

Item 02

Application No. IP/24/00359/OUTFL

Ward: GIPPING

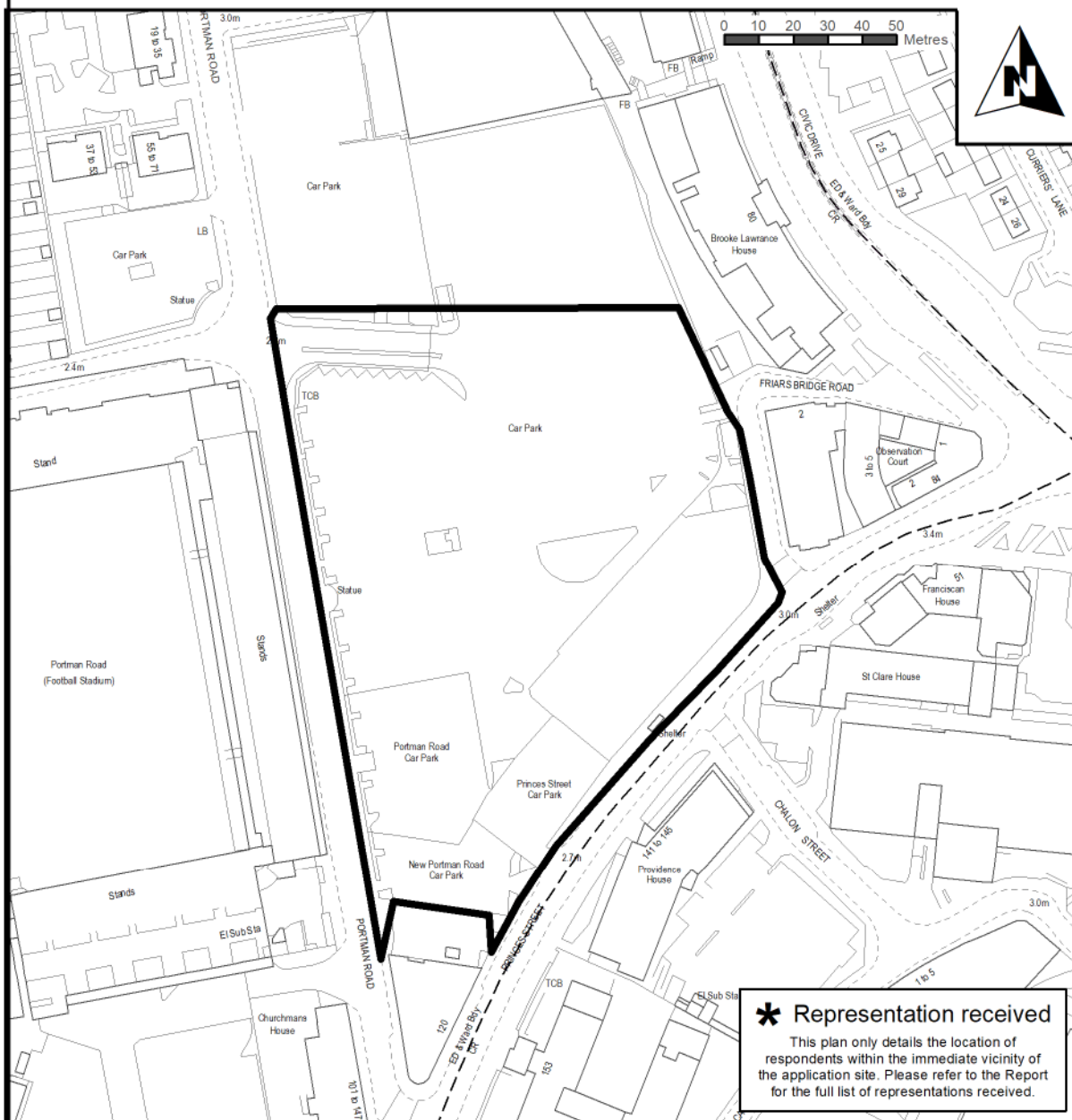
Proposal: Hybrid planning application comprising: Outline planning permission (all matters reserved except for access) for highway works (including provision of a new pedestrian route from Portman Road); creation of a public realm, landscaped areas and associated infrastructure works. Full planning permission for a new Aquatics Centre, associated access, car parking, and associated landscaping and public realm.

Address: Redevelopment Site, Portman Road,

Applicant: Handford Developments

Agent: Cheryl Peel

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IP/24/00359/OUTFL - Redevelopment Site, Portman Road

Recommendation

A. The completion of a legal agreement securing the following contributions together with necessary legal fees (index linked)

1. A Traffic Regulation Order Contribution of £15,000 (Index linked) is required to cover the County Council's costs in administering the necessary Traffic Regulation Order to remove the existing car parking bays on Friars Bridge Road and implementing additional parking restrictions.
2. A Travel Plan Evaluation and Support Contribution is required to cover the County Council's cost in evaluating and monitoring the Travel Plan for the lifetime of the approved plan. A £1,200 (RPI index linked on an annual basis) per annum contribution needs to be payable prior to the approval of the Full Travel Plan and annually thereafter for a minimum of five years.

B. Grant planning permission subject to the following conditions (briefly):-

1. Development to be in accordance with approved plans.
2. Details of external materials to be submitted for approval.
3. Remediation Strategy to be submitted and approved.
4. Details of appropriate flood resistant/resilient measures, and flood evacuation plan.
5. No development shall commence until details of the strategy for the disposal of surface water on the site have been submitted to and approved.
6. No development shall commence until details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site have been submitted to and approved.
7. No development shall commence until details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction.
8. Within 28 days of practical completion, surface water drainage verification report shall be submitted to the Local Planning Authority, detailing and verifying that the surface water drainage system has been inspected and has been built and functions in accordance with the approved designs and drawings.
9. Details of an Operational Management Plan to be submitted and approved.
10. Details of hard and soft landscaping, including maintenance, to be submitted and approved.
11. Development to be undertaken in accordance with recommendations in the submitted Air Quality and Dust Risk Assessment.
12. Details of renewable/low-carbon energy to be submitted and approved, in accordance with policy DM2.
13. Details of a precautionary working method statement (PWMS) to be submitted regarding felling of trees.
14. Pre-commencement submission of a Habitat Management and Monitoring Plan to be submitted and approved.
15. No part of the development permitted by this consent shall be commenced until the multi-storey car park permitted through Planning Permission IP/20/00398/OUT13 has been completed and is available for public use.
16. No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Friars Bridge Road has been submitted to and approved.
17. No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Princes Street (between the site access and Handford Road) has been submitted to and approved.
18. No part of the development shall be commenced until details of a scheme to improve local bus stop infrastructure have been submitted to and approved.
19. Notwithstanding the details presented within submitted Drawing Number SK01 Revision B, no part of the development shall be commenced until details of the proposed access from Princes Street (including the position of any gates to be erected and visibility splays to be provided) have been submitted to and approved.
20. Before the access is first used visibility splays shall be provided as shown on Drawing Number SK01 Revision B with an X dimension of 2.4 metres and a Y dimension of 43 metres

(tangential to the nearside edge of the carriageway) and thereafter retained in the specified form.

21. Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water.
22. Before the development is commenced details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles shall be submitted to and approved.
23. Notwithstanding the details presented within submitted Drawing Number 15774 - DB3 -B01 - ZZ - DR - A - 90004 Revision C, before the development is commenced details of the areas to be provided for accessible parking provision shall be submitted to and approved.
24. Before the development is commenced details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved.
25. Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved.
26. No part of the development shall be commenced until a photographic condition survey of the highway fronting and near to the site has been submitted to and approved.
27. Prior to first occupation, details of the travel arrangements to and from the site for employees and customers in the form of an Interim Travel Plan shall be submitted for the approval in writing.

C. Grant outline planning permission subject to the following conditions (briefly):-

1. Submission of reserved matters (Layout, Appearance, Scale, Landscaping) to be within set timeframes.
2. Details of hard and soft landscaping for pocket park, including maintenance and management, and boundary treatment.

D. That in the event that an agreement has not been satisfactorily completed within a period of 6 months (or other time frame as may be agreed) from the date of this resolution, the Head of Planning and Development be authorised to refuse hybrid planning permission on the grounds (briefly) that the requirements necessary to make the development acceptable in planning terms have not been secured through a s106 legal agreement contrary to policies DM21 and CS17 of the Ipswich Core Strategy and Policies DPD Review (2022).

Informatives (to include):-

1. Statutory biodiversity gain condition requirement.

The application is referred to the Planning and Development Committee as the Council is both the applicant and the landowner of the site, in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992.

1. Proposal

- 1.1. The application site is currently, in the main, various public pay and display surface car parks. Portman Road C car park is a long stay public pay and display surface car park with spaces for 562 cars, 4 blue bay spaces and 10 motorbike bays. It is open 24 hours and charges for car parking from 8am to 10pm. The site also includes a smaller temporary Ipswich Borough Council (IBC) owned Princes Street car park where the former Drum and Monkey PH was, the NCP owned Portman Road car park, and another IBC car park (Portman Road D). Part of the site also includes a former commercial building which was demolished in approx. 2020, and has an extant planning permission for an office building (ref. IP/14/00896/FPI3 refers), which is currently enclosed by hoarding. The site is bounded by Princes Street to the south, by Portman Road and Ipswich Town Football Club to the west, by Friars Bridge Road to the

east and Portman Road Car Park B to the north. The nearest river (River Orwell) is located approximately 475m south of the site. The Sir Bobby Robson statue is located on the western boundary of the site, with the Kevin Beattie statue to the north of the site.

- 1.2. The proposal can be viewed as two elements, the first is for the aquatics centre, and the second is for the wider masterplan proposals, which are intrinsically linked to the siting, layout and orientation of the proposed Aquatic Centre.
- 1.3. The full planning application comprises of 1.33 hectares, whilst the outline planning application comprises of 0.54 hectares.

