

# **Ipswich Economic Area Employment Land Supply Assessment Ipswich**

Ipswich Borough Council

April 2018

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## 1.0 Introduction

- 1.1 Lichfields has been commissioned by Ipswich Borough Council, Babergh, Mid Suffolk and Suffolk Coastal District Councils ('the Councils') to prepare an Employment Land Supply Assessment (ELSA) for the Ipswich Economic Area (IEA) covering Ipswich, Babergh, Mid Suffolk and Suffolk Coastal.
- 1.2 The ELSA follows on from the Employment Land Needs Assessment (ELNA) prepared in March 2016, and the Ipswich Economic Area Sector Needs Assessment prepared in September 2017. These studies assessed quantitative and qualitative requirements for employment land for all authorities within the Ipswich Economic Area to 2031 and 2036.<sup>1</sup> These reports did not consider the current or future supply of employment land. Therefore the purpose of the ELSA is to undertake an assessment of the supply of employment land in each of the four authorities in light of identified future requirements to help inform emerging employment policies and allocations.
- 1.3 The ELSA has been divided into separate reports as follows:
- Ipswich (this report);
  - Babergh and Mid-Suffolk; and
  - Suffolk Coastal.

### Scope of Study

- 1.4 The purpose of this ELSA report is to evaluate the quality of current and potential employment land in Ipswich as well as to assess the attractiveness of these sites to the market and their likely deliverability. The suitability of these sites to meet future B class floorspace needs is also considered. The assessment will help to determine how well existing employment sites are performing and assess the potential for the development on new sites to inform whether they should be safeguarded for B class employment uses. Conversely, the assessment also identifies poorer quality sites where initiatives for upgrading or release for other uses could be considered.

### Limitations

- 1.5 Aside from primary information gathered on site visits, the analysis in this report relies upon third party data and other information. Lichfields has not independently verified third party data including planning constraints, planning histories and site ownership information provided. The study has used the latest information available at the time of preparation in early to mid-2017, and therefore may not reflect planning decisions issued since then. An important consideration for any technical work of this type is that it is inevitably a point-in-time assessment.

### Structure of the Report

- 1.6 The report is structured as follows:
- **Section 2: Methodology** sets out the methodology adopted for the site assessments in this report;
  - **Section 3: Employment Land Supply Analysis and Key Findings** provides an overview of the types of sites assessed and their locations. The section then goes on to set out the key findings of the assessment for existing and proposed employment sites; and

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<sup>1</sup> The 2016 ELNA also considers future employment land needs in Waveney.

- **Section 4: Implications for Meeting Future Needs** considers the findings of the site assessments in the context of identified future requirements to help inform emerging employment policies and allocations.

## 2.0 Methodology

- 2.1 The methodology for the sites assessments in the ELSA has been agreed with the four IEA authorities, with a bespoke approach being agreed with Ipswich Borough Council. The assessment criteria are broadly consistent with the Babergh and Mid Suffolk District Council Strategic Housing and Economic Land Availability Assessment (SHELAA) methodology. However, in the case of Ipswich some aspects of the SHELAA methodology have been amended to reflect the nuances needed for the assessment of employment sites rather than housing sites. The bespoke methodology for Ipswich reflects that a significant proportion of the sites assessed are existing employment sites.
- 2.2 The agreed methodology is in accordance with the requirements of the Planning Practice Guidance (PPG). The Housing and Economic Development Assessments section of the PPG states that local authorities should:
- 1 consider their existing stock of land, identifying the demand for and supply of employment land and determine the likely business needs and future market requirements;
  - 2 consider the locational and premises requirements of particular types of business;
  - 3 consider projections and forecasts to help identify where sites have been developed for a specific economic use;
  - 4 analyse supply and demand to identify whether there is a discrepancy between quantitative and qualitative supply and demand for employment sites; and
  - 5 identify where gaps in local employment land provision exists by comparing the available stock of land with the requirements of the area.
- 2.3 The analysis of sites will have been undertaken using a combination of site visits and desktop reviews of background information including other information supplied by the Council.

### Staged Approach

- 2.4 The stages of the methodology adopted for the site assessments undertaken in this report are set out below:

#### a. Absolute Constraints Check

- 2.5 If any site is wholly affected by one or more of these absolute constraints listed below, it has been filtered from further assessment as development would contravene national planning policy/legislation.
- SPA, SAC, SSSI or RAMSAR;
  - National Nature Reserve;
  - Ancient Woodland;
  - Flood Zones 2 and 3 (although this is considered an absolute constraint in parts of the IEA, in Ipswich there is evidence in the flood risk sequential testing<sup>2</sup> that even using the sequential approach there is a requirement for some development on brownfield sites in Flood Zones 2 and 3 to meet development needs);

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<sup>2</sup> Ipswich Borough Council Flood Risk Sequential Test and Exception Test Statement (4<sup>th</sup> March 2015)  
[https://www.ipswich.gov.uk/sites/default/files/flood\\_risk\\_sequential\\_test\\_and\\_exception\\_test\\_statement\\_mar\\_15.pdf](https://www.ipswich.gov.uk/sites/default/files/flood_risk_sequential_test_and_exception_test_statement_mar_15.pdf)

- Scheduled Ancient Monument (although in the case of Ipswich, the Council has some Local Plan allocations on Scheduled Ancient Monuments. Development of the allocations will require detailed early pre-application discussions to agree the scope of required assessment, the principle of development and to inform designs but is not necessarily a showstopper to development);
- Statutory Allotments; and
- Locally Designated Green Space.

## **b. Suitability**

- 2.6 For sites which have no absolute suitability constraints, the analysis of the existing and proposed employment sites in Ipswich is undertaken using a number of scored assessment criteria. These assessment criteria are set out below. The assessment criteria represent broad groupings to be analysed and reflect a number of individual factors for assessment.
- 2.7 Each site is given a score of between 1 and 5 against each of the six assessment criteria (1 = poor, 5 = very good). No individual weightings are attached to different criteria.
- 2.8 Scorings can reflect a combination of different factors applying to the same criteria and a balanced judgment has to be made on an appropriate overall score. Table 2.1 shows the criteria used to assess the sites.

Table 2.1 Site Assessment Methodology

Criteria	1 (poor)	5 (very good)
Strategic Road Access to Site	Over circa 5 km from trunk road or other key A road/access, and/or through constrained/local roads, and/or through town centre or residential areas etc.	Within circa 2km of trunk road or other key A road/ via good unconstrained roads
Local Accessibility to Site	Difficult/narrow road access, via residential roads, difficult site access junction, congested local roads; low level/limited range/infrequent public transport services nearby or no possibility of creating suitable access to the site	Very good local access by all means is possible: via free moving good roads avoiding residential areas/difficult junctions; unconstrained vehicle access to the site with good visibility/lack of queuing; close access to range of town centre public transport services
Proximity to Urban Areas and Access to Labour and Services	Remote isolated site, no core local services or residential areas nearby	Near centre of urban area with one or more core services nearby (schools, healthcare, retail and service provision, local employment opportunities and peak time public transport services); proximity to sizeable residential areas providing local labour supply
Site characteristics and development constraints	Sloping/uneven site; irregular/narrow shape, other severe constraints; 50% of the site is affected by flood risk Zone 2 or 3; conservation or landscape constraints on scale of development; adverse ground conditions or abnormal development costs	Generally level site, regular shape, low flood risk (Zone 1); no conservation or landscape constraints on scale of development; no adverse ground conditions or abnormal development costs; no other significant constraints on new development
Compatible with neighbouring / adjoining uses	B2/B8 adjoining residential/other sensitive uses with no scope for mitigation	Within larger employment area/would be compatible with existing and/or adjoining uses
Market Attractiveness	Low quality unattractive appearance/location; attracts lower end users and high level of vacant space/buildings; vacant units not marketed; no recent investment; units remain vacant for lengthy period	High profile/high quality appearance, managed site; good environment and quality of occupiers; limited vacancy; viewed as attractive by agents/occupiers; recent investment/development activity, strong demand, units rarely available

Source: Lichfields analysis

### c. Planning Factors and Barriers to Delivery

2.9

The sites are assessed as to whether there are any of the following factors which could affect the delivery of employment space:

- **Environmental factors:** including Tree Protection Orders, Wildlife Sites, Eco-Corridors, protected playing fields, contamination;
- **Historic environment factors:** including areas of archaeological potential, Conservation Areas, and listed buildings;
- **Other planning policy factors:** including Character Areas, Area Action Plans, Characterisation Studies; and

- **Barriers to delivery:** including physical constraints to development, existing buildings and remediation works.

### Site Conclusion and Potential Uses

- 2.10 On the basis of a) to c), a conclusion is reached as to the general suitability of the site for employment use.
- 2.11 Where information is available on landowner intentions for development of the site or there is relevant planning history that informs appropriate development of the site (e.g. from information provided by the Council) this will be noted when considering potential uses for the site. If this information is not available the most appropriate deemed use class(es) will be identified based on the remainder of the site assessment. The potential uses of the site will be set out into the following B class uses:
- B1 Business: offices (B1a), research and development (B1b) and light industrial (B1c);
  - B2 General industry; and
  - B8 Storage and distribution: warehouses, wholesale centres and distribution centres.

### Summary

- 2.12 The Ipswich sites assessed have been provided to Lichfields by the Council and include existing employment areas and existing allocations in the Local Plan.
- 2.13 This assessment includes an exercise in identifying which existing employment sites are better suited to employment uses and should be safeguarded, focusing on the suitability assessment of the site only.

## 3.0 Land Supply Assessment and Key Findings

3.1 This section of the report introduces the sites that have been assessed as part of the Ipswich ELSA and provides a summary of the individual site assessments.

### Overview

3.2 A total of 56 sites have been assessed in the administrative area of Ipswich Borough. These sites are categorised as follows:

- Sites which fall within Ipswich Local Plan (2011-2031) Existing Employment Areas (E1 - E17) & Employment Allocations;
- Ipswich Local Plan (2011-2031) Sites Allocated for Mixed use Developments with/without B class employment; and
- Other Potential Development Sites.

