 will apply if the levels of air quality on or around the site are considered to be harmful and will require mitigation to be included accordingly.
10	IP226	Energy and Sustainability Statements should be included in the site's planning application to determine the likely energy consumption of the development proposal during construction and operation and to identify and seek out opportunities for	Policies DM1 and DM2 will apply to major developments and these will necessitate the need for Energy and Sustainability Statements to demonstrate compliance with these policies.

		improving energy efficiency and employing low-carbon and renewable energy technologies.	
14	IP226	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Conservation Area and Listed Buildings.	Policy DM13 requires the impact on heritage assets to be addressed and for the setting of these to be preserved or enhanced.
15	IP226	Trees within the existing site should be preserved. Additional green infrastructure should be incorporated into the development proposal, in addition to a spacious layout and vernacular architecture that helps to ensure the site is in keeping with the local townscape.	Policy DM9 requires trees to be preserved unless appropriate 2 for 1 replacement planting is provided. Policy DM12 will apply and this requires a high standard of design quality.
3	IP150c	The site should be designed and laid out in a manner that helps to avoid and minimise air, noise and light pollution for nearby residents. Green infrastructure should be incorporated into the development to assist with this.	Policies DM18 and DM3 will apply to development on these sites which require noise, light and air quality respectively. The use of green infrastructure as a means of screening artificial light and filtering air pollutants is recognised for these qualities in each of the respective policies. Policy DM18 advocates the use of site planning to minimise any impacts.
13	IP279a	In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors.	Policy DM8 requires development to demonstrate that there is no adverse impact on Local Nature Reserves.
4	IP279b(1) & IP279b(2)	IP279B(1) should have a noise and air quality assessment. Green infrastructure screening to reduce light pollution from the adjacent A-road should be incorporated into the development. To reduce air pollution set houses as far back from the main road as possible and use landscaping.	Policies DM18 and DM3 will apply to development on these sites which require noise, light and air quality respectively. The use of green infrastructure as a means of screening artificial light and filtering air pollutants is recognised for these qualities in each of the respective policies. Policy DM18 advocates the use of site planning to minimise any impacts.

13	IP279b(1) & IP279b(2)	In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors.	Policy DM8 requires development to demonstrate that there is no adverse impact on Local Nature Reserves.
14	IP279b(1) & IP279b(2)	It may be appropriate to ensure that archaeological studies or investigations of the site are completed prior to construction.	Policy DM14 will apply and this requires appropriate archaeological investigations. The site sheet encourages early pre-application discussions with Suffolk County Council Archaeological Service to agree the scope of the required assessment.
13	IP309	In order to maintain habitat connectivity and enhance biodiversity the site should be designed to have the smallest possible impact on the neighbouring LNR (e.g. through pollution) and should include green infrastructure, such as wildlife corridors.	Policy DM8 requires development to demonstrate that there is no adverse impact on Local Nature Reserves.
13	IP031a	The Construction phase should avoid contamination or pollution of the adjacent river. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site could be considered.	Policy DM18 includes contamination as a consideration and development will therefore need to demonstrate that there would be no contamination of groundwater. In addition, policy DM4 requires SuDS and also provides further information on how these should be used on contaminated land. The site, although strictly outside the Town Centre and Waterfront Area, is situated in a highly sustainable location as it close to the train station and has services and facilities within walking distance. Therefore, in this instance, a higher density is considered to be appropriate.
1	IP031b	Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell, for example though the provision of Upper River	The application that has been given a motion to approve subject to S106 agreement does not include recreational access to the river. As this represents the likely form of development

		Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities.	on this site it is not considered appropriate to reference the delivery of enhanced access on the site sheet.
13	IP031b	The Construction phase should avoid contamination or pollution of the adjacent river. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff. In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Decreasing the housing density for this site could be considered.	Policy DM18 includes contamination as a consideration and development will therefore need to demonstrate that there would be no contamination of groundwater. In addition, policy DM4 requires SuDS and also provides further information on how these should be used on contaminated land. The site, although strictly outside the Town Centre and Waterfront Area, is situated in a highly sustainable location as it close to the train station and has services and facilities within walking distance. Therefore, in this instance, a higher density is considered to be appropriate.
14	IP031b	As per the site sheet for this site, the proposed development should have regard to the domestic scale of existing architecture within the Stoke Conservation Area and should take its architectural influences in terms of height, massing and design from the hamlet of Stoke, rather than seeking to continue the more industrial scale of development found to the north east along the waterfront.	This is referenced in the site sheet and development will need to adhere to these principles where appropriate.
11	IP037	All developments in Flood Zone 3 would require an FRA. To reduce flood risk the site should be designed to include green infrastructure and SUDS. Appropriate flood defence mechanisms agreed in advance with the EA should also be incorporated.	The site sheet references the need to accord with the Council's Flood Risk and Development SPD. Policy DM4 will apply to any development of this site and this will require an FRA, SuDS and EA will be consulted as part of any development proposals. In addition, the site falls within Opportunity Area A which recognises the need for the site to be masterplanned and this will consider the issue of flood risk.

13	IP037	It is considered to be unlikely that the operation and occupation phases of the proposed development would pose a greater risk to the wildlife site more than the site's current use does. However, the construction phase poses a risk to the wildlife site through pollution or contamination. Best practice should be employed to prevent contamination or pollution of the river in line with EA Guidance, including by managing surface runoff.	Policy DM18 will apply and this requires appropriate assessment and remediation of any contamination including from surface water run-off. The Environment Agency would be consulted as part of any application. In addition, the site sheet highlights the likely contamination of the site.
14	IP037	A high-quality design should be adopted, along with vernacular infrastructure and blue and green infrastructure throughout the Site to help ensure it makes a positive contribution to the local character as well as on views from sensitive heritage assets. A heritage statement may be required in light of the area of archaeological importance.	The site sheet highlights the key heritage assets, including archaeology, that will need to be considered as part of any development. In addition, the masterplanning process will consider the impact on any sensitive heritage assets. Policies DM13 and DM14 would also apply to any development in terms of heritage assets and archaeological significance.
13	IP066	In order to enhance biodiversity, the site should be designed to include green infrastructure, such as wildlife corridors and green roofs. Particular consideration should be given to protecting green infrastructure, including trees on the Site's southern perimeter, that are likely to functionally linked with the wildlife site.	The site sheet highlights the biodiversity considerations of the site and recommends that to achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 are incorporated into future development. Policy DM8 will apply to any development and this requires any biodiversity enhancements to consider links to existing areas of wildlife importance and connect to these where possible. Policy DM9 requires existing trees to be retained unless replacement planting on a 2 for 1 basis is provided.
14	IP066	High-quality designs, incorporation of GI, screening and vernacular architecture would help to ensure the developments make a positive contribution towards the setting of the Listed Building.	Policy DM12 will apply which requires development to provide a high-quality design and respond positively to its surrounding context. The nearest Listed Building, Upland Gate, is a considerable distance from the