Full Application - Aquatics Centre

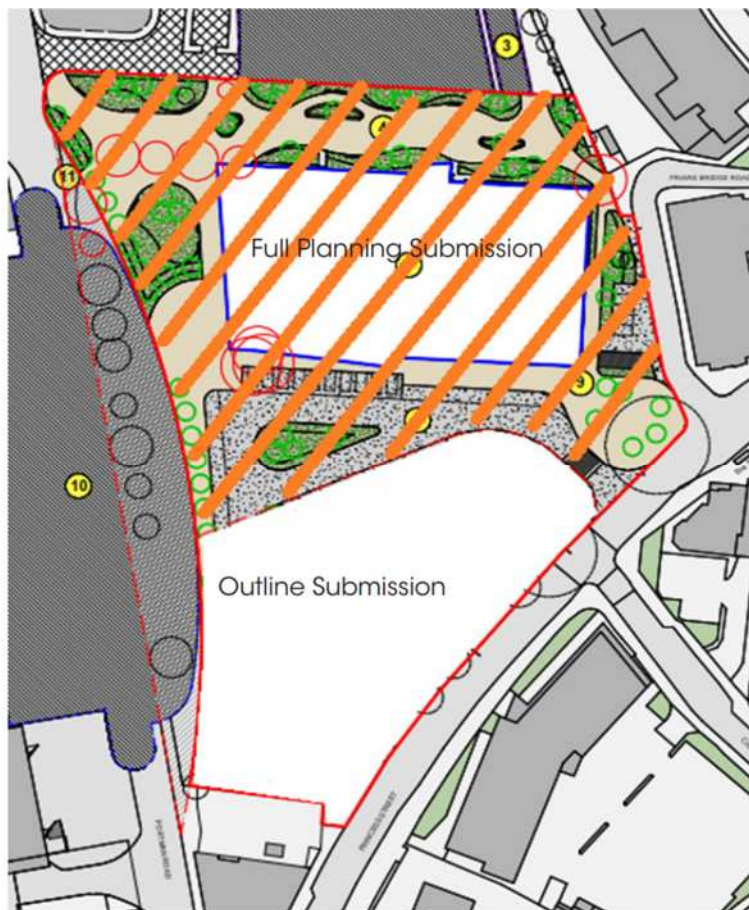
- 1.4 The main Ipswich Borough Council (IBC) swimming facilities within the town centre are located at Crown Pools on Crown Street opposite the Tower Ramparts bus station. Crown Pools were constructed in 1984 and, at the time, were considered state of the art, however they are now coming to the end of their lifecycle, proving costly to maintain and the facilities need updating to support current demand.
- 1.5 Having looked at a number of possible sites in the vicinity, the applicant has settled on the open car parking area at Portman Road as a location to situate a new aquatics centre, given that: the forthcoming multi storey car park development (ref. IP/20/00398/OUT13) will release space, provide parking; and its strategic position with connecting train and bus services would provide a natural connection to the town centre.

Outline Application - Masterplan Development

- 1.6 The wider Masterplan Development of the application primarily forms the area to the south of the Aquatics Centre and forms the outline part of this planning application. The area will be formed of a pocket park and a future development plot. This plot could be used for a hotel, however the proposal has been submitted as only a future development plot to allow flexibility as to what the final use of this area will be. The development plot will be accessible to all users and will be provided with off-street pick-up and drop-off accessibility to ensure that the highway network is not blocked whilst the plot is in operation.
- 1.7 To the south of the development plot will be a pocket park which will be an area of enhanced landscaping with new hard and soft landscaping, enhancing the soft landscaping across the site. This is an area that people can relax, exercise, socialise and play.
- 1.8 The red line for the application site has been formulated to ensure that there is space to the west for any potential future expansion of Ipswich Town Football Club's Cobbold stand which would then involve the realignment of Portman Road. This planning application therefore safeguards any potential expansion of the football stadium.

Hybrid Application

- 1.9 The scheme is submitted as a hybrid planning application seeking outline planning permission (with access as the only matter for consideration) for the southern parcel of the site, and full planning permission for the aquatics centre. The application is submitted as a hybrid, rather than two separate submissions, given that the proposals are intrinsically linked as part of an overall cohesive masterplan.



- 1.10 The proposed Aquatic Centre development will comprise of a leisure/splash pool, learner pool (17m in length), competition/main pool (25m in length), café, fitness suite, plant rooms, kids' soft play and studio/activity facilities, as well as the various ancillary rooms associated with such a use. The centre would be provided over two floors.
- 1.11 The Aquatic Centre is a part of a larger masterplan, including but not limited to, the re-routing of Portman Road, a future redevelopment site, and additional carparking.
- 1.12 The main vehicular access to and egress from the site will be via Princes Street. The pedestrian access points are located on Princes Streets, Friars Bridge Road, and Portman Road.
- 1.13 The application has been submitted with the following supporting documents:
 - Air Quality Screen and Dust Risk Assessment
 - Archaeological Desk Based Assessment
 - BNG Planning Stage Report 1
 - Boundary Treatment Plans
 - Certificate.
 - Contamination Report.
 - Design and Access Statement.
 - Drainage Strategy Report and Plans.
 - External Lighting Layouts.
 - Flood Risk Assessment
 - Geoarchaeology Report,
 - Hard and Soft Landscaping Plan and Sections.
 - Heritage Statement and Plan.
 - Masterplans.

- Noise Impact Assessment
- Planning Statement
- Preliminary Ecological Appraisal
- Site Plan and Elevations.
- Statement of Community Involvement
- Sustainability Statement
- Transport Statement
- Travel Plan 'Drainage Strategy Report and Guidance

2. Background

- 2.1 The site, in part, currently supports a temporary car park (Princes Street car park) as well as the main surface Portman Road C car park, Portman Road D car park, and NCP Portman Road car park.
- 2.2 The Portman Road Car Park C (562 spaces) was granted a permanent permission in 1985, under ref. IP/85/00779/FPI.
- 2.3 The recent planning history of the site includes permission for the temporary car park, which was constructed following the demolition of the former Drum and Monkey Public House site (original planning permission 18/00250/FPI3). That permission has been recently renewed under ref. 24/00995/FPI3, which expires on 5 February 2027.
- 2.4 Furthermore, there is an extant planning permission pertaining to part of the site for a 5-storey office building (IP/14/00896/FPI3 refers), however it is understood this development is not to be implemented in full.
- 2.5 Just to the north of the application site, outline planning permission, ref. IP/20/00398/OUT13, was granted for a 7 floor, 749 space, multistorey car park on the 4 September 2020. A reserved matters (appearance and landscaping) application has been submitted but remains undetermined. The multi-storey car park proposed would be situated near to the application site on adjacent land to the north-west.

3. Consultations

- 3.1. Public and statutory consultation was undertaken between 5th June 2024- 30th September 2024. 161 adjacent properties were notified of the application, in addition to a press notification and site notices. The application was advertised on the IBC website in accordance with the Ipswich Statement of Community Involvement 2024.
- 3.2. Comments that were received are summarised below:

Suffolk County Council Lead Local Flood Authority:

No objection subject to conditions relating to details of the strategy for the disposal of surface water; details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site; details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction; and within 28 days of practical completion, surface water drainage verification report shall be submitted to the Local Planning Authority.

SCC Highways:

No objection subject to following conditions and obligations:-

MULTI-STOREY CAR PARK:

Condition: No part of the development permitted by this consent shall be commenced until the multi-storey car park permitted through Planning Permission IP/20/00398/OUT13 has been completed and is available for public use.

ACCESSIBILITY – FRIARS BRIDGE ROAD:

Condition: No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Friars Bridge Road has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: alterations to the junction with Princes Street to increase the depth of the existing raised crossing, improvements to the footway on the western side of Friars Bridge Road to deliver a minimum width of 2.0m and the provision of a 3.0m walking and cycling facility on the southern side of the east-west section of Friars Bridge Road between the development site and Civic Drive.

ACCESSIBILITY – PORTMAN ROAD (BETWEEN SITE ACCESS AND HANDFORD ROAD):

Condition: No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Princes Street (between the site access and Handford Road) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: improvements to the existing mandatory cycle lanes to ensure they are level with the existing footways and improvements to the junctions with Great Gipping Street and Canham Street.

ACCESSIBILITY – GREAT GIPPING STREET:

Condition: No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Great Gipping Street has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: the provision of mandatory cycle lanes on both sides of Great Gipping Street.

ACCESSIBILITY – PASSENGER TRANSPORT:

Condition: No part of the development shall be commenced until details of a scheme to improve local bus stop infrastructure have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: raised DDA compliant kerbs for the bus stop outside of St Clare House (westbound Princes Street) and raised DDA compliant kerbs and a shelter for each of the two bus stops (northbound and southbound) on Civic Drive between AXA and Princes Street.

VEHICULAR ACCESS – PRINCES STREET:

Condition: Notwithstanding the details presented within submitted Drawing Number SK01 Revision B, no part of the development shall be commenced until details of the proposed access from Princes Street (including the position of any gates to be erected and visibility splays to be provided) have been submitted to and approved in writing by the Local Planning Authority.

VISIBILITY SPLAYS:

Condition: Before the access is first used visibility splays shall be provided as shown on Drawing Number SK01 Revision B with an X dimension of 2.4 metres and a Y dimension of 43 metres (tangential to the nearside edge of the carriageway) and thereafter retained in the specified form.

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

SURFACE WATER:

Condition: Before the development is commenced details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway including any system to dispose of the water.

CYCLE PARKING:

Condition: Before the development is commenced details of the areas to be provided for the secure, covered and lit cycle storage including electric assisted cycles shall be submitted to and approved in writing by the Local Planning Authority.

ACCESSIBLE PARKING:

Condition: Notwithstanding the details presented within submitted Drawing Number 15774 - DB3 -B01 - ZZ - DR - A - 90004 Revision C, before the development is commenced details of the areas to be provided for accessible parking provision shall be submitted to and approved in writing by the Local Planning Authority.

BIN STORAGE AND PRESENTATION AREAS:

Condition: Before the development is commenced details of the areas to be provided for the storage and presentation for collection/emptying of refuse and recycling bins shall be submitted to and approved in writing by the Local Planning Authority.

CONSTRUCTION MANAGEMENT PLAN:

Condition: Before the development hereby permitted is commenced a Construction Management Plan shall have been submitted to and approved in writing by the Local Planning Authority.

Construction of the development shall not be carried out other than in accordance with the approved plan.