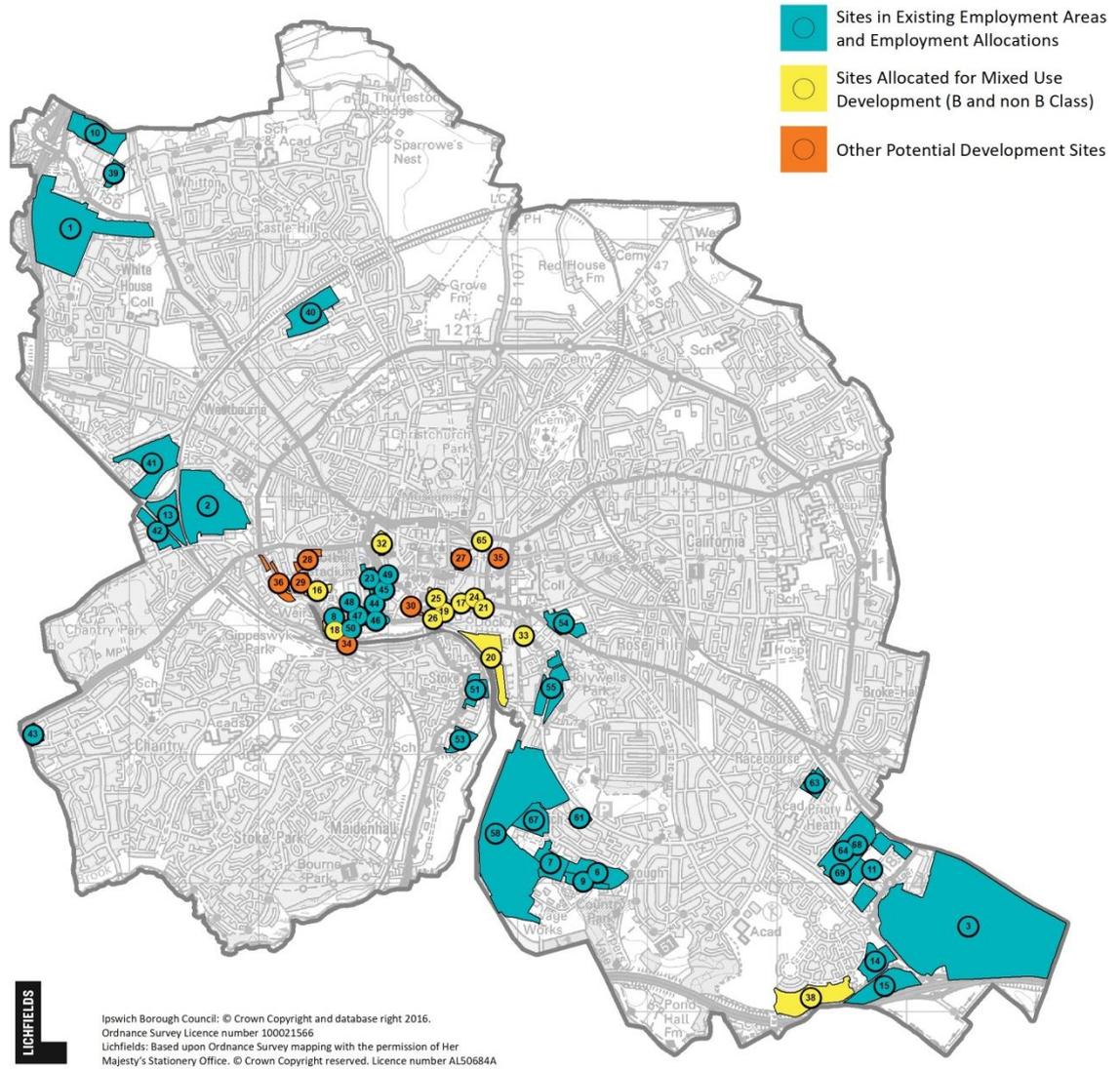
3.3 A full breakdown of the sites assessed for Ipswich is provided below in Table 3.1 and the geographical spread of the 56 sites across Ipswich Borough is set out below in Figure 3.1

Table 3.1 Sites assessed in the Ipswich ELSA by Type

	Ipswich
Existing Employment Areas & Employment Allocations	36
Mixed use Allocations with/without B class employment	13
Other Potential Development Sites	7
<b>Total</b>	<b>56</b>

Source: Lichfields analysis

Figure 3.1 Location of the sites assessed in Ipswich Borough

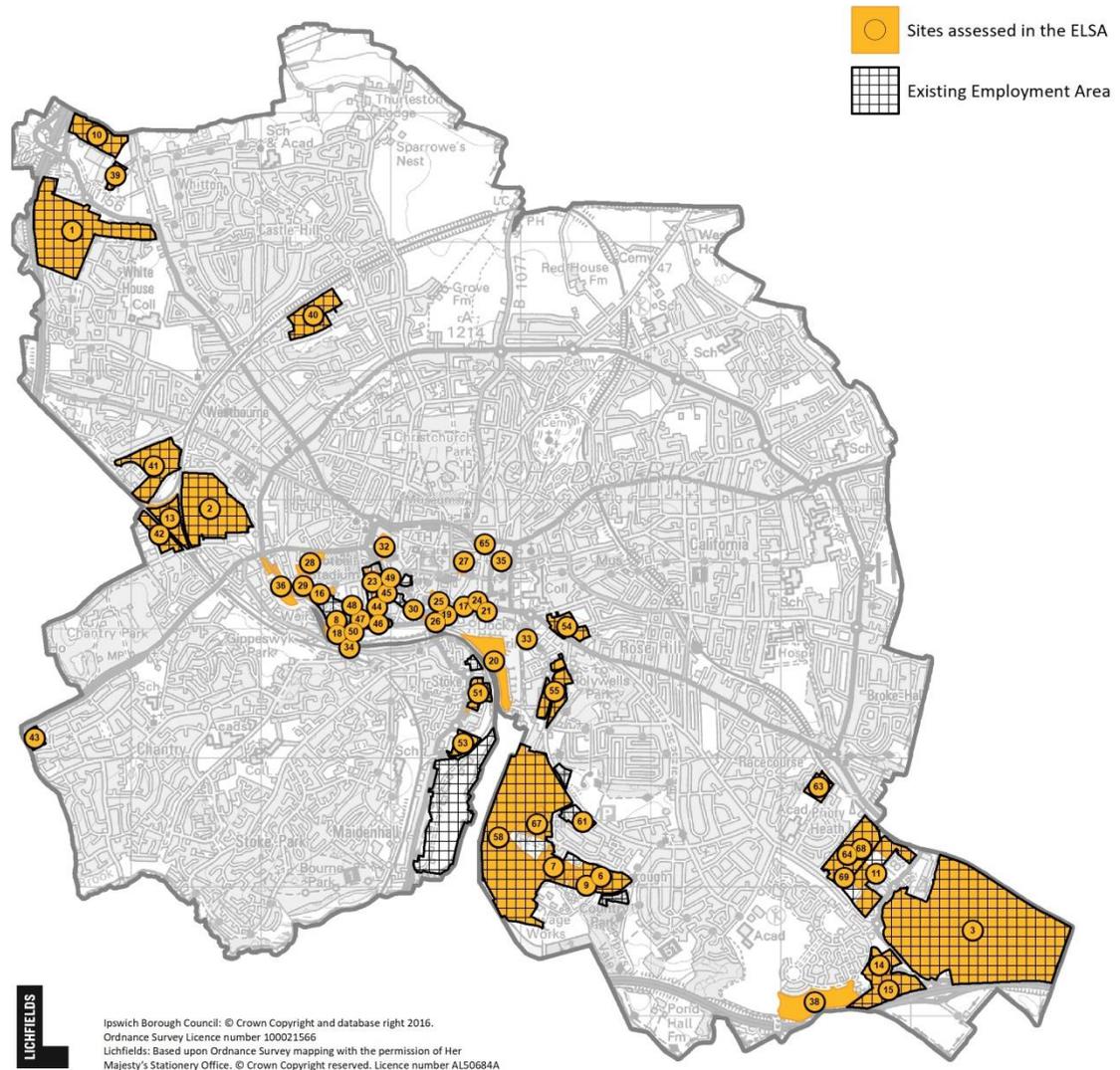


Source: Lichfields analysis

3.4

A number of the sites assessed fall within Ipswich Borough’s Existing Employment Areas. The extent of Ipswich’s Employment Areas is shown on Figure 3.2 below, with the boundaries of the assessed sites overlaid. This shows the Employment Allocations, or parts of them, which have been assessed in this report.

Figure 3.2 Location of the sites assessed in Ipswich Borough relative to Employment Areas



Source: Lichfields analysis

## Key Findings

- 3.5 In total the sites assessed cover 338ha of land of which just over 261ha are in existing use and just over 75ha are available now<sup>3</sup> for development.
- 3.6 Detailed site assessments with site location maps are contained in Appendix 3.
- 3.7 Table 3.2 sets out a summary of the site assessments, in order of the combined score of suitability measures. It should be noted that scorings can reflect a combination of different factors applying to the same criteria; therefore this ranking is provided for illustrative purposes only, and should not be taken as definitive. The table also breaks down the quantum of land which is in an existing use and land that is available within each site assessed.

<sup>3</sup> The definition of 'available now' is as per footnote 11 of the NPPF, with the exception of some IBC owned sites which are currently operating as temporary car parks. As it has been confirmed that the car park uses on these sites could cease with immediate effect these have also been assessed as 'available now'.

Table 3.2 Summary of Site Assessment Scores

Lichfields Site Ref	Ipswich BC Site Ref	Site Location	Category	Total Size (ha)	Existing Use (ha)	Available Land (ha)	Total Site Assessment Score
32	IP040	Civic Centre area, Civic Drive	Mixed-use allocation non B-Class	1.6	1.2	0.4	25
44	E7 (1 of 7)	Princes Street/New Cardinal Street	Existing Employment Area	1.1	1.1 (including site under construction)	N/A	24
45	E7 (2 of 7)	St Clare House etc, Princes Street/Greyfriars Road	Existing Employment Area	0.3	0.3	N/A	24
48	E7 (5 of 7)	2 to 6 Russell Road	In Existing Employment Area	0.8	0.8	N/A	24
3	E15	Ransomes Europark	Existing Employment Area	93.2	84.97	8.23	24
1	E2	White House Industrial Estate	Existing Employment Area	30.4	30.4	N/A	23
46	E7 (3 of 7)	Sorting office, Commercial Road	Existing Employment Area	1.3	1.3	N/A	23
47	E7 (4 of 7)	Fire Station	Existing Employment Area	0.6	0.6	N/A	23
49	E7 (6 of 7)	Land fronting Civic Drive/Princes Street	Existing Employment Area	0.2	0.2	N/A	23
11	IP141a (within E17)	Land at Futura Park	In Existing Employment Area	7.1	N/A	7.1	23
16	IP004	Bus depot, Sir Alf Ramsey Way	Mixed-use Allocation including B-Class	1.1 (0.5ha employment)	1.1	N/A	23
24	IP052	Land between Lower Orwell St & Star Lane	Mixed-use Allocation including B-Class	0.4 (0.1ha employment)	0.4	N/A	23
30	IP028a and b	Land west of Greyfriars Road (Jewsons)	Potential Development Site	1	1	N/A	23
36, 37, 66	IP119, IP120a & IP120b	West End Road (both sides)	Potential Development Site	2	2	N/A	23
43	E6	Land south of London Road	Existing Employment Area	1.6	1.6	N/A	22
50	E7 (7 of 7)	Former Malt House, Princes Street	In Existing Employment Area	0.4	N/A	0.4	22
8	IP094 (within E7)	Rear of Grafton House, Russell Road	Site Allocated for Employment Use	0.3	N/A	0.3	22
18	IP015	West End Road Surface Car Park	Mixed-use Allocation including B-Class	1.2 (0.1ha employment)	1.2	N/A	22
21	IP043	Commercial buildings & Jewish Burial Ground Star Lane	Mixed-use Allocation including B-Class	0.7 (0.1ha employment)	N.A	0.1	22
26	IP132	Bridge Street, Northern Quays (west)	Mixed-use Allocation including B-Class	0.2	N/A	0.2	22
29	IP003	Waste tip Sir Alf Ramsey Way	Potential Development Site	1.6	1.6	N/A	22
41	E4	Boss Hall Industrial Estate	Existing Employment Area	10.9	10.9	N/A	21
51-52	E8	IP-City, Felaw Maltings Car Park and 2 Bath Street	Existing Employment Area	3	3	N/A	21
69	E14 (2/2)	The Drift/Leslie Road (vacant land)	Existing Employment Area	0.9	N/A	0.9	21
23	IP051	Old Cattle Market site,	Site Allocated for	2.2	N/A	2.2	21