			application site and is unlikely to be materially affected by any proposed development on this site.
1 & 2	Humber Doucy Lane	Ensure that the scale of affordable housing delivered at this location conforms with, or exceeds, the affordable housing requirements established for the site in Policy CS12.	Policy ISPA4 states that development will need to include at least 30% affordable housing. This is higher than the minimum 15% set by CS12. This increase is due to the findings of the Whole Plan Viability Assessment.
3	Humber Doucy Lane	Access for pedestrians and cyclists should be provided at the site to surrounding communities and places of work.	Policy ISPA4 states that transport measures, including walking and cycling infrastructure to link to key destinations including the town centre need to be incorporated as part of any future development/
6	Humber Doucy Lane	Development in the area should seek to avoid coinciding or being adjacent with a natural watercourse. To avoid contamination of groundwater, the development proposal should consider preventing potential pollution during the construction and operation phases, which may require monitoring. Appropriate waste storage and disposal during the construction and occupation phases will be essential to preventing contamination and so a Site Waste Management Plan should be provided. SUDS should also be incorporated into the Development to control surface water runoff.	Policy DM18 includes contamination as a consideration and development will therefore need to demonstrate that there would be no contamination of groundwater. In addition, policy DM4 requires SuDS and also provides further information on how these should be used on contaminated land. Policy ISPA4 also identifies the need for the site to be masterplanned and this will consider the potential to avoid locating development on or adjacent to any natural watercourse.
7	Humber Doucy Lane	To reduce air pollution the development should include electric charging points and establish travel plans that could include car sharing initiatives and public transport.	The reasoned justification of policy ISPA4 highlights the need for delivering a strong travel plan and other sustainable measures, which may include electric vehicle charging points, public transport and car sharing initiatives, to facilitate a modal shift.
8	Humber Doucy Lane	The proposed development should seek to make an efficient use of land where appropriate. Sustainable soil management techniques should be adopted during the construction phase	Policy ISPA4 identifies the need for masterplanning which will factor in seeking to

		with best efforts made to reduce compaction, erosion and contamination of soils.	make the most efficient use of land where possible.
9	Humber Doucy Lane	Promote the use of recycled/ reused materials in order to decrease the demand on raw materials during construction and provide on-site waste separation facilities wherever possible. In addition, new residents should be provided with good access to waste recycling facilities.	Policy DM1 promotes the use of sustainable construction methods which may include the re-use/ recycling of materials. Waste recycling facilities will be expected for new residential developments as per policy DM12.
10	Humber Doucy Lane	To reduce air pollution the developments should be designed to maximise energy efficiency, through sustainable design and renewable energy.	Policies DM1 and DM2 would apply to any development and these requires high standards of sustainability and to incorporate renewable energy.
11	Humber Doucy Lane	To reduce future flood risk the development should be designed to include green infrastructure and SUDS.	Policy DM4 would apply to any development of this site and the incorporation of SuDS would be expected. The site sheet and policy ISPA4 highlight the need to include green infrastructure.
13	Humber Doucy Lane	In order to maintain habitat connectivity and enhance biodiversity green infrastructure comprised of a diverse range of natural species should be incorporated into the Development. Existing green infrastructure, including hedgerow, scrubland and trees should be preserved and incorporated into the proposed Development to help conserve the Site's wildlife corridor capacity.	Policy ISPA4 requires development on this site to incorporate biodiversity net gain and to incorporate a green trail which also has a wildlife function.
14	Humber Doucy Lane	The proposed development should seek to adopt a high-quality design and a considerate layout that seeks to preserve views for local receptors. A large quantity of high-quality green infrastructure should be incorporated throughout along with vernacular architecture that help to ensure the broad area makes a positive contribution to the setting of nearby heritage assets.	Policy ISPA4 and the site sheet highlight the importance of a high-quality design and the incorporation of green infrastructure. It also identifies the need for strategic green infrastructure include Suitable Accessible Natural Greenspace (SANG). The need to preserve the nearby heritage assets is highlighted in the policy wording and site sheet.