The Construction Management Plan shall include the following matters:

- parking and turning for vehicles of site personnel, operatives and visitors.
- loading and unloading of plant and materials.
- piling techniques (if applicable).
- storage of plant and materials.
- provision and use of wheel washing facilities.
- site working and delivery times.
- provision of boundary hoarding and lighting.
- details of proposed means of dust suppression.
- details of measures to prevent mud from vehicles leaving the site during construction.
- haul routes for construction traffic on the highway network.
- details of deliveries times to the site during construction phase.
- layout of facilities above to be included on a plan.

HIGHWAY CONDITION SURVEY:

Condition: No part of the development shall be commenced until a photographic condition survey of the highway fronting and near to the site has been submitted to and approved in writing by the Local Planning Authority.

TRAVEL PLAN:

Condition: Prior to first occupation, details of the travel arrangements to and from the site for employees and customers in the form of an Interim Travel Plan shall be submitted for the approval in writing by the local planning authority in consultation with the highway authority.

This Interim Travel Plan must contain the following:

- Baseline travel data based upon the information provided in the submitted Transport Statement, with suitable measures, objectives, targets and commitments identified to reduce the vehicular trips made by employees and customers, with suitable remedial measures identified to be implemented if these objectives and targets are not met
- Appointment of a suitably qualified Travel Plan Coordinator to implement the Travel Plan in full and clearly identify their contact details in the Travel Plan.
- A commitment to monitor the vehicular trips generated by the employees and customers and submit a revised ("Full") Travel Plan no later than six months after occupation.

- A further commitment to monitor the Travel Plan annually on each anniversary of the approval of the Full Travel Plan and provide the outcome in a revised Travel Plan to be submitted to and approved in writing by the Local Planning Authority for a minimum period of five years using the same methodology as the first monitoring undertaken.
- A suitable marketing strategy to ensure that all employees and customers on the site are engaged in the Travel Plan process.
- A Travel Plan budget that covers the full implementation of the Travel Plan (for a minimum period of five years from the approval of the Full Travel Plan).
- A copy of an employee travel pack that includes information to encourage employees to use sustainable travel in the local area.

The approved Interim Travel Plan and Full Travel Plan shall be implemented in full accordance with the details presented within the Interim Travel Plan and Full Travel Plans.

OBLIGATIONS:

TRAFFIC REGULATION ORDER OBLIGATION – GREAT GIPPING STREET:

A Traffic Regulation Order Contribution of £15,000 (Index linked) is required to cover the County Council's costs in administering the necessary Traffic Regulation Order to remove the existing car parking bays on Great Gipping Street and implement additional parking restrictions should this be required to facilitate the scheme detailed within the recommended condition.

This contribution is considered necessary to facilitate the scheme of improvements on Great Gipping Street, as detailed within the "comments" section of this consultation response, of which is considered necessary to ensure that safe and suitable access to the site can be achieved for all users (Paragraph 114(b) of the NPPF), appropriate opportunities to promote sustainable transport modes have been taken up (Paragraph 114(a) of the NPPF) and priority is given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas (Paragraph 116(a) of the NPPF).

TRAFFIC REGULATION ORDER OBLIGATION – FRIARS BRIDGE ROAD:

A Traffic Regulation Order Contribution of £15,000 (Index linked) is required to cover the County Council's costs in administering the necessary Traffic Regulation Order to remove the existing car parking bays on Friars Bridge Road and implementing additional parking restrictions should this be required to facilitate the scheme detailed within the recommended condition.

This contribution is considered necessary to facilitate the scheme of improvements on Friars Bridge Road, as detailed within the "comments" section of this consultation response, of which is considered necessary to ensure that safe and suitable access to the site can be achieved for all users, appropriate opportunities to promote sustainable transport modes have been taken up and priority is given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

TRAVEL PLAN EVALUATION AND SUPPORT OBLIGATION:

A Travel Plan Evaluation and Support Contribution is required to cover the County Council's cost in evaluating and monitoring the Travel Plan for the lifetime of the approved plan. A £1,200 (RPI index linked on an annual basis) per annum contribution needs to be payable prior to the approval of the Full Travel Plan and annually thereafter for a minimum of five years.

IBC Park and Cemetery Team- Landscape & Arboriculture Officer:

Highlighted an Independent Arborist needs to monitor tree planting process on site, canopies of mature trees should be shown on the plans and shade consideration, distance of tree planting from utilities questioned, and maintenance and aftercare group questioned.

Trees in planters should be avoided. Tree pits should be combined into planting beds for best chance of survival or should be linked. It is preferable that trees are planted in the ground.

Tree categories rating agreed with. Removal of two Category A trees including T7 London Plane and G10 Yew Tree not supported. Value of London Plane tree is high (estimated £195,871).

AIA and associated plans sufficient. However, new trees proposed within R8 RPA is not supported.

Suffolk County Council Archaeological Service:

No further archaeological work required.

IBC Senior Conservation and Urban Design Officer:

No objection. A high-quality design with good public realm, that should be robust enough to absorb the possible enlargement of the stadium east stand.

Suffolk Constabulary:

No objection. Comments provided on a Management Plan, Safer Streets, Natural Surveillance, Reducing the risk of Anti-Social Behaviour, CCTV /Alarm, Lighting, Physical Security, Cycle Storage, and Waste Storage.

Request that a Management Plan is conditioned, due to the proximity to ITFC to prevent crime allow safe management of the Portman Road area.

Environment Agency:

No objection, but provides further details on flood risk, safety of building, and safety of inhabitants.

Place Services:

No objections subject to securing biodiversity net gains.

Ipswich Conservation and Design Advisory Panel:

The Panel members supported the Aquatic Centre in principle, upon conversation with local residents. They supported the functional building and the soft landscaping, in conjunction with the football stadium.

Concerns included:

- The panel members were concerned about the use of the spaces on match day, where there would be high footfall. Required an understanding of congregation points.
- Soft landscaping- planting beds are narrow, Lawn will be trampled. Avenue of trees suggested and robust planting.
- Layout- southern section not effectively use, the orientation of the building does not provide efficient circulation.
- Building design- brutalist, maintenance concerns, over-use of Corten steel. Suggesting a green or dark grey colour with living walls and grass roof to break up structure.
- Plans- exclude necessary extraction etc. from roofline giving potential false clean lines.

IBC Environmental Protection Services- Air Quality:

No objection. Mitigation measure acceptable.

IBC Environmental Protection Services- Contamination:

Comments made regarding submission of a Remediation Strategy prior to commencement.

Natural England:

No Comments.

Anglian Water:

Assets close by. Foul drainage to be dealt with by Ipswich Cliff Quay Raeburn Water Recycling Centre which has capacity for these flows. Informatives suggested for used water network. SuDs are a preferable surface water disposal method. Consent is required for trade effluent disposal from AW. Suggested Condition - *No development shall commence until a surface water management strategy has been submitted to and*

approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the strategy.

Community Safety Officer:

No incidence of drug related litter.

Suffolk CC Fire and Rescue Service:

General comments regarding access and firefighting facilities. No additional water supply required although sprinklers are recommended.

Representations:

The following representations have been received against the proposal:

1. C Stace, 17 Mandy Close, received 7th June 2024.
2. A Bates, 2 Friars Bridge Road (Vertas Group), received 12th June 2024.
3. A Rust, 75 Gipping Road, received 13th June 2024.
4. L Howlett, 40 Alderman Road, received 18th June 2024.
5. I Ali, 17 Alderman Road, received 18th June 2024.
6. P Forster, 3 Redan Street, received 18th June 2024.
7. Dave, No address, received 21st June 2024.
8. R. Tibble, 14 Valleyview Drive, received 24th June 2024.
9. Thomas, 57 Cuckfield Avenue, received 10th November 2024

Issue raised included:

- Concern over viability of the centre as it wont be able to operate on ITFC match days due to traffic congestion.
- Concern over location of new pool next to the football ground especially on match days.
- Assurances wanted over multi-storey car park will be brought into operation before closure of Portman Road carpark.
- Concern over noise and disturbance of construction to adjacent businesses.
- Proposed swimming pool facilities are inadequate - lack of deep water, water flumes, 50 metre pool, lack of seating proposed, lack of diving facilities etc.
- Lack of adequate access for those with disabilities/ discriminate against those with disabilities.
- Parking concerns of local residents – request additional restrictions in resident parking Zone 4 to later hours beyond the current 6pm.
- Questions the need of another pool, that does not go beyond the provision at Crown Pools.
- Lack of public transport to the site.

Support raised include:

- Principle of development.
- Location of the development.

4. Policy

National Planning Policy

National Planning Policy Framework (2024)

National Planning Practice Guidance

Local Planning Policy

Core Strategy and Policies DPD (2022)

Policy CS1: Sustainable Development

Policy CS2: The Location and Nature of Development

Policy CS3: IP-One Area Action Plan

Policy CS4: Protecting Our Assets
Policy CS5: Improving Accessibility
Policy CS14: Retail Development and Main Town Centre Uses
Policy CS16: Green Infrastructure, Sport and Recreation
Policy CS17 Delivering Infrastructure
Policy DM1: Sustainable Construction
Policy DM2: Decentralised Renewable or Low Carbon Energy
Policy DM3: Air Quality
Policy DM4: Development and Flood Risk
Policy DM5: Protection of Open Spaces, Sports and Recreation Facilities
Policy DM6: Provision of New Open Spaces, Sports and Recreation Facilities
Policy DM8: The Natural Environment
Policy DM9: Protection of Trees and Hedgerows
Policy DM12: Design and Character
Policy DM13: Built Heritage and Conservation
Policy DM14: Archaeology
Policy DM15: Tall Buildings
Policy DM18: Amenity
Policy DM21: Transport and Access in New Developments
Policy DM22: Car and Cycle Parking in New Development
Policy DM24: Protection and Provision of Community Facilities
Policy DM31: Town Centre Uses Outside the Central Shopping Area
Policy DM33: Protection of Employment Land

Site Allocations and Policies DPD Review (2022)

SP1 The Protection of Allocated Sites
SP17 Portman Quarter
SP23 Opportunity Area F River and Princes Street Corridor.
SP45 Old Cattlemarket, Portman Road (site allocation IP051)
SP34 Town Centre Car Parking in the IP-One Area

Other relevant Planning Guidance

Suffolk Guidance for Parking – Technical Guidance (2023)
Cycling Strategy SPD (2016)
Development and Flood Risk SPD (2022)
Development and Archaeology (SPD) (2018)
Ipswich Urban Character SPD – Valley Character Area
Low Emissions SPD (2021)
Public Open Space SPD (2017)
Space and Design Guidelines SPD (2015)
Ipswich Town Centre and Waterfront Public Realm SPD (2019)
BNG Interim Guidance (May 2023)
Burlington Road Conservation Area Appraisal and Management Plan

4.1 The identified site lies within the IP-One Area Action Plan, and the Town Centre boundary. The Area Action Plan is incorporated into the Site Allocations and Policies Development Plan Document (DPD) Review (2022). The IP-One Area has been defined by the Council. It is slightly larger than the Town Centre and includes the Central Shopping Area, Portman Quarter, the Waterfront and the Education Quarter. The IP-One Area is defined on the Policies Map. Within the IP-One Area, the site lies within the Portman Quarter. The site also lies within Opportunity Area F River and Princes Street Corridor, but outside of the central car parking core.