Lichfields Site Ref	Ipswich BC Site Ref	Site Location	Category	Total Size (ha)	Existing Use (ha)	Available Land (ha)	Total Site Assessment Score
	(within E7)	Portman Road (South)	Employment Use				
13	IP147 (within E5)	Land between railway junction and Hadleigh Road	Site Allocated for Employment Use	4.7	N/A	4.7	21
14	IP150c (within E16)	Ravenswood	Site Allocated for Employment Use	4.8	N/A	4.8	21
2	E5 (1 of 2)	Hadleigh Road Industrial Estate	Existing Employment Area	20.7	20.7	N/A	20
54	E10	Cavendish Street area	Existing Employment Area	4	4	N/A	20
55-57	E11	Holywell Road/Holywells Close	Existing Employment Area	6.6	6.6	N/A	20
15	IP152 (within E16)	Airport Farm Kennels, north of A14	Site Allocated for Employment Use	7.4	N/A	7.4	20
17	IP011b	Smart St / Foundation St	Mixed-use Allocation including B-Class	0.7 (0.1ha employment)	0.7	N/A	20
25	IP054	Land between Old Cattle Market & Star Lane	Mixed-use Allocation including B-Class	1.2	1.2	N/A	20
65	IP260	Odeon Cinema Site	Mixed-use allocation non B-Class	0.2	N/A	0.2	20
27	IP048b	Remainder of Mint Quarter (west of IP048 Local Plan allocation)	Potential Development Site	1.6	1.6	N/A	20
53	E9	Riverside Industrial Estate	Existing Employment Area	2.6	2.6	N/A	19
20	IP037	Island Site	Mixed-use Allocation including B-Class	6.0 (1.8ha employment)	6	N/A	19
38	IP150b	Ravenswood	Mixed-use allocation non B-Class	9.6	N/A	9.6	19
34	IP081	Land north of Ranelagh Road	Potential Development Site	0.2	0.2	N/A	19
28	IP279	BT office Bibb Way	Potential Development Site	1.7	1.7	N/A	19
39	Part of E1	Adjacent Anglia Retail Park, Bury Road	Existing Employment Area	1.6	0.9	0.7	18
40	E3	Knightsdale Road/ Wharfedale Road	Existing Employment Area	8.1	8.1	N/A	18
64	E14 (whole)	The Drift/Leslie Road	Existing Employment Area	11.3	9.6	1.7	18
68	E14 (1/2)	The Drift/Leslie Road (former Alstons)	Existing Employment Area	5.1	4.3	0.8	18
19	IP035	Key Street / Star Lane / Burtons Site	Mixed-use Allocation including B-Class	0.5 (0.2ha employment)	N/A	0.2	18
35	IP084a	County Hall, St Helen's Street	Potential Development Site	0.2	N/A	0.2 (conversion not redevelopment)	18
58	E12 (1 of 2)	Cliff Quay, Sandy Hill Lane	Existing Employment Area	48.3	39.9	8.4	17
10	IP140 (within E1)	Land north of Whitton Lane	Site Allocated for Employment Use	6.9	N/A	6.9	17
63	E13	Cobham Road	Existing Employment Area	2.8	2.8	N/A	16
6	IP058 (within E12)	Raeburn Road South/Sandy Hill Lane	Site Allocated for Employment Use	5.8	5.8	N/A	16

Lichfields Site Ref	Ipswich BC Site Ref	Site Location	Category	Total Size (ha)	Existing Use (ha)	Available Land (ha)	Total Site Assessment Score
33	IP049	No. 8 Shed, Orwell Quay	Mixed-use allocation non B-Class	0.8	0.8	N/A	16
42	E5 (2 of 2)	Elton Park Industrial Estate, Hadleigh Road	Existing Employment Area	3.7	2.55	1.15	15
9	IP099 (within E12)	Part former Volvo site, Raeburn Road South	Site Allocated for Employment Use	2.3	2.3	N/A	15
67	IP143 (within E12)	Former Norsk Hydro Site, Sandy Hill Lane	In Existing Employment Area	4.5	N/A	4.5	14
61	E12 (2 of 2)	Landseer Road (Test Centre)	In Existing Employment Area	1.3	N/A	1.3	13
7	IP067 (within E12)	Former British Energy Site, Cliff Quay	Site Allocated for Employment Use	4.7	N/A	4.7	13
<b>Total (ha) –</b> excludes E14 (1/2) and E14 (2/2) to ensure no double counting with E14 (whole)				<b>338</b>	<b>261.72</b>	<b>75.38</b>	<b>~</b>

Source: Lichfields analysis

Note: Total existing and available land figures do not sum to total size because where a Mixed-use Allocation including B-Class is assessed, it is only the amount of the site indicated for B Class uses that is drawn into the available land column

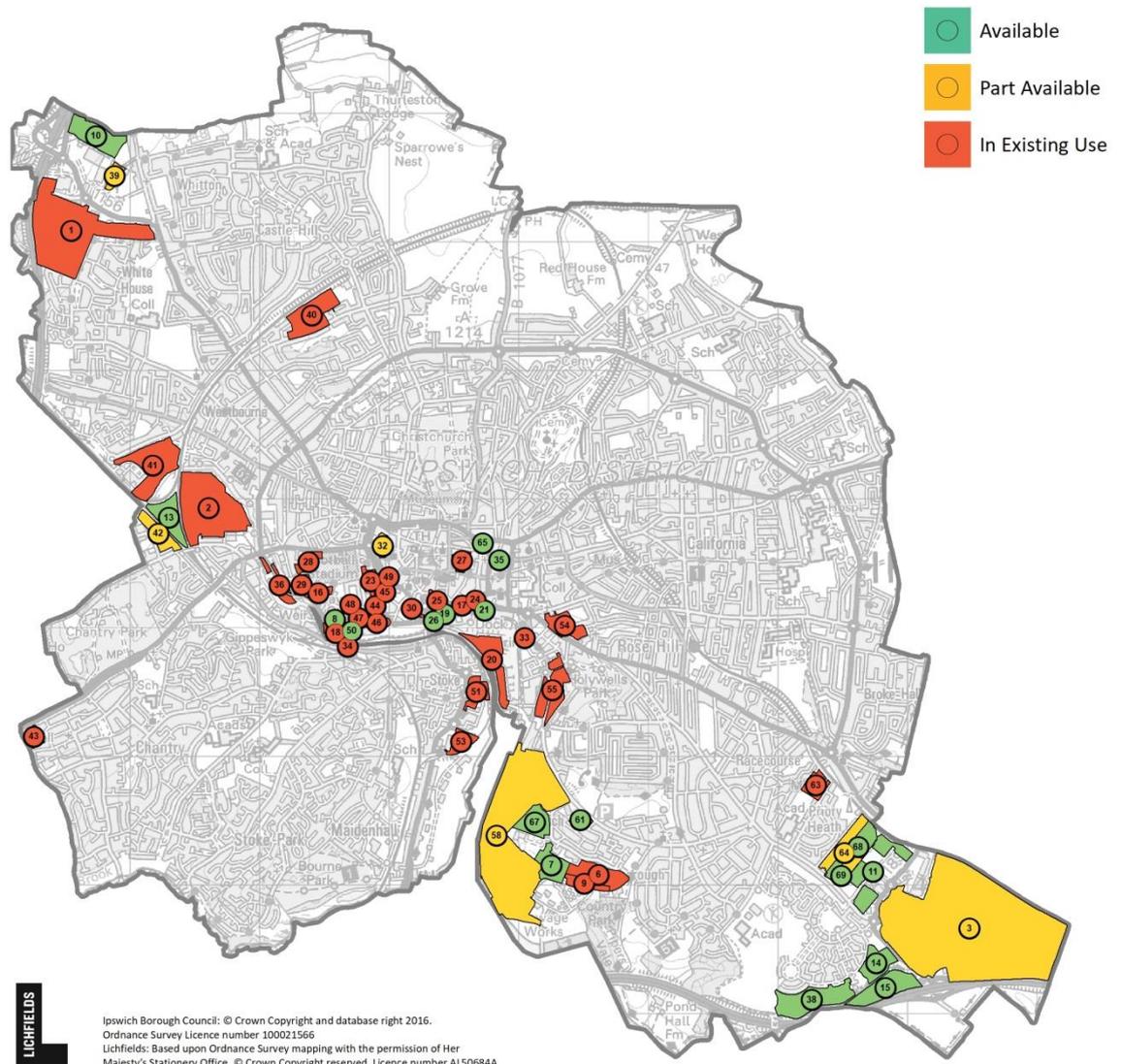
- 3.8 The majority of the sites that have scored a total of 20 or more are existing employment sites. For example, both Ransomes Europark (site ref. E15) and Whitehouse Industrial Estate (site ref. E2) are large, established employment locations that are ranked highly. Both of these sites were assessed as having excellent strategic road access, compatibility with neighbouring uses and site characteristics. These are both located on the edge of Ipswich's urban area. Ransomes Europark has some available land which could accommodate further B class employment uses.<sup>4</sup>
- 3.9 A number of smaller, more centrally located sites score well against the site assessment criteria, for example the Civic Centre Area (IP040) and sites along Princes Street (site refs. E7 1, 2, 3, 4, 5 and 6 of 7). These sites have excellent proximity to urban areas and access to labour and high market attractiveness. In general, these sites are around 1ha or less in area but combined there is only c.0.5ha of available land for further development. Site E7 (2 of 7) contains a single office building while site E7 (1 of 7) contains two buildings and one which was under construction at the time of the site inspection. Given these sites are generally built out, and are relatively small in scale; it is unlikely they will be able to accommodate any significant new employment development over the plan period.
- 3.10 Some of the sites that have scored 20 or more offer good prospects for new employment development. The former Malt House site (site ref. E7 (7 of 7)) contains a vacant building and car parking space which would be suitable for office development, especially given its location close to the town centre and train station. Land between railway junction and Hadleigh Road (site ref. IP147) is a 4.7ha site which scored well against the site assessment criteria and is considered suitable for mixed (B1/B2/B8) employment use. Sites IP141a Land at Futura Park, IP051 Old Cattle Market and IP152 Airport Farm Kennels also scored 20 or above and have available land for B class employment development. The Civic Centre Area potentially has some available land which is currently in use for temporary car parking and there is also the vacant Court House on site.
- 3.11 Sites that have scored lower against the site assessment criteria have generally done so because they are in peripheral locations with poor strategic road access and/or have constraints to

<sup>4</sup> As noted in the site assessment, a planning application for an extension to Ransomes Europark for new B8 space within Suffolk Coastal District has recently been submitted.

development. For example, the former British Energy site (site ref. IPO67) is potentially contaminated, does not have existing vehicular access and is within an Area of Archaeological Interest, which has resulted in the lower overall score. The former test centre on Landseer Road (site ref. E12 (2 of 2)) is not in an employment location and is therefore assessed as having low market attractiveness. These sites are therefore assessed as less suitable for employment development, albeit individual or market factors affecting each site may mean that the constraints to development identified here could be overcome.

3.12 Figure 3.3 below illustrate where there is land available for B class development versus land that is in an existing use. This should be cross tabulated with the combined score of suitability measures in determining the future opportunities for these sites.

Figure 3.3 Location of the sites assessed in Ipswich Borough by land availability



Source: Lichfields analysis

## 4.0 Implications for Meeting Future Needs

- 4.1 This section considers the findings of the employment site assessments in the context of identified future requirements for Ipswich Borough to identify the implications for meeting employment needs in future.

### Scope of Analysis

- 4.2 Key findings from the Ipswich Economic Area Sector Needs Assessment (SNA) (September 2017) are summarised below. It should be noted that the scope of analysis with regards to the future demand for and supply of employment space is limited to the portfolio of sites that have been considered as part of the ELSA study. Beyond these, there may be other sites in Ipswich (either allocated or unallocated currently) that offer potential to accommodate business and employment needs over the new Local Plan period.
- 4.3 Similarly, whilst the SNA considers the future growth potential and spatial/locational requirements associated with all sectors of the economy in Ipswich, a comparison of these demand drivers with the supply position can only be undertaken with regards to B class employment uses, due to the nature of sites that have been appraised through the ELSA. The extent to which the Ipswich Borough local authority area is able to accommodate future growth needs associated with other, non B use class sectors will need to be explored through other technical evidence base work.

### Demand for Employment Land

#### Employment Land Requirements

- 4.4 The Ipswich Economic Area SNA provides an updated 'baseline' scenario of labour demand for Ipswich using the latest forecasts of job growth contained within the 2016 release of the EEFM. Office based jobs are expected to record the most significant growth, and to a much lesser extent, distribution based jobs. Manufacturing based jobs are forecast to decline across all local authority areas in the IEA over the period to 2036.
- 4.5 In terms of total employment change at the IEA level, the 2016 EEFM release implies a broadly similar trajectory of growth to the earlier 2014 EEFM release which was applied as part of the 2016 ELNA study. However, a notable shift is evident in terms of growth assumptions for those sectors typically utilising B use class space. The 2016 EEFM forecasts expect non B use class sectors to drive the majority of employment growth across the IEA over the period between 2014 and 2036, most notably transport (part B class sector), recreation, hospitality and retail.
- 4.6 The latest 2016 EEFM data provides a more positive view of total employment growth potential for Ipswich when compared with the 2014 release. The forecast level of B class job growth implied by the 2014 and 2016 releases of the EEFM is the same.
- 4.7 The updated employment floorspace requirements for Ipswich are summarised below in Table 4.1.