15	Humber Doucy Lane	The proposed development should seek to adopt a high-quality design and a considerate layout that seeks to preserve views for local receptors. A large quantity of high-quality green infrastructure should be incorporated throughout along with vernacular architecture that help to ensure the Development makes a positive contribution to the local landscape and townscape character. To reduce light pollution smart lighting systems should be considered in the site design.	Policy ISPA4 and the site sheet highlight the importance of a high-quality design and the incorporation of green infrastructure. It also identifies the need for strategic green infrastructure include Suitable Accessible Natural Greenspace (SANG). Light pollution will be considered as part of the high-quality design aspect in terms of respecting the countryside setting.
19	Humber Doucy Lane	Provision should be made for ultra-fast and full-fibre internet speeds, with consideration also given to the future need of 5G.	Policy DM34 will apply and this requires development to provide the most up to date digital communications technology.
7	IP347, IP348, IP049 & IP010a	Users of the car park should be provided with access to electric car charging points to facilitate the use of low-emission vehicles. Safe and convenient pedestrian and cycle access into retail areas should be provided for the use of shoppers and workers to encourage walking and cycling.	Policy DM21(c) requires electric vehicle charging points to be incorporated in accordance with the Suffolk Guidance for Parking document. Policy DM21(h) seeks to prioritise pedestrian and cycle access.
14 & 15	IP347, IP348, IP049 & IP010a	The design of the car park should be of high quality to ensure it avoids adverse impacts on the local setting and townscape as much as possible. Incorporating green infrastructure could help it to have a positive impact on views and to screen the development.	Policy DM12 would apply to the development of the car park and this will require a high standard of design quality. This policy also advocates the use of green infrastructure to help with views and screen development where appropriate.
18	IP347, IP348, IP049 & IP010a	Electric car charging points should be made accessible to users of the car park. Safe pedestrian and cycle routes from each retail site into central areas and Ipswich Railway Station should be provided for.	Policy DM21(c) requires electric vehicle charging points to be incorporated in accordance with the Suffolk Guidance for Parking document. Policy DM21(h) seeks to prioritise pedestrian, cycle and public transport access.
14	IP052	Decreasing the housing density for this site should be considered. The proposed development should seek to adopt a spacious layout and design that is consistent with the local landscape and townscape character with a vernacular	The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. As a result, the proposed high density in this location is considered appropriate. The

		architecture that accords well with the nearby Listed Buildings and Scheduled Monument.	heritage assets including the Scheduled Monument are identified on the site sheet. In addition, policies DM13 and DM14 would apply to any development.
15	IP052	A high-quality design that closely considers the exiting local setting and incorporates vernacular architecture and green infrastructure would help to ensure the proposed Development makes a positive contribution towards the local townscape character. Decreasing the housing density for this site should be considered. To reduce light pollution smart lighting systems should be considered in the site design. Controls on the strength of light bulbs, for lights fitted on the outside of homes, should also be considered.	Policy DM12 would apply to any development and this requires a high standard of design quality and advocates the use of green infrastructure as a way of helping to achieve this. The site is within the town centre and policy DM23 has a minimum density of 90dph in this location. Policy DM18 will apply to any development in terms of ways of limiting light pollution.
13	IP034	Development at this location should incorporate green infrastructure of a scale, mix and layout that best supports the biodiversity value of nearby wildlife sites and reserves.	Policy DM8 will apply and this requires biodiversity net gain to be incorporated into new development which may include green infrastructure.
11	IP125	A flood risk assessment for the site may be appropriate. SuDS could be incorporated into the development. GI could be employed to provide a natural flood risk alleviation scheme. Through careful layout of the development, land at risk of surface water flooding could be avoided.	Policy DM4 will apply and this supports the use of SuDS where practicable. Policy DM12 advocates the use of green infrastructure in new developments from a design perspective and this can also be incorporated into any flood mitigation strategy. Policy DM4 follows the NPPF hierarchy in terms of flood risk and this seeks to locate development on land least at risk of flooding. Only a small part of the site (south-west corner) is located in an area at surface water flood risk.
14	IP125	Development should be of a high-quality and visually attractive design that accords with the nearby heritage assets' and historic area's setting. It may be necessary to determine the need for archaeological surveys of the site prior to construction.	Policy DM12 will require a high quality of design. There are no heritage assets in the immediate vicinity of the site. The site is not in an area of archaeological importance and policy DM14 will apply to any development if it

			is deemed by the County Council Archaeological Unit that archaeology work is needed.