4.2 The site is identified as being within Flood Zone 3, which is identified as having a high probability of flooding.

4.3 The Burlington Road Conservation Area is located to the north of the site.

4.4 The proposed site forms part of site allocation IP051 which is identified as being appropriate for mixed use development including office, hotel, leisure, and car parking. In terms of other site allocations, the site is within an identified existing employment area (E7 - Civic Drive/ Princes Street/Russell Road/ Portman Road) which is protected by Local Plan policy DM33. The site has been identified as an opportunity area and lies adjacent to a Tall Building Arc (policy DM15).

5. Planning Assessment

Context of Proposal

5.1 In 2019 Ipswich Borough Council delivered a borough-wide Sport and Physical Activity Needs Assessment forming the basis to develop the Sport and Leisure Facilities Needs Assessment (2019), Sport and Physical Activity Strategy (2022-2027) and the Sports Facilities Strategy (2022-2030) for Ipswich.

5.2 Both needs assessments have identified a significant shortfall in quality, sustainable sports facilities which serve the needs of Ipswich residents and surrounding communities. One of the key conclusions from the Sport and Physical Activity Needs Assessment insists that the current poor quality and condition of the IBC facilities clearly affects the range of activities that can be offered to residents and is, in some cases, failing to meet the needs and expectations of residents. In particular, this affects those from underrepresented groups and who are facing increased barriers to physical activity.

5.3 Ipswich has relatively high levels of deprivation as a result of higher than average proportions of elderly residents, high unemployment, lower-than average skill level, income deprivation and crime. These are all relevant factors to the poor health outcomes and inequalities faced in Ipswich.

5.4 In developing a new Aquatics Centre, outcomes will include overall health improvement, better skills pathways and more jobs through a highly enhanced provision, in replacement of the current town centre aquatics provision. The proposal is located centrally in the borough, serving residents widely across the borough and remaining highly accessible by local transport to residents living in areas of relatively high deprivation. Ipswich is the least active place in the East of England and this proposal aims to change that.

5.5 It is understood this proposal aims to significantly improve the opportunities to encourage increased activity, address physical and mental health issues with targeted programmes, develop skills and improve the quality and range of facilities available to local people.

Principle of Development

5.6 Under the provisions of Section 38 of The Planning and Compulsory Purchase Act 2004 ('The 2004 Act'), the determination of planning applications must be in accordance with the approved development plan, which in this case are the Ipswich Core Strategy and Policies DPD (2022) and the Ipswich Site Allocations (Incorporating IP-One AAP) DPD (2022), unless material considerations indicate otherwise.

5.7 Policy CS3 sets the context for the IP-One Area Plan which is designed to plan for significant change in central Ipswich and help to deliver the Ipswich Vision. The Area Action Plan allocates sites and defines the extent and policy for the Portman Quarter and sets down principles to be applied to new development within identified Opportunity Areas as well as defining the Central Car Parking Core within which parking controls will apply and identifying where new community facilities and open space should be provided.

5.8 The site lies within Opportunity Area F – River and Princes Street Corridor (Policy SP23) defined on the IP-One Area Action Plan Inset Policies Map, and includes leisure uses as a suitable defined use within the Opportunity Area. This means that the use of Portman Road Car Park C as a two-storey Aquatic Centre is acceptable in principle.

5.9 The policy goes on to say that any proposal should include the following design principles including:

'....ii).creation of new townscape east of Portman Road, with well-defined blocks and through routes to improve permeability;...

.....v. layout and design to address flood risk;.....'

- 5.10 In addition, in relation to development potential, paragraph 5.82 in the related supporting text to requiring high quality design principles should be employed in the design of new buildings to the Opportunity Area.
- 5.11 Paragraph 5.85 states:
- 'The area of surface level car parking to the east of Portman Road has potential to be redeveloped as a mixed use (predominantly office) environment, reconnecting the edge of the Town Centre to the east with inner urban housing and public open space to the west.'*
- 5.12 However, planning permission was previously given for office development to the north-east of the site (under ref. IP/14/00896/FPI3), and the use of the site for an Aquatics Centre is compliant with the general uses prescribed for the Opportunity Area F. It is important that the general urban design access links required by this policy are retained.
- 5.13 It is also acknowledged that policies SP45 and SP17 would also support the use of the site for a leisure/recreational use, therefore whilst the site falls into existing Employment Area E7, it is considered the principle of development would be supported for the Aquatics Centre, and a commercial development such as a hotel, whilst a pocket park would provide a small leisure/recreational facility for all users.
- 5.14 Moreover, it is acknowledged the proposed site forms part of site allocation IP051 which is identified as being appropriate for mixed use development including office, hotel, leisure, and long stay car parking. This IP051 site allocation would encompass part of the master plan site identified under the outline planning application element of the application, and includes that area identified for future possible development such as a hotel. It is considered the future development proposals of the master plan would accord with the general aims of site allocation IP051.

Layout and Design Considerations

- 5.15 Policy DM12 states (amongst other things), that proposals should respect and promote the special character and local distinctiveness of Ipswich by:
- g) protecting and enhancing significant views that are considered to be important or worthy of protection, including those set out in the Ipswich Urban Character Studies, Conservation Area Appraisal and Management Plans, as well as the setting of any heritage assets. The design should help to reinforce the attractive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene;*
- h) ensuring good public realm design that enhances the streetscape and protects and reinforces a sense of place, through the appropriate use of public art, bespoke paving, street furniture and soft landscaping; and*
- i) ensuring good architectural design that responds to and reflects its setting, is sustainable, accessible and designed for long life by being capable of adaptation to changing needs and uses over time and demonstrate the principles of dementia friendly design.*
- 5.16 In terms of design, as a hybrid application only details of the proposed Aquatics centre have been provided. The proposed new Aquatics centre would sit centrally on the site as the focal piece within the wider masterplan development. The orientation has been carefully considered by the applicant to ensure the functionality of the building, in terms of thermal efficiency and reducing glint and glare. In addition, opportunities have been explored to increase activity and to promote active frontages where possible.
- 5.17 The position of the Aquatics centre has also been carefully positioned to take into account the presence of underground services in the area, notably the main sewerage runs which are referenced within Policy SP45.
- 5.18 In terms of the scale and massing, the building is reflective of its proposed use as an Aquatics centre. The site lies adjacent to a Tall Building Arc (as identified with the Policies Map) to the east and Portman

Road Football Stadium to the west. The proposal would therefore assimilate well with its surrounds in terms of its scale, bulk and massing.

- 5.19 With regards to materials, a mixture of materials would be used, separating the ground floor from the first floor. On the first floor, the applicant has indicated two different options of materials within their Design and Access Statement, with both options proposing use of large-format cladding. The submitted elevational drawings show a chalk-white coloured fibre cement with varying textures, as it adds subtle detailing that becomes more apparent as one approaches the building. Integral vertical strip LED lighting would be used to enliven the elevations further. Cor-Ten steel is also indicated as an alternative as a contemporary product that complements the colour of traditional brickwork found throughout Ipswich. However, this has not been provided on the elevational drawings submitted with the application, and comments provided by the Council's Senior Urban Design Officer has no objection to the use of chalk-white coloured fibre cement cladding. It is acknowledged that comments from the Conservation and Design Panel suggest the use of a green or dark grey cladding colour with living walls and grass roof to break up the structure. It is considered the proposed colour is appropriate for its setting, and the use of a living wall on this building, whilst supported in general, would not be appropriate given its use and setting: the north and east elevations would be restricted by the amount of sunlight received; the west elevation is the main entrance and activity area; and the south elevation has a large amount of louvres to support the plant room.
- 5.20 The cantilevered areas feature black glass curtain walling, paying homage to the Willis Building and reducing solar gains on the south elevation to minimize the risk of overheating. During the day, this glass forms a reflective surface but becomes opaque when illuminated as the day progresses.
- 5.21 As mentioned, the first-floor cladding incorporates vertical LED strip lighting along the first-floor element, aligned with the bottom and top levels of the cantilevered elements. These lights can be controlled to produce different effects and colours, adding a dynamic feature to the new pedestrian walkway and enhancing the space at night.
- 5.22 The ground floor section of the building is provided in the main with dark coloured brickwork alongside curtain wall glazing, giving the building a contemporary appearance.
- 5.23 The outline element of the planning application seeks permission for a development plot, which in the future could be used for a hotel. An end occupier has yet to be identified. As different hotel operators will have a range of differing requirements in terms of layout, design and facilities and servicing access, future flexibility is being sought by the creation of only a development plot at this stage. The plot as defined by the submitted parameter plans can be outlined now to identify the extent of the area and how it relates to the wider masterplan. In advance of an application being made for a building on the plot, it will be landscaped and enclosed with appropriate boundary treatment.
- 5.24 The outline plans only show the parameters that the applicant is seeking in terms of the development plot footprint and extent of surrounding landscaping. The design, appearance and landscaping details will be provided as part of Reserved Matters and follow-up applications at the appropriate time.
- 5.25 Alongside the development plot is an area of hardstanding to the east which will form disabled parking and area of enhanced hard landscaping around the plot itself. Again, the details of which have not been determined at this stage and will form part of a Reserved Matters application.
- 5.26 To the south of the car parking area and development plot will be a pocket park. This is an area of enhanced landscaping which will include hard and soft landscaping, helping to enhance the biodiversity across the site.
- 5.27 The development plot and associated landscaping tie in with the wider site as part of the overall masterplan to bring together how the entire Portman Road site will be regenerated.
- 5.28 The way in which the outline and full applications link into one another in this hybrid planning application will demonstrate how the wider allocated Portman Road site will be regenerated to a high quality and accord with the Local Plan requirements and Ipswich Borough Council's ambitions for the site.