Table 4.1 EEFM Baseline Employment Space Requirements 2014 - 2036

Use Class	Ipswich (sq.m)
B1a – General Office	30,600
B1a – Serviced Business Centre and Business Park	4,700
B1a – Call centres	1,750
B1b – Science Park and Small Business Units	46,640
B1b – High tech R&D	2,670
<b>Offices (B1a/B1b)</b>	<b>86,360</b>
B1c / B2 – Industry	-2,730
B8 – Distribution (General, Smaller Scale)	49,780
B8 – Distribution (Larger Scale, Lower Density)	14,170
<b>Industrial (B1c/B2/B8)</b>	<b>61,220</b>
<b>Total</b>	<b>147,580</b>

Source: EEFM (2016)/Lichfields analysis

Note: totals rounded

4.8 Associated land requirements are summarised in Table 4.2.

Table 4.2 EEFM Baseline Land Requirements 2014 - 2036

Use Class	Ipswich (ha)
Offices (B1a/B1b)	13.0
Industrial (B1c/B2/B8)	15.3
<b>All B Uses</b>	<b>28.3</b>

Source: EEFM (2016)/Lichfields analysis

Note: totals rounded

## Sector Growth Potential

4.9 The above projections provide a 'business as usual' view of growth potential largely based on past economic performance and trends and do not take account of planned developments or policies which could influence the future direction of economic growth. The EEFM employment projections should therefore be considered as an important starting point when considering the economic growth potential of the IEA, rather than a definitive guide or prescriptive requirement. Within the SNA study, the quantitative forecasts have been triangulated with a range of other sources of data and intelligence to arrive at an overall view of sector growth prospects across the study area. A summary of this analysis is provided below for B use class related sectors in Ipswich.

### Business and Professional Services

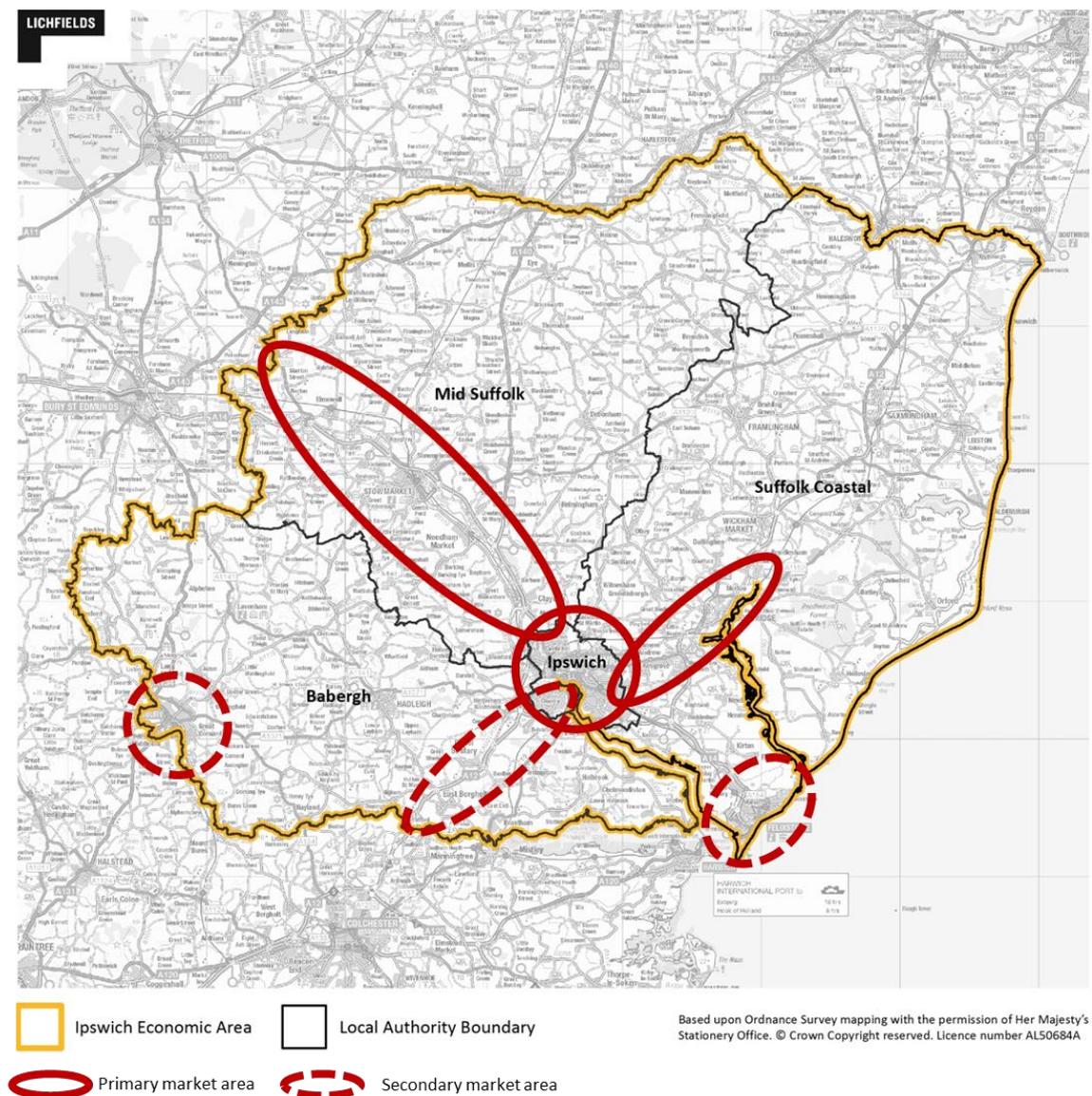
4.10 The majority of employers in business and professional services in Ipswich are located in the town centre, and this is likely to be the focus of future growth. The close proximity of employers in the centre also introduces a significant opportunity for businesses to benefit from 'knowledge spill overs', generating agglomeration economies which are typically associated with higher value industry clustering. The borough's business and professional services sector is forecast to continue to grow in the long-term (+4,660 jobs from 2014 to 2036).

4.11 The nature of business and professional services means that the pattern of activity is inevitably dispersed widely across the IEA with many sub sectors and activities lending themselves to flexible and remote working practices (such as homeworking). Whilst there will always be key

centres where larger firms seek to concentrate and benefit from existing networks, the focus of provision of accommodation for business and professional services activity going forward will also need to be placed upon good quality, modern space within a range of out of town and semi-rural locations that benefit from strong connectivity and also proximity to key settlements across the IEA. For some sectors, there will also be a reducing requirement for large scale, large floorplate premises and a preference for flexible premises that provide opportunities for ‘agile’ working practices and arrangements.

- 4.12 An overview of the key property market areas for the business and professional services sectors across the IEA is shown in Figure 4.1 below, alongside those areas and locations which attract the strongest levels of market demand.

Figure 4.1 Key Property Market Areas and Demand - Business and Professional Services



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

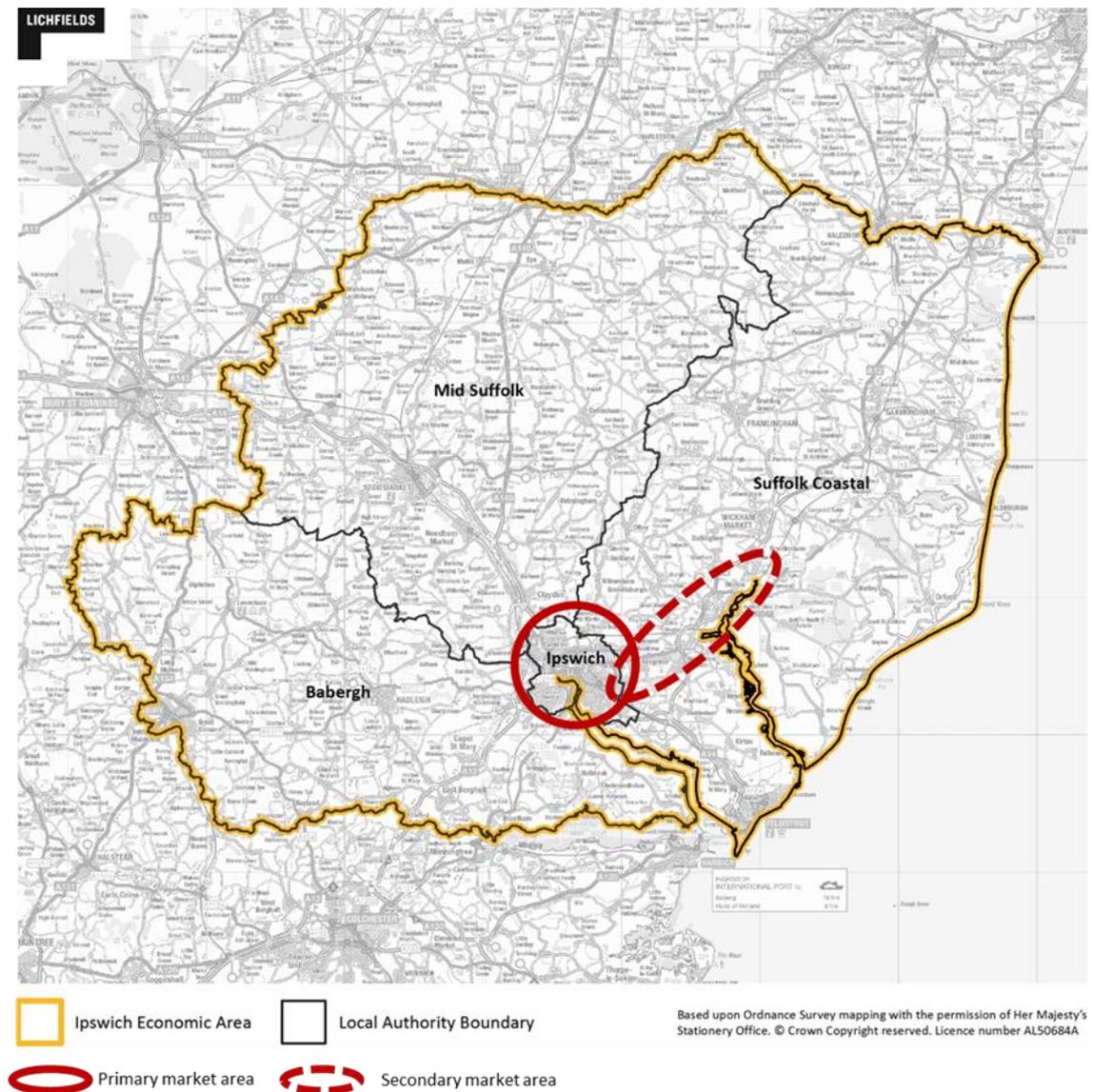
### Computing and Technology

- 4.13 Jobs in computing and technology in Ipswich are generally located in the centre of the town in key business locations. The sector is forecast to see growth of 1.4% per annum up to 2036, equal

to the rate of growth implied for Mid Suffolk in computing and technology and the highest percentage growth among the IEA authorities.

- 4.14 Whilst the overall trend across the IEA over recent years has been one of job decline within computing and technology, the SNA analysis suggests that the inherent USPs of the area as a place to start and grow a computing and technology related business (not least the presence of Adastral Park) could be sufficient to encourage and sustain a much higher level of economic growth over the study period to 2036 than implied by the latest baseline EEFM forecasts. Notwithstanding the centre of excellence and cluster of activity accommodated at BT's global research and development HQ, any sector growth strategy going forward should consider how other parts of the IEA can benefit from Adastral Park's success and profile, and what type of infrastructure and business premises are needed to encourage computing and technology related growth within other complementary locations. Provision of high quality superfast broadband will be key, as will availability of high specification office space and a supporting network of funding opportunities, skills provision and a talented workforce pipeline.
- 4.15 Figure 4.2 below summarises the location of key property market areas for the computing and technology sectors across the IEA, alongside those areas and locations which attract the strongest levels of market demand.

Figure 4.2 Key Property Market Areas and Demand - Computing and Technology



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

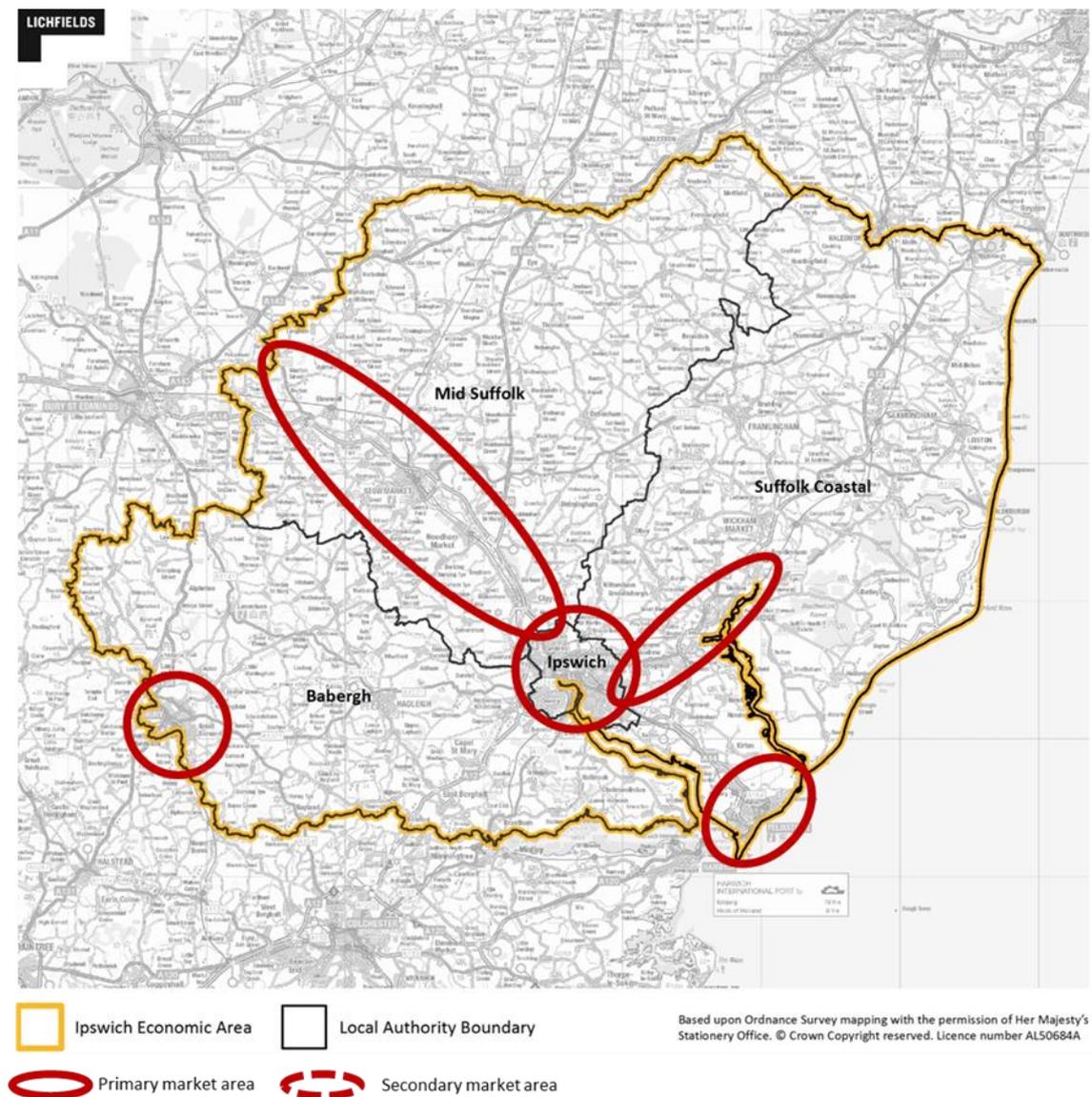
### Construction

- 4.16 Construction employment is spread across the Borough, with the largest clusters found in the town centre, Whitehouse Industrial Estate and Ransomes Europark. The sector is expected to grow more quickly in Ipswich than in Babergh or Suffolk Coastal, with a 3.0% per annum employment forecast up to 2036. There will therefore be a need to ensure that there is sufficient business floorspace that meets the operational requirements of businesses in the construction sector to accommodate this growth.
- 4.17 At a macro level, the construction sector is expected to record significant levels of employment growth over the coming years and this position is echoed across the IEA. Compared to some other sectors, construction related activity tends to be fairly widely dispersed across the study area, and this pattern of activity will influence how space will need to be planned for to accommodate business growth going forward. The key transport corridors (A12, A14) represent prime areas of market demand, while smaller District settlements also represent popular

locations for more localised construction based firms and this should be reflected within forthcoming planning policies relating to employment land provision.

- 4.18 Figure 4.3 below provides an overview of the strongest areas of market demand among construction related sectors in the IEA, and these include the greater Ipswich urban area, smaller settlements such as Felixstowe and Sudbury, as well as the A14 corridor north west of Ipswich and the Ipswich Eastern Fringe corridor. Aside from these locations, there will be an ongoing requirement for industrial space and premises within smaller settlements and rural areas to satisfy the local demand which is relatively widely dispersed.

Figure 4.3 Key Property Market Areas and Demand - Construction



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

### Energy, Waste and Utilities

- 4.19 Activity in the energy, waste and utilities sector is predominantly located in a small number of key locations dispersed across Ipswich Borough. The 2016 EEFM suggests that employment in the energy, waste and utilities sector will decline by 0.2% per annum up to 2036 in Ipswich.

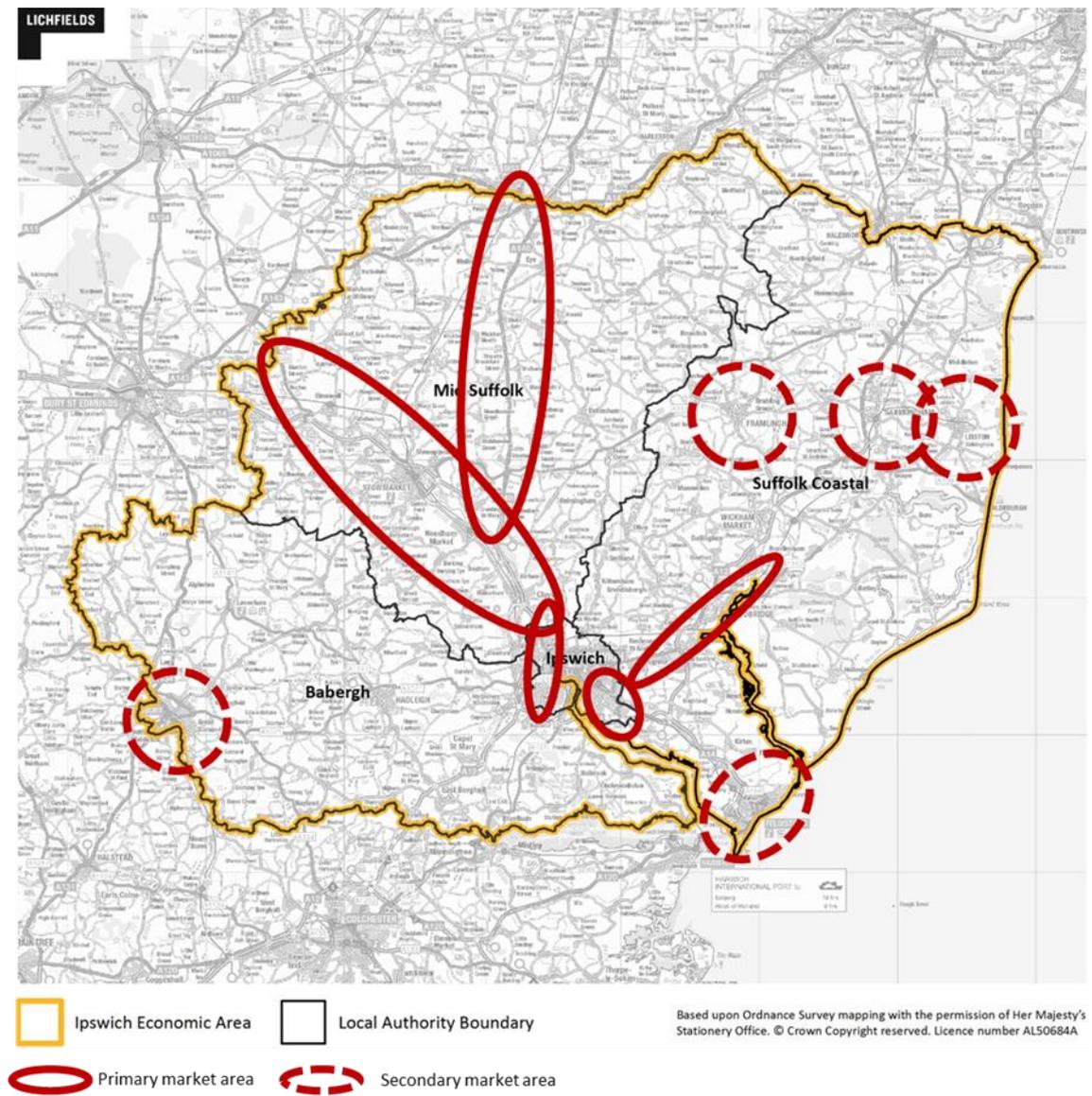
However, Ipswich has traditionally had a strong energy sector, and there is a new emphasis on the sector through the New Anglia LEP and East of England Energy Group.

- 4.20 In overall terms, the energy sector tends to be relatively self-contained within the IEA, and concentrated across a small number of key sites and locations. In employment terms, the sector has recorded limited levels of growth historically, and the latest EEFM baseline projections imply no real change to existing levels of employment by 2036. The key component of economic growth going forward is therefore likely to be increased productivity, and generating higher levels of economic output from existing assets and workforce. For this reason the LEP identifies energy as one of five high impact sectors which offer the opportunity for rapid growth in absolute terms and productivity. The area has a longstanding North Sea oil and gas industry, which is expanding into offshore wind energy, a third nuclear plant proposed at Sizewell and several biomass plants being developed across the New Anglia LEP area. Supply chain linkages with other sectors such as agriculture are also significant. For the most part, premises requirements amongst energy related companies do not differ too far from other sectors, so a flexible approach will be required to accommodate sector growth going forward, alongside crucial infrastructure improvements and a clearer skills strategy to develop workforce skills courses in environmental sciences and energy related subjects (for example in collaboration with the University of Suffolk).

### Manufacturing

- 4.21 Ipswich has the smallest manufacturing workforce out of the four IEA authorities. The workforce is forecast to decrease by 740 workers from 2014-2036, at a rate of -1.2% per annum. Manufacturing employment is concentrated within Ransomes Europark and Whitehouse Industrial Estate, while premises are more spread out across the town including along the banks of the Orwell.
- 4.22 The latest EEFM projections imply an overall decline in manufacturing employment across the IEA as a whole and this reflects the recent pattern of job losses within manufacturing sectors over recent years. While for some manufacturing sub-sectors this trend could reasonably be expected to continue, advanced manufacturing and engineering stands out as providing a key opportunity to drive forward employment growth across the IEA, in particular in those areas with existing sector strengths and USPs, such as parts of Mid Suffolk, Sudbury, Sizewell and Ipswich town. Whilst the evolution of the manufacturing sector is ongoing, local strategies for supporting continued manufacturing growth will need to take account of macro sector drivers such as the scope to promote co-location of R&D with production to maintain and build an 'industrial commons', diversify the supply of manufacturing workers to avoid future shortfalls and ensure that manufacturers utilise future workers effectively.
- 4.23 Figure 4.4 below provides an overview of the key property market areas for the manufacturing sector in the IEA and those areas and locations which attract the strongest levels of market demand. These principally include locations on the edge of the Ipswich urban area and the A14 corridor (with a particularly strong cluster at Stowmarket), although clusters are evident across all of the main towns and settlements in the study area, mostly serving local markets and manufacturing businesses.