- 5.29 It is understood from the applicant that the proposals have been continuously developed to consider the guidelines and impact of the inclusive design standards included within the Equality Act ensuring that these facilities provide for a range of users with protected characteristics.
- 5.30 Part M of the Building Regulations defines the minimum access standards for all buildings (It must be noted that Part M does state all of the inclusive design issues to ensure a fully inclusive environment which are paramount to the design and outline of sporting facilities).
- 5.31 Sport England anticipates all designers to refer to Sport England guidance, as well as the 'Approved Document M which supports Part M, when designing sports facilities.
- 5.32 The layout of Ipswich Aquatics Centre in its wider context is shown on the site plan. This demonstrates the orientation of the building in the wider context. Consideration is given to making the centre as accessible as possible – appreciating the needs and requirements of people with disabilities and diverse levels of sporting ability; swimming and gym use are activities that many people enjoy and gain the biggest rewards.
- 5.33 The design of the Aquatics centre has been approached with the use of the following documents - Equalities Act (2010); Part M of the Building Regulations; Sport England guidelines.
- 5.34 The proposal has been designed appreciating Sport England's 'Accessible Sports Facilities' guidance and includes a wet and dry changing places, swimming pool; pool pod, dipper and easy access steps to the main pool.
- 5.35 The main car park is located to the south of the building, accessible parking bays have been positioned close to the main entrance to minimise and reduce distance. Three drop off points are located on the south elevation close to the main entrance.
- 5.36 The main entrance doors will be automated along with the access to the changing village. The facility is fully accessible with 2no. 8 person passenger lifts located close to reception and behind the turnstiles. The overall internal layout of the building is very simple and efficient to enhance wayfinding and improve legibility.
- 5.37 All changing areas offer flexibility for all users. Sport England guidance requires a provision of a combined accessible WC and shower rooms for the use of disabled users - these are provided on both floors. Changing areas are designed for wheelchair use to ensure equality is maximised.
- 5.38 2 no. 'Changing places' room are provided both in the wet change area and dry side – allows users to access the facility with minimal diversion. Both areas provide a generous change area to 'changing place' guidance for individual disabled users or those with severe disabilities that require more help.
- 5.39 Concerns have been raised by some local residents with regards to proposals being discriminate against disability groups. However, it is considered that the applicant has engaged with the relevant legislation and guidance to ensure the layout and operation of the new centre would comply with the relevant legislation and guidance to ensure the new centre would be accessible to all.
- 5.40 The submitted elevations indicate the use of an obscuring pattern applied to the ground floor glazing to provide for privacy.
- 5.41 It is considered the proposal would accord with policy DM12.

Impact on Heritage Assets

- 5.42 Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that, when a local planning authority considers whether to grant planning permission for development that affects a listed building or its setting, it must have "special regard" to the desirability of preserving the building, its setting and any special architectural or historic features; and special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.

- 5.43 Policy SP45 (for Site Allocation IP051), states development needs to ensure that proposals protect or enhance the setting of the Burlington Road Conservation Area to the north of the site. A proportionate Heritage Impact Assessment is required in accordance with Policy DM13.
- 5.43 On this basis the applicant has submitted a HIA. This identifies that the site is not a designated heritage asset. To the north, across Handford Road, lies the Burlington Road Conservation Area, which is characterised by Victorian villas in spacious gardens. Approximately 100m to the east of the site, but separated by other buildings, is the Grade I listed Willis Building. The HIA identifies that the site is surrounded by historic blue coloured iron railings that once surrounded the old Cattle Market, and the statue of Sir Bobby Robson.
- 5.44 The proposal includes the removal of some of the historic railings from the site, which will mean the loss of a feature of local historical and architectural interest with a low adverse impact at a local level. The removal is necessary to facilitate the redevelopment of the site that will give new leisure facilities to the local people. The loss of the railings will be mitigated to some extent by the retention of the western line of railings, which will remain as a reminder of the past use of the site as the cattle market and add historic character to the area. The retained railings will be redecorated to improve their appearance.
- 5.45 The Sir Bobby Robson Statue is not required to be moved. It is noted that the statue of Sir Bobby Robson is highly valued locally. Provided it remains publicly accessible, which is the case, there will be no harm associated with its siting.
- 5.46 The HIA considers that the proposed Aquatics Centre and landscaping will not harm the setting and views of the Burlington Road Conservation Area.
- 5.47 The Willis Building can be glimpsed from the site and this glimpsed view will be retained and potentially given more emphasis through the reinstatement of a path along the line of the historic Portmans Walk to the north of the site. Other views of the Willis Building will be unaffected by the proposed works. Overall the proposals will have a negligible impact on the setting and views of the listed building.
- 5.48 It is considered the proposal would accord with policy DM13, and the relevant legislation.

Access and Parking

- 5.49 Policy DM21 states to promote sustainable growth in Ipswich and reduce the impact of traffic congestion, new development shall:
- a) not result in a severe impact on the highway network or unacceptable impacts on highway safety, either individually or cumulatively;*
 - b) not result in a significant detrimental impact on air quality and shall address the appropriate mitigation measures as required in accordance with Policy DM3;*
 - c) incorporate electric vehicle charging points, including rapid charging points in non-residential developments;*
 - d) provide a car club scheme or pool cars, where this would be consistent with the scale and location of the development;*
 - e) prioritise available options to enable and support travel on foot, by bicycle or public transport, consistent with local strategies for managing the impacts of growth on the transport network, and ensuring that any new routes are coherent and in accordance with the design principles of Policy DM12 and local walking and cycling strategies and infrastructure plans;*
 - f) have safe and convenient access to public transport within 400m, and facilitate its use through the provision or contributions towards services or infrastructure;*
 - g) protect the public rights of way network and take appropriate opportunities to enhance facilities and routes;*

h) ensure safe and suitable access for all users, including people with disabilities and reduced mobility;

i) allow for the efficient delivery of goods and access by service, refuse collection and emergency vehicles and bus permeability;

j) mitigate any significant impacts on the transport network; and

k) contribute as required to other mitigation measures identified through Policy CS20 and the ISPA Transport Mitigation Strategy, where this meets the planning obligation tests in set out in national policy.

- 5.50 Applicants will be required to demonstrate how any adverse transport impacts would be acceptably managed and mitigated and how the development would contribute to achieving the modal shift target for Ipswich by 2031. The Council will expect major development proposals to provide an appropriate Travel Plan, having regard to the thresholds set out in the Suffolk County Council Suffolk Travel Plan Guidance, to explain how sustainable patterns of travel to and from the site and modal shift targets will be achieved. Development proposals will be accompanied by a satisfactory Transport Statement or Transport Assessment, having regard to the indicative thresholds below, which demonstrates that the cumulative impacts of the development after mitigation are not severe.
- 5.51 Furthermore, through Policy SP34 (Town Centre Car Parking in the IP-One Area), the Council is pursuing a Town Centre car parking policy with the twin aims of supporting the economy of the Town Centre and limiting congestion, through encouraging the use of sustainable modes of transport.
- 5.52 As part of the Car Parking Strategy and Review, a number of multi-storey car parks are proposed providing additional short stay shopper and visitor parking or long stay commuter parking. The Old Cattle Market (IP051) in Portman Road is allocated for long stay car parking. This provision is linked in the policy to the expiry of temporary short stay public car parking within the town centre so that there is no net gain in long stay parking spaces.
- 5.53 The Council is preparing an Ipswich Area Parking Plan to indicate how new, permanent parking provision will be made to replace the existing temporary spaces, in accordance with the evidence. In doing so, the Council will have regard to the County Council's Transport Mitigation Strategy for the Ipswich Strategic Planning Area and emerging action plan to ensure that parking is considered as part of a comprehensive approach to sustainable travel into central Ipswich.
- 5.54 The proposal would remove a number of pay and display car parking spaces within Zone 2 (Station and Office) of the Parking Strategy, although this loss would be compensated by the approval for the Multi-storey car park. The loss of car parking spaces would not be a reason to refuse planning permission, although there would be a need to ensure the loss of the car parking is compensated by the new car parking prior to the application site being operational closed-down. A condition can be imposed in this regard.
- 5.55 Policy DM22 states that the Council will require all new development to have regard to adopted car and cycle parking guidance, and will expect parking to be fully integrated into the design of the scheme to provide secure and convenient facilities and create a safe and attractive environment. The Council will also require the provision of integral secure cycle parking in any new car parks in the Town. Car parking must be designed so as not to dominate the development or street scene or to result in the inefficient use of land. There will be maximum standards of car parking provision with no minimum requirement for residential development within the IP-One Area, which has frequent and extensive public transport networks, and easy access to a wide range of employment, shopping, and other facilities.
- 5.56 In this regard to the south and east of the proposed new aquatic centre an area of open surface car parking is proposed to accommodate 15 no. new car parking spaces. The spaces to the south of the aquatic centre (10 spaces) would be accessed from Princes Street. This parking area to the south of the building would include accessible parking, and coach parking facilities only. The development will include a service bay which will be utilised for deliveries to the proposed Aquatic Centre. This bay would also be used for additional coach parking when not being utilised for servicing.

- 5.57 The proposed development will only include 10 blue badge parking spaces, which are located in the car park to the south of the building, and 5 staff parking bays, which will be accessed from Friars Bridge Road. Therefore, it is accepted that the scheme may not be able to proceed until the multi-story car park has been developed.
- 5.58 Policy DM22 also requires that new development will provide not only high quality, secure cycle storage, but within non-residential developments of more than 1,000 sq. m or where more than 50 people will be employed, high quality shower facilities and lockers for staff. The proposed development would include 54 cycle parking spaces which are located in the public realm area to the west of the building, close to the main entrance and external activity area, and therefore provided with good natural surveillance. Sufficient shower and locker provision has been provided.
- 5.59 Policy SP45 (for Site Allocation IP051), states a Transport Assessment and Travel Plan will be required in accordance with Policies DM21 and DM22.
- 5.60 A Transport Assessment and Travel Plan (prepared by TPA, April 2024) has been provided as part of the application for the aquatics centre.
- 5.61 The reports conclude that the improvements to the public realm would provide an attractive environment close to the site, which would promote pedestrian access to the site and enhance connections to the surrounding land uses and the town centre.
- 5.62 A TRICS assessment has been conducted to identify future traffic flows and it considered that whilst the proposals would result in an increase to movements in the vicinity of the site, this increase is at a level that would not materially impact the operation of the local highway network during traditional peak hour periods.
- 5.63 As the majority of parking for users of the Aquatics Centre would be housed within the multi-storey car park, the impact on additional traffic attracted to the site, would be included within the highway impact assessment associated with the planning application IP/20/00398/OUT13, which has already been determined and approved by both the highway authority and the LPA.
- 5.64 The proposal is therefore considered by the applicant to be acceptable in relation to highway safety and free flow of traffic, and there are no highway reasons as to why the development should not be supported.
- 5.65 The Highway Authority initially raised concerns on a number of points, which the applicant responded to via a Technical Note – Consultation Response.
- 5.66 The Highway Authority has assessed this response and notes that Paragraph 3.3 of the submitted Technical Note outlines that the assessment of the multi-storey car park would have considered the impact of the proposed Aquatic Centre; however, it is not considered that this was the case. The multi-storey car park was assessed based on existing car parking demand (from 2020) and did not undertake an assessment on the local highway network based on trip generation associated with the proposed Aquatic Centre.
- 5.67 They state it is evident that the proposed Aquatic Centre will attract more trips than what is already present on the local highway network through the trip generation presented within the submitted Transport Statement. It appears that the greatest impacts to the local highway network are during the PM Peak, where 126 two-way trips are anticipated between 17:00pm – 18:00pm.
- 5.68 It is not considered that there is a detailed understanding of the impacts to the local highway network afforded by the additional trips associated with the proposed Aquatic Centre. To mitigate impacts associated with the proposed development it is considered necessary to provide real opportunities for active and sustainable travel to increase the share for these modes and minimise the reliance on car trips so far as reasonably practicable.
- 5.69 A range of measures to promote walking, cycling and accessibility to public transportation have been identified within the Highway Authority consultation response through appropriate planning conditions and obligations, including the provision of a Travel Plan which can be used to implement measures to maximise opportunities for sustainable and active modes of travel and measure effectiveness of

those measures. They state that should the Local Planning Authority be minded to approve the development proposal, Suffolk County Council in its capacity of the Local Highway Authority recommends the conditions and obligations are applied to the permission as outlined in section 3 of this report.

5.70 The Local Planning Authority must consider the conditions and obligation proposed in line with the relevant legal tests. In summary, Paragraph 55 of the National Planning Policy Framework sets out that planning conditions should be kept to a minimum and only used where they satisfy the following tests:

1. Necessary;
2. Relevant to planning;
3. Relevant to the development to be permitted;
4. Enforceable;
5. Precise; and
6. Reasonable in all other respects.

5.71 Further, Paragraph 58 sets out that planning obligations must only be sought where they meet all of the following tests:

1. Necessary to make the development acceptable in planning terms
2. Directly related to the development and
3. Fairly and reasonably related in scale and kind to the development

5.72 Whilst it is considered that the majority of the conditions and obligations proposed in Section 3 of this report do meet the tests, the following are areas where the Local Planning Authority do not consider that the tests are met.

Great Gipping Street

The County Council, as the Highway Authority, proposed the following condition:

Condition 3: No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Great Gipping Street has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: the provision of mandatory cycle lanes on both sides of Great Gipping Street.

The approved scheme shall be laid out and constructed in its entirety prior to the proposed use commencing. Thereafter the layout shall be retained in its approved form.

Reason: To ensure safe and suitable access is delivered for all users and to ensure that improvements are made to prioritise and promote sustainable travel modes and to offer a genuine choice of travel modes.

5.73 Officers note that the Highway Authority provides little justification for the reasons why this condition has been imposed, other than the road is part of National Cycle Route 51. Whilst the route may be part of the National Cycle Route, officers do not consider that a significant number of cyclists who would be visiting the Aquatics Centre would utilise Great Gipping Street as they would be most likely to travel via alternative routes including:

- a) From Princes St – use of Portman Rd or Friars Bridge Rd
- b) From Norwich Rd – use of Portman Rd (North of Handford Rd) and Portman Rd (South of Handford Rd)
- c) From St Matthews St roundabout – i) Civic Drive and Friars Bridge Road. or ii) use of Civic Drive, Handford Rd and Portman Rd

5.74 There is of course potential the Aquatics Centre may be accessed by cyclists via Great Gipping St, but given the other routes above are more direct this route is not likely to be used by a significant number of cyclists. Therefore, officers do not consider that this improvement can be directly related to the development, nor would it meet the six tests set out in Paragraph 56 of the NPPF.

- 5.75 A new east-west connection will be provided to the north of the proposed Aquatics Centre, which would provide a more attractive route for cyclists, wishing to travel between Portman Road and Civic Drive. This would further reduce the number of cyclists that may utilise Great Gipping Street. Without the mandatory cycle lanes, the requirement for the £15,000 contribution for the Traffic Regulation Order for Great Gipping Street would also not be required.
- 5.76 Officers consider the imposition of a condition to improve cycling and walking on Great Gipping Street would not meet the relevant condition tests. Further, the obligation would also not meet the relevant tests. These, therefore, are not proposed as conditions or planning obligations as part of this recommendation.

Princes Street cycle improvements

- 5.77 Suffolk County Council as the Highway Authority also proposed a condition for Princes Street cycling and walking improvements:

No part of the development shall be commenced until details of a scheme of works to improve walking and cycling on Princes Street (between the site access and Handford Road) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall include: improvements to the existing mandatory cycle lanes to ensure they are level with the existing footways and improvements to the junctions with Great Gipping Street and Canham Street.

The approved scheme shall be laid out and constructed in its entirety prior to the proposed use commencing. Thereafter the layout shall be retained in its approved form.

Reason: To ensure safe and suitable access is delivered for all users and to ensure that improvements are made to prioritise and promote sustainable travel modes and to offer a genuine choice of travel modes.

- 5.78 The applicant does not agree that the cycleway provision along Portman Road needs to be improved as the existing wands provide 'light segregation' for cyclists as defined in LTN 1/20, and it is clear from this guidance that light segregation would be appropriate for a 30mph road for traffic flows up to 6000+ per day, which would indicate that on Portman Road the 'light segregation' of cyclist that is currently present, is appropriate. Providing a fully stepped cycle track as suggested by the Highway Authority would be an over-provision of cycleway in relation to the guidance contained in LTN 1/20.
- 5.79 Notwithstanding the above, officers do not consider that the increase in the number of cyclists attracted to the Aquatics Centre would justify the level of improvement of the cycling provision that has been proposed. The modal share presented in the Transport Statement indicated that 4.77% of those using the Aquatics Centre would arrive by cycle. This would equate to 127 two-way cycle trips per day. Assuming that these trips are equally split across the access routes (Princes Street (south)/Portman Road (south), Princes Street (east) Franciscan Way, Portman Road (north) and Civic Drive. This would relate to 25 two-way additional cycle trips per day using Portman Road to the north of the site. This level of increase in cycling does not justify the level of improvement in cycling provision suggested by SCC Highways.
- 5.80 The Highway Authority confirmed that there are no longer wands (bollards separating cyclists from vehicles) present on Portman Road, meaning the cycle provision is a mandatory cycle lane in terms of LTN1/20, and cannot be considered as 'light segregation', where officers consider that it should be accepted on the basis that light segregation is in place. If Portman Road is considered on the basis of benefiting from mandatory cycle lanes, it is not suitable in LTN 1/20 terms.
- 5.81 It is suggested that 25 daily cycle trips on Portman Road does not warrant improvement, however the Highway Authority believes it does, but it should also be considered that Travel Planning will seek to increase the proportion of cycling, so one would hope the demand would be even greater than the trips forecasted through TRICS.
- 5.82 Assessing provision only on the basis of additional cycling demand does not seem suitable. Consideration should also be given to the intensification of vehicular traffic on Portman Road, of which would impact existing cyclists and would be directly related to the development. This was not

considered as part of the multi-story car park application as trips associated with the Aquatic Centre were not included / assessed.

- 5.83 The Highway Authority suggests a way forward could be to change the position to secure details of a lightly segregated improvement scheme, in addition to the raised crossing facilities, which would improve the current mandatory cycle lanes to light segregated. The Highway Authority would be amenable to this. They note the comments in relation to Great Gipping Street and would consider the priority to be Portman Road.
- 5.84 The temporary wands (put in place during Covid-19) have already been removed and therefore some form of light segregation would be required between cycles and vehicles (that said some of Portman Road is now closed to vehicles). Given modal shift towards sustainable forms of transport, some form of improvement to the cycle lane along Portman Road would be required and would be reasonable in terms of the conditions test, but given the data collection in terms of cycle use, officers would suggest the raising of the cycle lane to existing level of the existing footways would not be reasonable in this regard.
- 5.85 Whilst the original condition proposed is not considered to meet the relevant tests, a condition with revised wording is proposed that officers consider would meet the test.

Summary

- 5.86 Notwithstanding the above, the majority of the obligations and conditions proposed in Section 3 of this report do meet the legal tests and subject to conditions and obligations to secure these, it is considered the proposal would accord with policies DM21 and DM22.