Figure 4.4 Key Property Market Areas and Demand - Manufacturing



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

### Transport and Logistics

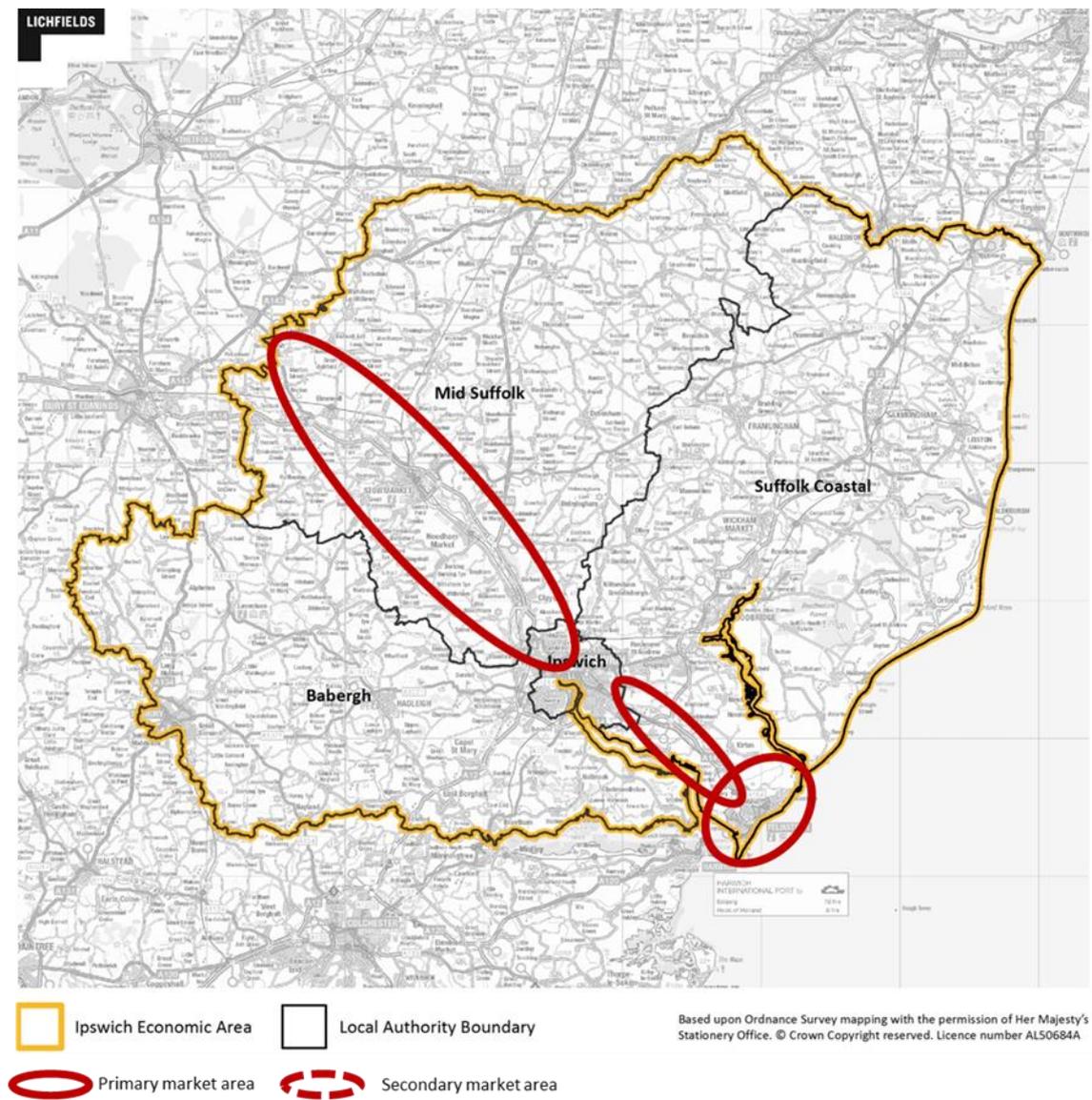
- 4.24 Jobs in Ipswich’s transport and logistics sector are located in the town centre, as well as in business clusters in the north-west and south-east of the Borough. Ipswich’s transport and logistics sector is considered by the 2016 EEFM to have the strongest growth potential of the four IEA authorities, though this is still modest at 0.4% per annum until 2036. It is therefore unlikely that growth in this sector will generate significant new business floorspace requirements, with a focus instead upon upgrading and reconfiguring existing premises.
- 4.25 In overall terms, baseline growth forecasts for transport and logistics employment and activity across the IEA are relatively modest and are generally not considered to reflect the scale of growth potential that exists within the study area. The LEP identifies ports and logistics as one of four underpinning sectors, generating substantial freight activity along road/rail corridors to UK hubs. The ports in particular are closely linked to other sectors including energy products and offshore installation and maintenance, and represent an important component of the IEA’s

economy. Opportunities exist to significantly support the growth of port-based logistics activities in and around the Port of Felixstowe; availability of suitable land in close proximity to the port and the wider A14 corridor will therefore be critical to both support expansion of the Port itself as well as associated distribution centres along the study area’s key transport corridors. Wider infrastructure issues provide potential barriers to future development and growth of the sector over the coming years and would need to be overcome, including A14 congestion between Felixstowe and Ipswich.

4.26

Figure 4.5 below provides an overview of those areas and locations across the IEA which attract the strongest levels of market demand for logistics and transport related space. This extends right along the A14 corridor from the Port of Felixstowe to Stowmarket, taking in the Port of Ipswich and locations in the Ipswich urban area close to the A14, as well as the smaller centres of Great Blakenham and Claydon in the south of Mid Suffolk District. Elsewhere, demand for logistics and transport property is comparatively smaller in scale, and generally restricted to the IEA’s key transport routes, including the A12.

Figure 4.5 Key Property Market Areas and Demand - Transport and Logistics



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

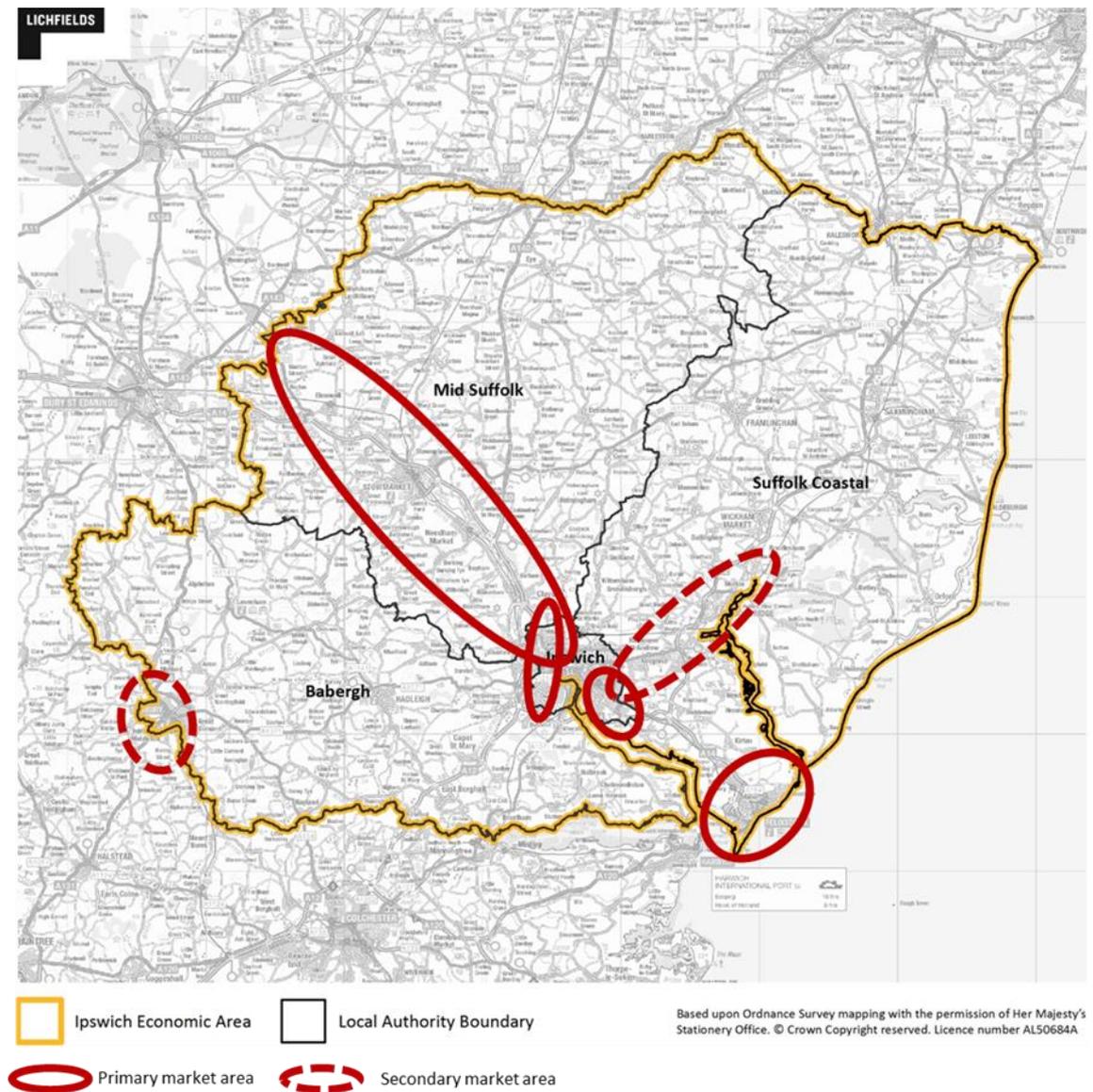
## Wholesale

- 4.27 In Ipswich, an additional 530 wholesale jobs<sup>5</sup> are forecast to come forward between 2014 and 2036, the highest number out of the IEA local authorities. The main cluster of wholesale employers is on Ransomes Europark with other employers scattered throughout the borough. Premises differ in that there are large concentrations on Ransomes Europark, along the River Orwell and in the north western corner of the town. A high number of these premises are likely to be occupied by non-wholesale employers such as transport and logistics firms associated with the Port of Ipswich.
- 4.28 Wholesale activity and employment is dispersed across the IEA and data analysis presented within the SNA underlines the important role played by a number of centres – both small and large – in accommodating this activity. The projected trajectory of employment growth across the study area to 2036 underlines the significant opportunities that exist across the IEA to grow and diversify the sector, subject to sufficient land being provided in those areas of strongest market demand (as summarised in Figure 4.6 below). The spatial pattern of demand largely mirrors the transport and logistics sector – i.e. with a key emphasis upon the A14 corridor extending from the Port of Felixstowe to Stowmarket – but also comprises some of the IEA’s smaller settlements away from the strategic road network such as Sudbury and Woodbridge, which remain popular with smaller scale wholesale firms serving a local market or customer base. If the various growth opportunities associated with transport and logistics (such as the growth of port-based logistics activities in and around the Port of Felixstowe) can be realised, this will have a direct impact upon demand for warehousing (B8) related space right across the IEA.

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<sup>5</sup> Wholesale jobs are defined as those operating within SIC 2007 sector codes 45: Wholesale and retail trade and repair of motor vehicles and motorcycles & 46: Wholesale trade, except of motor vehicles and motorcycles

Figure 4.6 Key Property Market Areas and Demand - Wholesale



Source: Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

### Sector Summary

4.29

Table 4.3 below provides a summary of the analysis for each of the B use class sector groupings analysed in the SNA report, covering projected job growth between 2014 and 2036, the main locations that businesses operating within these sectors seek to locate in, and the type of premises that growth in each sector is likely to require going forward.