Impact on Amenity

- 5.87 Policy DM18 states the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not result in an unacceptable loss of amenity. Exceptions will only be made where satisfactory mitigation measures can be secured. The factors we will consider include:
- overbearing impact and sense of enclosure;
 - sunlight, daylight, overshadowing and artificial light levels;
 - noise and vibration levels;
 - odour, fumes, dust and ventilation;
 - contamination; and
 - visual privacy and overlooking
- 5.88 The site is not in close proximity of residential properties, although it is noted residential properties do exist to the south (Churchman House), north (Portman Road and Great Gipping Street) and east (Observation Court). A noise impact assessment has been submitted in support of the application, demonstrating that there would be no demonstrable harm to the amenity of neighbouring properties by reason of noise generated from the plant rooms.
- 5.89 The application site is located a significant distance from any residential occupiers, and therefore impacts in relation to overshadowing or loss of light are not considered to be demonstrable to current or future occupiers' amenity.
- 5.90 No adverse comments have been provided by the Council's Environmental Protection team with regards to residential amenity impact.
- 5.91 Concerns have been raised by some local residents and businesses with regards to noise and disturbance of the construction, however an appropriate condition would be imposed to control any adverse disturbance during the construction phase, including dust suppression.
- 5.92 It is considered the proposal would accord with policy DM18.

Flood Risk/Drainage

- 5.93 Policy DM4 states development will only be approved where it can be demonstrated that the proposal satisfies all the following criteria:
- a) the sequential test set out in national policy is met, other than on allocated sites where the sequential test will not need to be repeated for uses consistent with the allocation;
 - b) if it is not possible for the development to be located in a zone at lower risk of flooding, that the sustainability benefits would outweigh the flood risk and the development will remain safe for people for its lifetime;
 - c) it will not increase the overall risk of all forms of flooding in the area or elsewhere through the mitigation of flood risk in the layout, design and form of the development and the appropriate application of Sustainable Drainage Systems (SuDS);
 - d) that no surface water connections are made to the foul system and connections to the combined or surface water system are only made in exceptional circumstances where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments);
 - e) that adequate sewage treatment capacity and foul drainage already exists or can be provided in time to serve the development;
 - f) it will be adequately protected from flooding in accordance with adopted standards of the Suffolk Flood Risk Management Strategy;
 - g) it includes water efficiency measures such as water re-use, stormwater or rainwater harvesting, or use of local land drainage water; and
 - h) it does not have any adverse effect on European and Nationally designated sites in terms of surface water disposal.
- Applications should be supported by site-specific flood risk assessments as required. The Development and Flood Risk Supplementary Planning Document provides relevant guidance on what constitutes safe development.
- 5.94 The development is in Flood Zone 3 which would be at high risk of flooding. A flood risk assessment has been submitted as part of this application.
- 5.95 A site-specific Flood Risk Assessment has been submitted with the planning application taking into account the findings of the Ipswich SFRA October 2020 through appropriate mitigation alongside a Surface Water Management Strategy.
- 5.96 The Environment Agency has been consulted and do not object to the proposal. They have provided comments on a proposed hotel being a more vulnerable development and the need for finished floor levels being above 3.98m AOD. Given that this element of the proposal is in outline form only, this detail can be secured at reserved matters stage.
- 5.97 The EA confirms the finished first floor levels have not been proposed for the aquatic centre, however they expect this to be above 4.28 m AOD and therefore they expect there is refuge above the 0.1% (1 in 1000) annual probability flood level of 3.98 m AOD (+ 300mm freeboard). Refuge is not required for 'less vulnerable' development, so long as the application supported by a flood emergency plan. A Flood Evacuation Plan has been proposed and is necessary to ensure the safety of the development in the absence of safe access with internal flooding in the event of a breach flood. A FEP can be conditioned.
- 5.98 The submitted FRA proposes to include flood resistant/resilient measures in the design of the building to protect/mitigate the proposed development from flooding. The development has been designed to provide refuge above the predicted flood levels. Given that refuge is identified as a fall back mitigation measure it is important that the building is structurally resilient to withstand the pressures and forces (hydrostatic and hydrodynamic pressures) associated with flood water, as per the requirements of paragraph 005 of the Flood Risk and Coastal Change PPG. A condition can be imposed to provide

certainty that the buildings will be constructed to withstand these water pressures.

5.99 The Lead Local Flood Authority (Suffolk County Council) has been consulted, and do not object to the proposal subject to conditions relating to details of the strategy for the disposal of surface water; details of the implementation, maintenance and management of the strategy for the disposal of surface water on the site; details of a Construction Surface Water Management Plan (CSWMP) detailing how surface water and storm water will be managed on the site during construction; and within 28 days of practical completion, surface water drainage verification report shall be submitted to the Local Planning Authority.

5.100 It is considered the proposal would accord with policy DM4 subject to conditions.

Secure by Design

5.101 Section 12 paragraph 135(f) of the NPPF 2024 states development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.102 Officers are aware that due regard has to be given to the Equality Act 2010 in decision making. Under section 149 of the act, all public bodies are required in exercising their functions to eliminate discrimination, advance equality of opportunity and foster good relations. The "protected characteristics" to which the act applies include age, race, religion or belief, sex, sexual orientation, gender reassignment, disability, pregnancy and maternity.

5.103 It is acknowledged that Section 17 of the Crime and Disorder Act 1998 places a duty on authorities to exercise its various functions with due regard to the likely effect of those function on, and the need to do all that it reasonably can to prevent crime and disorder in its area.

5.104 The applicant advises that Ipswich Aquatics Centre's primary goal is to provide a public facility for all with a safe and secure environment. The scheme has been worked up with secure design features in mind. The scheme would incorporate:

- Full access control system to ensure entry to sensitive areas of the building is restricted
- CCTV coverage to be monitored remotely as the staff will not be in a position to view the cameras frequently
- The lighting strategy will enhance visibility and should also reduce the areas on the site where crime can take place.
- Use of an obscuring pattern applied to the ground floor glazing to provide for privacy.
- Anchor points to motorcycle and cycle hoops will be secure and also visible.

5.105 Suffolk Constabulary has been consulted, and whilst they raise several issues, they do not object to this application but does request that a management plan is included as a condition of planning.

5.106 The Constabulary notes that careful management of and communication between the operation of the Aquatic centre and ITFC on match days will reduce the risk of anti-social behaviour, and it is therefore considered essential that a management plan for the Aquatic Centre is in place, and they strongly recommended that this plan is included as a condition of any planning permission granted. This should include the following:

- Regular (monthly) meetings to be held between the management of the aquatic centre, ITFC's Operations and Stadium/Facilities Managers and the Suffolk Constabulary Dedicated Football officer. This must include liaison to ensure events at the Aquatic Centre do not clash with events (including matches) at ITFC in order to reduce the risk of congestion and conflict.
- Provision of private security for the Aquatic Centre on days when events are held at ITFC.
- Managed entry to the Aquatic Centre toilets and café on event days.
- Tables and chairs to be removed from the external café areas during events.

- Temporary measures that can be deployed to prevent people from accessing the public realm areas during ITFC events if required for safety.
- Measures to deter ASB at all times.

5.107 It is considered the proposal would accord with policy DM12 in this regard subject to a management plan condition.

Archaeology

5.108 Policy DM14 states that the Borough will require that development proposals which may disturb remains below ground are supported by an appropriate assessment of the archaeological significance of the site including, if necessary, the results of a programme of archaeological field investigation. Such assessments should be proportionate to the importance of the site. Sites within the Area of Archaeological Importance are especially likely to contain significant archaeological remains. The Development and Archaeology Supplementary Planning Document provides guidance on the preparation of archaeological assessments.

5.109 Planning permission will not be granted if the remains identified are of sufficient significance to be preserved in situ and cannot be so preserved in the context of the development proposed, taking account of the necessary construction techniques to be used. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

5.110 Where archaeological potential is identified but where the public benefits of the proposal convincingly outweigh harm to the significance of archaeological heritage assets, development which would destroy or disturb potential remains will be permitted, subject to an appropriate programme of archaeological investigation, recording, reporting, archiving, publication, enhanced public understanding and community involvement.

5.111 Policy SP45 (for Site Allocation IP051), states the site has potential for palaeo-environmental and waterlogged remains. An Archaeological Assessment will therefore be required along with any necessary mitigation measures in accordance with Policy DM14.

5.112 The Suffolk CC Archaeological Service (SCCAS) has been consulted and advises no further archaeological work is required on this site, and therefore no conditions are required in this regard.

5.113 It is considered the proposal would accord with policy DM14.

Contamination and Air Quality

5.114 Policy DM3 states development proposals should not:

- a) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits;
- b) reduce air quality benefits that result from the Borough Council's activities to improve air quality.

5.115 An Air Quality Assessment (AQA) will be required where development proposals are likely to expose residents to unacceptable levels of air pollution. Where the AQA shows that a development would cause harm to air quality, the Council will not grant planning permission unless measures are adopted to mitigate the impact.

5.116 Development that involves significant demolition, construction or earthworks will also be required to assess the risk of dust and emissions impacts in an AQA and include appropriate mitigation measures to be secured in a Construction Management Plan.

5.117 The application has been accompanied by an Air Quality and Dust Risk Assessment. This acknowledges the proposal will comprise the demolition of the existing ground level carpark. Construction activity associated with the proposed development is assessed to be medium risk for dust soiling, and low risk for human health effects. The adverse impacts of construction on air quality are likely to be negligible through good site practice and by adopting the mitigation measures in Section 6.1 of the Assessment, such as dust management plan. This could be conditioned.

- 5.118 The Council's Environmental Protection team have raised no objection with regards to air quality.
- 5.119 Policy SP45 (for Site Allocation IP051), states that a Contaminated Land Assessment is required and appropriate mitigation to address any contamination identified in accordance with Policy DM18.
- 5.120 The site is 'brownfield' having previously been developed. Therefore, the site may have been affected by contamination from its previous use or those uses at surrounding land. As a result, the application has been accompanied by the Contaminated land Assessment. The Council's Environmental Protection team has been consulted and requests the submission of a Remediation Strategy prior to commencement of the development. This can be conditioned.
- 5.121 It is considered the proposal would accord with policies DM3 and DM18 in this regard.

BREEAM and Sustainability

- 5.121 Policy DM2 requires new development over 1,000sqm to provide at least 15% of their energy from decentralised and renewable or low-carbon sources.
- 5.122 Policy DM1 encourages non-residential development of 500 sq. m and above to achieve a minimum of BREEAM Very Good standard or equivalent.
- 5.123 The proposal goes beyond this, and seeks to achieve a BREEAM excellent form of development. As part of the application, a BREEAM pre-assessment has been submitted to demonstrate how this can be met, and to ensure that suitable weight can be afforded to this as part of the planning determination. The applicant hopes that in going above and beyond the current planning policy requirements for achieving sustainable development, that this will positively impact the future of the major development submissions in the Borough.
- 5.124 A Sustainability Statement also supports the application, and details the efforts and initiatives undertaken by the facility to promote environmental, social responsibility, and economic viability in line with the applicant's commitment to sustainable practices.
- 5.125 This Statement identifies various renewable and low carbon technology options which are initially deemed viable for the development, such as the use of Air Source Heat Pumps, photovoltaic panels, and solar hot water. A condition can be imposed to ensure the 15% requirement is met.
- 5.126 It is considered the proposal would accord with policies DM1 and DM2 subject to conditions.

Biodiversity/Arboriculture

- 5.127 Policy DM8 states that all development must incorporate measures to provide net gains for biodiversity. Proposals which would result in significant harm or net loss to biodiversity, having appropriate regard to the 'mitigation hierarchy', will not normally be permitted.
- 5.128 This is a position shared by the NPPF Paragraph 187. This states that development should contribute to and enhance the natural and local environment by: "*minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*" These requirements are reflected within Policies CS4 (Protecting our Assets) and DM8 (The Natural Environment) of the Local Plan.
- 5.129 The application has been submitted with an Ecological Appraisal, which identifies the site comprises a large car park with sealed surface, some introduced shrub, other neutral grassland and trees. The findings of the survey confirm that the habitats onsite have the potential to support breeding birds and roosting bats.
- 5.130 The report confirms given the onsite presence of potential bird nesting habitat, any clearance of vegetation, or buildings that support suitable nesting features, should be timed to avoid the bird breeding season (March-August inclusive). If this is not possible, these habitats can only be removed following confirmation by a suitably qualified Ecologist that they are not in active use by nesting birds.
- 5.131 The report acknowledges that given the potential of tree T7 (large London Plane tree on the eastern boundary of the site) to support roosting bats, a tree climbing survey under the supervision of a bat

licenced Ecologist is recommended to characterise the roost features. This work was undertaken in July 2024.

- 5.132 Following this work it was concluded that the tree to be removed could support individual or a small number of bats. No further survey work was required, however compensation measures will be needed in advance of the works along with a precautionary working method statement (PWMS), which can be conditioned.
- 5.133 Provided the recommendations within the report are followed and the mitigation hierarchy of avoidance, mitigation, compensation and enhancement is implemented throughout the detailed design process, potential negative effects from development on important ecological features will be negligible, and the proposal would not have an adverse impact on the biodiversity of the site.
- 5.134 The application was submitted post 12 February 2024, and therefore the application submission is required to provide a mandatory minimum 10% gain in biodiversity. The application has been submitted with a Biodiversity Net Gain Report, BNG Habitat Plan and statutory biodiversity metric.
- 5.135 The report states the site will achieve a biodiversity net gain via offsite habitat compensation. The total net unit change is +0.78 area habitat units (+17.66% change). The applicant has agreed to the planting of 46 native trees within parkland or grassland somewhere in the local authority area, although this would be considered via a pre-commencement condition. It is understood that the developer is committed to achieving the targeted biodiversity net gain for this site, so it is anticipated this can be delivered via a biodiversity gain plan secured by planning condition.
- 5.136 Provided the recommendations within this report are followed and the mitigation hierarchy of avoidance, mitigation, compensation, and enhancement is implemented throughout the detailed design process, the scheme will achieve a significant net gain in biodiversity.
- 5.137 The application has been submitted with a detailed landscaping proposal. The proposal shows that whilst in order to accommodate the scheme, a total of 7 trees need to be removed, this loss is offset by a mix of hard and soft landscaped areas which will visually enhance the site.
- 5.138 A proposed new public realm is to be created to the north of the new aquatics centre, linking the Masterplan area with surrounding routes into the Ipswich Town Centre. This new link will bring visitors through the development to arrive at the new aquatics facility, across a mix of high quality hard and soft landscaped areas. A number of additional trees are proposed to be planted to offset the loss of the seven trees which are to be removed to accommodate the proposals. The additional planting, and soft and hard landscaping is considered to result in a visual improvement and multi-functional space surrounding the proposed new built form, as well as encouraging sustainable access to the site, in accordance with planning policy.
- 5.139 In order to meet the 10% biodiversity net gains requirement, a significant number of trees and planting is required. To ensure that the useable space on site is not compromised by providing this additional planting, the applicant has been working alongside the landscape consultant to provide the best possible solution. The additional trees required to meet the 10% requirement are to be provided off site, in one of the Council managed open spaces.
- 5.140 As such, whilst the full 10% BNG cannot be met on site, the policy requirements can be met as part of the proposals in on site and off site landscaping contributions.
- 5.141 Policy DM9 seeks to protect existing trees and seeks to secure additional trees, particularly on a 2 for 1 basis where a mature or semi-mature tree or hedgerow is proposed for removal.
- 5.142 As noted the proposal results in the loss of 7 trees. As a result, the application has been accompanied by an Arboricultural Impact Assessment, Tree Survey and Tree Protection Plan.
- 5.143 Trees identified for removal within the proposed development area are the Category A trees T7 (London Plane) and the easternmost tree of G10 (Fastigate Yew), and the Category B trees G7 (Tree of Heaven), G9 (Birch) and the two northernmost trees of G8 (Ash/Field Maple/Alder).

- 5.144 Trees T8, T11, T12, G5, G8 and G10 within the report will require works within the root protection area, as highlighted on the Tree Removal and Protection Plan, which include landscaping, planting and some new hard surface installation. The existing hard surface must remain in place for as long as possible to provide protection to the roots during construction. Areas which are not currently protected will require additional ground protection.
- 5.145 As noted a total of 7 trees are to be removed to accommodate the proposal, but where possible a number of the trees on site have been retained. The loss of the trees on site have been offset by additional planting which seeks to meet the requirements of a 10% Biodiversity Net Gain both on and off site.
- 5.146 It is considered the proposal would accord with policies DM8 and DM9 subject to conditions.

Other Considerations/comments from representations

- 5.147 The Sir Bobby Robson statue is located in this application site, however the development has been located to ensure that the relocation of this statue is not required and it can be retained in its current location.
- 5.148 Concerns have been raised by local residents with regards to local parking restrictions within Zone 4, and those resident permit parking restrictions expiring at 6pm, and therefore those accessing the pool facilities after this time may take the opportunity to park in those areas for free, restricting the parking opportunities for local residents. Whilst this is a local concern, this is not directly linked to the proposal, as this concern is already voiced with regards to evening ITFC football matches. It is considered this is a situation which would need to be monitored by the Council, outside of its remit as the local planning authority.
- 5.149 Concerns have been raised with regards to the lack of proposed facilities within the new aquatic centre, such as lack of 50m competition pool, deep water, water flumes, diving facilities, and reduced competition seating.
- 5.150 There is insufficient space within the proposal to accommodate a learner pool and a 50m pool. Whilst a 50m pool could technically be split for different uses with one part being a learner pool, this would increase running costs as it is much harder to provide the correct water temperature for different uses in this arrangement and the whole pool would need to be heated to learner pool temperature.
- 5.151 The depths of both the main pool and the training pool meet national standards and the training pool will have a moveable floor that allows it to flex between 1.5m and 2.0m.
- 5.152 The water 'play' area focuses on encouraging families with young children to use the Aquatics Centre and whilst more 'play' options such as flumes would be favourable, this would be cost prohibitive in relation to ongoing operational costs as would providing the required depth for diving facilities.
- 5.153 Current Total Gala Seating Capacity at Crown Pools is 600. New Facility Total Gala Seating Capacity: 663 - 497 seats within the Pool Hall & 168 seats within the Studio Pool. The Studio Pool will also serve as a warm-down pool, improving upon Crown Pools, which currently lacks a suitable warm-down facility.

6. Planning Balance

- 6.1 The main IBC swimming facilities within the town centre are located at Crown Pools on Crown St opposite the Tower Ramparts bus station. Crown Pools were constructed in 1984 and at the time were considered state of the art, however they are now coming to the end of their lifecycle, proving costly to maintain and the facilities need updating to support current demand.
- 6.2 This application site comprises surface level car parking located to the east of Portman Road, and to the rear of buildings along Civic Drive. The site is in a transitional area between the Town Centre and river valley, located adjacent to ITFC. This open car parking area at Portman Road is considered an ideal place to situate the new Aquatics centre, given that the forthcoming multi story car park development will release

space, provide parking, and its strategic position with connecting train and bus services which would provide a natural connection to the town centre.

6.3 The proposed new aquatics facility will sit centrally in the new masterplan area as the focal piece within the development. The orientation of the building has been carefully considered to ensure that there is a physical and visual relationship with the surrounding public realm, as well as ensuring its functionality as a swimming pool complex in considering thermal efficiency, and reducing glint and glare by ensuring that the pools and associated glazing have a north facing frontage. In addition, opportunities have been explored to increase activity and to promote active frontages where possible.

6.4 The proposals would meet planning policy requirements, and the aspirations of Policy SP45 (Site Allocation IP051) in terms of how the mixed use development on the site should be brought forward. The proposal is of a high quality design and appearance which will make a positive architectural statement creating a gateway development to welcome visitors to this mixed use site.

7. Conclusion

7.1 The proposed hybrid application would, subject to the compliance with planning conditions and S106 obligations, accord with the adopted policies of the Ipswich Local Plan (2022).

7.2 Officers therefore consider that the proposals would be acceptable having regards to policies CS1, CS2, CS3, CS4, CS5, CS14, CS16, CS17, DM1, DM2, DM3, DM4, DM5, DM6, DM8, DM9, DM12, DM13, DM14, DM15, DM18, DM21, DM22, DM24, DM33, SP1, SP2, SP17, SP23, SP45 and SP34.