Table 4.3 Sector Summary Table - Ipswich

Sector	Forecast Employment Change 2014-2036	Location Focus and Key Areas of Demand	Land Use Implications
Business and Professional Services	+4,660 (+25.1%)	<ul style="list-style-type: none"> <li>Ipswich town centre</li> <li>Out of town business parks in eastern areas of Ipswich</li> </ul>	<ul style="list-style-type: none"> <li>High specification office space</li> </ul>
Computing and Technology	+440 (+30.6%)	<ul style="list-style-type: none"> <li>Ipswich town centre</li> </ul>	<ul style="list-style-type: none"> <li>High specification office space</li> </ul>
Construction	+2,230 (+67.0%)	<ul style="list-style-type: none"> <li>Ipswich town centre</li> <li>A14 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Large office premises.</li> </ul>
Education	+2,110 (+33.4%)	<ul style="list-style-type: none"> <li>Ipswich town centre (higher education)</li> <li>Throughout the IEA, clustered in main centres</li> </ul>	<ul style="list-style-type: none"> <li>New educational facilities</li> </ul>
Energy, Waste and Utilities	-60 (-5.3%)	<ul style="list-style-type: none"> <li>Ipswich town centre</li> </ul>	<ul style="list-style-type: none"> <li>High specification office space</li> </ul>
Manufacturing	-740 (-27.2%)	<ul style="list-style-type: none"> <li>Western side of Ipswich</li> <li>Ransomes Europark</li> </ul>	<ul style="list-style-type: none"> <li>Mid-size manufacturing premises (10,000 – 15,000 sq.ft)</li> <li>Small, town centre premises</li> <li>Advanced manufacturing premises</li> </ul>
Transport and Logistics	+420 (+8.0%)	<ul style="list-style-type: none"> <li>A14 corridor (Mid Suffolk to Felixstowe)</li> </ul>	<ul style="list-style-type: none"> <li>Expansion at Port of Felixstowe</li> <li>Distribution centres along corridor</li> </ul>
Wholesale and Distribution	+530 (+16.9%)	<ul style="list-style-type: none"> <li>Western side of Ipswich</li> <li>Ransomes Europark</li> </ul>	<ul style="list-style-type: none"> <li>Warehousing and storage space</li> </ul>

Source: 2016 EEFM / Lichfields analysis (Ipswich Economic Area Sector Needs Assessment 2017)

## Employment Land Demand/Supply Balance

- 4.30 Ipswich Borough has a moderate employment land requirement as indicated by the 2016 release of the EEFM. There is a total requirement across the Borough of 28.3ha to 2036. The total area of the sites assessed as part of this ELSA is 338ha of which just over 75ha is assessed as available.
- 4.31 Although the baseline jobs forecast for Ipswich indicates a moderate requirement for new employment space over the period to 2036, the SNA has identified higher growth potential for a number of B class sectors. For example, Ipswich could benefit from growth in the energy, business and professional services, and cultural sectors, as well as from supply chain linkages from planned major developments for example Sizewell power station. The growing technology cluster at the Ipswich Eastern Fringe could also support job growth within Ipswich Borough given its proximity to Aday's Park and growing critical mass of technology firms in Ipswich itself. Given that the SNA considers a number of qualitative factors and indicates that Ipswich could support a higher scale of job growth than indicated by the latest EEFM, it is important that appropriate sites are provided in suitable locations in order to accommodate this potential growth, or at least plan for it should market demand come forward over the plan period.

- 4.32 Figure 3.1 shows that existing employment sites in Ipswich are located across the town, both in the centre and at the edges of the Borough. In general, the town centre includes smaller sites, while the largest sites are generally found on the fringes of the town. The majority of the sites assessed through the ELSA are existing employment sites. As noted previously, some of the most suitable sites (against the assessment criteria) are established business locations, such as Ransomes Europark and Whitehouse Industrial Estate, with Ransomes Europark likely to be able to accommodate some level of expansion of existing employment uses. A number of smaller town centre sites have less available land for B class development.
- 4.33 There are a number of sites that are identified as having the potential to accommodate genuinely new development as set out in Table 3.2. These sites have varying overall suitability scores, the sites with the greatest quantities of available land include and score above 20 include IP141a Land at Futura Park, IP147 Land between railway junction and Hadleigh Road, IP150c Ravenswood and IP152 Airport Farm Kennels. There are also a number of sites with notable quantities of available land that score as some of the lowest ranking sites including IPO67 Former British Energy Site, IP143 Former Norsk Hydro Site, IP140 Land North of Whitton Road, E12 (1 of 2) Cliff Quay and E14 The Drift. This indicates that the supply of genuinely developable and suitable sites is likely to be constrained over the plan period within the boundary of Ipswich Borough.
- 4.34 Analysis of key property market areas in Ipswich presented in the SNA identifies that the town centre is a key location for the business and professional services, computing and technology, construction and energy sectors. A range of sites have been assessed in the town centre as part of this ELSA, including car parks, vacant buildings and existing employment premises. By virtue of their town centre location, these sites generally score well for local accessibility and proximity to urban areas and access to labour and services. Examples of sites that have been identified as having potential to accommodate new employment development include the Civic Centre Area and Former Malt House, Princes Street (site ref. E7 (7 of 7)). The Former Malt House site contains a disused building and given its very close proximity to Ipswich train station is considered suitable for office (B1a/B1b) use. A site to the rear of Grafton House (site ref. IPO94) is also considered suitable for employment use; given it is a well-located brownfield site. Given the relatively smaller size of sites in the town centre and proximity to other uses, they have generally been assessed as suitable for office use.
- 4.35 The western side of Ipswich represents a popular location for the manufacturing and wholesale sectors. This location has good strategic access to the A14, and there are a number of existing industrial estates in this location such as White House (site ref. E2), Hadleigh Road (site ref. E5 (1 of 2)) and Boss Hall (site ref. E4). These sites are fully built out. Based on recorded levels of vacancy at the time of the site assessments, Hadleigh Road Industrial Estate is considered to have good market attractiveness given high occupancy by regional and national businesses. The market attractiveness of White House and Boss Hall industrial estates is less clear given higher levels of vacancy (7% and 9% respectively). Land north of Whitton Lane (site ref. IP140) is a 6.9ha greenfield site to the north of White House Industrial Estate. The 6.9ha is available but could be reduced as high voltage electricity cables transverse the site and the suitability assessment only scores 17. Nonetheless, this site could potentially accommodate new development for the manufacturing and/or wholesale sector, should employment growth in these sectors exceed the baseline forecast.
- 4.36 Out of town business parks are identified as an important business location for the business and professional services sector, while Ransomes Europark is specifically noted as a focus for the manufacturing and logistics sectors. Ransomes Europark (site ref. E15) covers 93.2ha and is located to the south-east of Ipswich and benefits from good access to the A14 and A12. A recently submitted planning application to extend the business park to the east would create

new B8 and ancillary B1 employment floorspace, but this falls into Suffolk Coastal's administrative boundary. It is considered a strong employment location with high occupancy rates and is likely to be able to support development of vacant plots within it. Airport Farm Kennels (site ref. IP152) is a 7.4ha site immediately to the south of Ransomes Europark which could support new employment development, albeit it is constrained by a portion of the site being within an AONB and by access to the site.

## Cross Boundary Needs

- 4.37 As well as considering the availability and suitability of sites to meet indigenous employment land needs arising within Ipswich, it is important to recognise that the Borough operates within a wider Ipswich Economic Area with strong functional economic linkages and relationships. As such, there is a need to identify the role that Babergh, Mid Suffolk and Suffolk Coastal could play in meeting Ipswich's employment land needs, particularly where needs cannot be met within the local authority administrative boundary. The SNA identifies a total employment land requirement for the IEA of 55.0ha over the study period to 2036. More than half of this requirement is for Ipswich (28.3ha). Consideration should be given as to any cross boundary needs and issues arising from these disparate employment land forecasts for the four IEA authorities as part of developing a strategy for accommodating business needs going forward.
- 4.38 There is likely to be a need for cross boundary flows between Ipswich and the other three authority areas within the IEA, given the former has the highest employment forecast of the four IEA authorities and is the most constrained in terms of land. It is unlikely that Ipswich will have a role to play in accommodating unmet needs arising from the other IEA authorities, given that the other three authorities generally have lower requirements and a greater total area of potential employment sites to accommodate demand where this exists. Analysis undertaken as part of the SNA also indicates that there are strong economic ties between Ipswich and all of its adjoining local authority areas albeit some occupier and sector requirements will inevitably be restricted to specific areas of search that will not extend into the wider IEA.
- 4.39 As noted previously, Ipswich has the highest baseline employment forecasts of the four IEA authorities and consequently the greatest employment land requirement at 28.3ha. The 2016 EEFM indicates that there will be significant requirements for general office space (30,600sq.m), science park and small business units (46,640sq.m) and general distribution (49,780sq.m) among other types of business premises. Site assessments for Ipswich have identified a sufficient number of deliverable and developable sites to meet this element of B class need in quantitative terms. However, the size, location and quality of this available land does not necessarily meet the full range of qualitative requirements. For example, some of the available land suitable for B1 uses comprises relatively small sites in the city centre which may not be able to accommodate larger-scale offices or campus-style provision such as a science/tech park. Similarly, available land suitable for B8 uses is not all of a sufficient scale or in a suitable location for such uses. A number of these sites are below 5ha (the 8.23ha identified at Ransomes is spread across multiple parcels) or are located close to existing residential areas. Therefore, and notwithstanding the quantitative supply position, some of these needs may need to be accommodated elsewhere in the IEA (for example, sites in close proximity and functionally well-related to the Ipswich urban area) if suitable supply cannot be identified in the Borough.
- 4.40 In Babergh and Mid Suffolk, sites in the eastern part of both areas are most likely to be capable of meeting overspill needs from Ipswich. For example, site assessments undertaken for Babergh and Mid Suffolk District Councils have identified the greenfield Wolsey Grange site located on the edge of Ipswich as being a deliverable site. The former Sugar Beet Factory close to the Babergh/Ipswich boundary could deliver new employment space to meet needs arising in Ipswich. The site is owned by Ipswich Borough Council and has Enterprise Zone status, with a

final masterplan for the site currently being prepared. From a market and business perspective, this part of Babergh District effectively operates as part of the wider Ipswich urban area, despite falling within the administrative area of Babergh. Close joint working will be required between the two local authorities to bring this site forward; this side of Ipswich benefits from being an area in demand for all types of B use classes, so depending upon the final masterplan for the Sugar Beet Factory, the site could significantly help in meeting a range of identified employment needs going forward.

- 4.41 In Suffolk Coastal, sites in the south-western part of the local authority area are most likely to be capable of meeting overspill needs from Ipswich. The closest site to the boundary between the two areas includes Ransomes. However, some sites near to Ipswich have been assessed as suitable – land east of Bell Lane and south of Kesgrave is a large site (61.6ha) that is deliverable and could accommodate overspill needs from Ipswich. From a market and business perspective, this part of Suffolk Coastal District effectively operates as part of the Ipswich urban area but is within the administrative area of Suffolk Coastal.
- 4.42 Overall, it is considered that there is a sufficient range of sites of different types and sizes within Babergh and Mid Suffolk and Suffolk Coastal Districts located near to the boundary with Ipswich Borough that could help to support employment growth in Ipswich without impacting on the ability of Babergh, Mid Suffolk and Suffolk Coastal to meet their own needs. Therefore, the IEA authorities should continue to monitor the employment space requirements arising from Ipswich Borough and consider whether these sites could be brought forward for development in future, if necessary, through ongoing duty-to-cooperate working.

## Overall Conclusions

- 4.43 In terms of B class space, the baseline employment forecast for Ipswich indicates a requirement for 147,580sq.m (28.3ha) over the study period to 2036. There is a positive requirement for both office and distribution space, but a negative requirement for manufacturing space.
- 4.44 For sectors that typically occupy B class employment space, demand is generally for town centre locations or well-connected out of centre business parks. The town centre accommodates office uses and employment in the professional and business services and energy sectors. Industrial estates in the west of Ipswich are the focus for manufacturing, wholesale and construction sectors. The Ipswich Eastern Fringe accommodates a growing cluster of computing and technology businesses, some of which are related to Adastral Park.
- 4.45 A range of sites have been assessed as part of the ELSA, including existing employment sites, greenfield land and sites in non-employment use. A number of these score well against the assessment criteria, with town centre sites tending to have good local accessibility and access to labour and services, while out of centre sites are generally better connected to the strategic road network. Overall, there is good alignment with sites that have been assessed as having strong employment potential and the property market areas identified in the SNA.
- 4.46 In quantitative terms, there is a potential surplus supply of available land in terms of meeting baseline EEFM forecast needs for Ipswich Borough over the plan period. However, it is considered that, given positive growth outlooks identified for the energy, agriculture and transport and logistics sectors in the IEA, and the focus on these sectors provided by the New Anglia LEP, a higher level of employment growth could be achieved than indicated by the EEFM forecasts. Should developments in these sectors drive a higher rate of employment growth than indicated in the baseline forecast, the scale of surplus may be less whilst qualitative needs arising from growth sectors (in terms of type, scale and location of sites) will also need to be considered in terms of planning for a range and choice of sites.

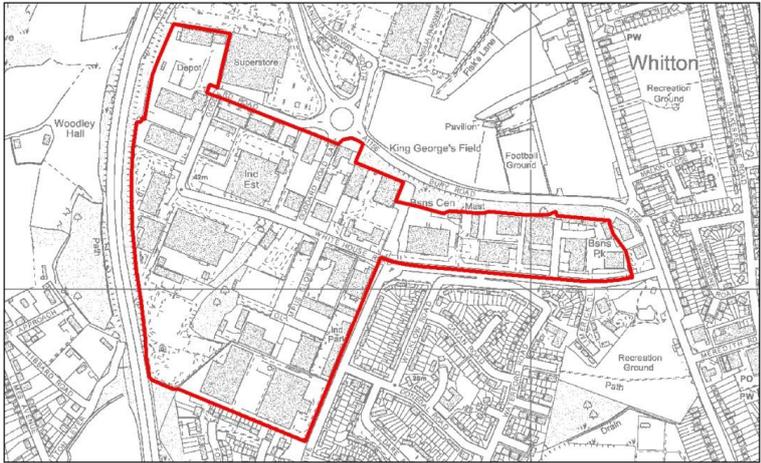
- 4.47 In this context, the Council will need to work with its partners and local stakeholders to ensure that the best located sites with the best prospects of delivery over the plan period are supported to come forward to meet anticipated needs arising within these growth sectors. Infrastructure factors will also be important in determining whether sites can come forward, for example high speed broadband and car parking, which are important for businesses typically occupying town centre office premises. To help determine its strategy in relation to employment land, the Council should draw upon the site based information presented within this ELSA and the detailed sector growth assessment presented in the ELNA.
- 4.48 As the main employment centre in the IEA, Ipswich has a significantly higher baseline employment growth forecast than Babergh, Mid Suffolk and Suffolk Coastal. Given land and site constraints within Ipswich Borough, it is likely that some employment land needs may have to be met outside of the Borough administrative boundary, particularly in response to qualitative factors. The analysis undertaken as part of the ELSA indicates that there are a number of sites on the edge of Ipswich within the other IEA authority areas which are considered to be deliverable and offer potential to help accommodate the Borough's needs if required.



# **Appendix 1: Ipswich National and Local Constraints Data**

Data	Source
Flood Zone 2	Environment Agency
Flood Zone 3	Environment Agency
SSSI	Natural England
National Park	Natural England
RAMSAR	Natural England
Special Protection Area (SPA)	Natural England
Special Area of Conservation (SAC)	Natural England
Local Nature Reserve	Natural England
National Nature Reserve	Natural England
AONB	Natural England
Ancient Woodland	Natural England
Listed Building: Grade I	Historic England
Listed Building: Grade II	Historic England
Listed Building: Grade II*	Historic England
Registered Park & Garden	Historic England
Scheduled Ancient Monument	Historic England
Agricultural Land Classification	Natural England
Utilities	National Grid
Area for Potential Country Park Extension	Ipswich Borough Council
Conservation Areas	Ipswich Borough Council
County Wildlife Site (CWS)	Ipswich Borough Council
Eco Corridor - Aspirational Link	Ipswich Borough Council
Existing Local Wildlife Site	Ipswich Borough Council
Geological Site	Ipswich Borough Council
Listed Buildings at Risk	Ipswich Borough Council
Local Listed Building	Ipswich Borough Council
Location for Country Park	Ipswich Borough Council
Orwell Country Park	Ipswich Borough Council
Potentially contaminated land	Ipswich Borough Council
Protected Allotment	Ipswich Borough Council
Protected Countryside	Ipswich Borough Council
Protected Open Space	Ipswich Borough Council
Protected Playing Field	Ipswich Borough Council
Tree Preservation Order	Ipswich Borough Council
Urban Character Areas	Ipswich Borough Council
Water tower	Ipswich Borough Council
HER – Areas of Archaeological Interest	Suffolk County Council
Public Rights of Way	Suffolk County Council

## **Appendix 2: ELSA Site Assessments**

Site Assessment Report			
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"><b>Site Reference</b></td> <td>E2</td> </tr> </table>		<b>Site Reference</b>	E2
<b>Site Reference</b>	E2		
<b>Site Location</b>	White House Industrial Estate		
<b>Employment Area</b>	Employment Area E2		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	30.407		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	<p>Recent planning history at the site includes changes of use between industrial uses, e.g. change of use from general industrial (B2) to storage and distribution (B8) (ref. 14/00325/FUL). An application was refused for change of use from light industrial (B1c) to gymnasium (D2) (ref. 15/00558/FUL). An application for the same change of use (B1c to D2) is currently pending consideration for a different building within the site (ref. 17/00518/FUL).</p>		
<b>Existing Land Use</b>	Mix of employment uses (B1/B2/B8), trade counters and car sales		
<b>Neighbouring Use</b>	Retail, trunk road, some residential		
<b>Proposed Use (allocated)</b>	Existing Employment Area		
			
<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) would be suitable reflecting the existing range of uses on site.		

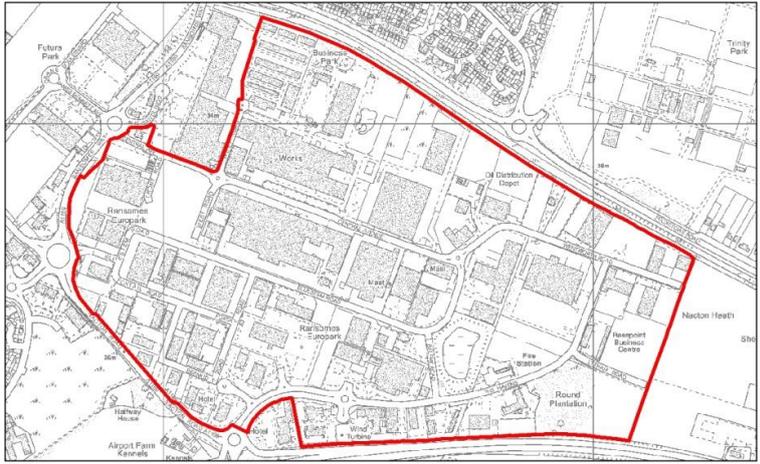
Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	5	The site has good strategic access to the A14 located just off a junction which does not traverse residential areas.
<b>Local Accessibility to Site</b>	4	There is existing dedicated access to and throughout the site. A range of bus routes serve the site, however it is some distance from the train station. There is evidence of significant car use to access the site, some of which spills over onto on-street parking.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is adjacent to a large 24hour supermarket and residential areas for providing local labour supply. However it is removed from the town centre and its associated services.
<b>Site characteristics and development constraints</b>	4	This existing employment site is largely level and of a regular shape. Contamination associated with Claybricks & tiles [manufacture] (low ranking), Factory or works - use not specified (medium ranking), food processing - major (low ranking), Road haulage (medium ranking) and Unknown Filled Ground (Pond, marsh, river, stream, dock etc) (medium ranking) covers circa a third of the site, however this is likely to have limited impacts on an existing site. The site is in an urban area so no landscape or townscape impacts from the undeveloped parcel are envisaged. There is one TPO area in centre of site.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	There is existing residential to the south of the site, however the site is mostly bordered by roads and retail uses which complete the existing employment use.
<b>Market Attractiveness</b>	3	There is occupancy across a range of uses on site with the presence of local and national businesses. However, 2017 site visits indicated a vacancy rate of 7.7% across the site (9/117 units) which appears to be spread between various uses. The market attractiveness of the site should be considered in the context of the vacancy within the wider employment area.
<b>Total Score</b>	23	~

<b>Planning Factors and Barriers to Delivery</b>		
<b>Environmental Factors</b>	N/A	Eco-Corridor - aspirational link runs through the east part of site. Olympus Close Wood (Wildlife Site) audited 2001 - Category 2.
<b>Historic Environment Factors</b>	N/A	Archaeological potential on site, however, this site is already largely developed.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.
<b>Site Conclusion Text</b>	The site has excellent local and strategic access and there are no absolute constraints and few other constraints across the site. However, there is some vacancy on site so the market attractiveness of the site should be considered in this context.	

Site Assessment Report			
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;"><b>Site Reference</b></td> <td>E5 (1 of 2)</td> </tr> </table>		<b>Site Reference</b>	E5 (1 of 2)
<b>Site Reference</b>	E5 (1 of 2)		
<b>Site Location</b>	Hadleigh Road Industrial Estate		
<b>Employment Area</b>	Employment Area E5		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	20.68		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application to extend the first floor of a unit within the site to create new offices was granted in 2016 (ref. 16/00146/FUL). An application for the demolition of existing Bolton Aerospace buildings and the erection of a replacement two-storey building was granted in 2016 (ref. 16/00130.FUL). An application submitted in 2015 for an undercroft and roof extension to create 9 flats was withdrawn.		
<b>Existing Land Use</b>	Mix of employment uses (B1/B2/B8)		
<b>Neighbouring Use</b>	River and railway, some residential to the south		
<b>Proposed Use (allocated)</b>	Existing Employment Area		
			
<b>Assessed Suitable Use</b>	<b>A number of employment uses (B1/B2/B8) would be suitable reflecting the existing range of uses on site and location.</b>		

Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	3	The site has access to the A14 (albeit the junction is some distance from the site) mostly via non-residential A-road (A1214).
<b>Local Accessibility to Site</b>	4	The site has a dedicated access to and throughout site. A range of bus routes serve the site, however the train station is 1.8km from the site.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is near to a supermarket and residential areas for providing local labour supply. It is on the edge of the town centre but has only reasonable access to its associated services.
<b>Site characteristics and development constraints</b>	3	This is a large, regularly shaped existing employment area. Circa 95% of the site assessed is covered by potential contamination, Military Land (High), Unknown Filled Ground (Pond, marsh, river, stream, dock etc.) (Medium), Railways (Medium) and Factory or works - use not specified (Medium).
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The site is adjacent to another potential employment site and retail uses. There are residential areas to the north and east, however the river acts as buffer in-between.
<b>Market Attractiveness</b>	4	High occupancy across range of uses (mostly B2/B8). Units are predominantly occupied by local businesses. 2017 site visits indicate no vacancy across the site.
<b>Total Score</b>	<b>20</b>	~

<b>Planning Factors and Barriers to Delivery</b>		
<b>Environmental Factors</b>	Yes	No absolute constraints to development. Although the eastern part of the site is within Flood Zone 2/3, there is potential to mitigate.
<b>Historic Environment Factors</b>	N/A	Small parts of the site have archaeological potential, however, this is an existing employment site and the area of interest are in locations already developed for employment uses.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development on vacant plots within the site should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.
<b>Site Conclusion Text</b>	The site has good local and strategic access and there are no absolute constraints and few other constraints across the site. There is a high level of market attractiveness, evidenced by high occupancy by regional and national businesses.	

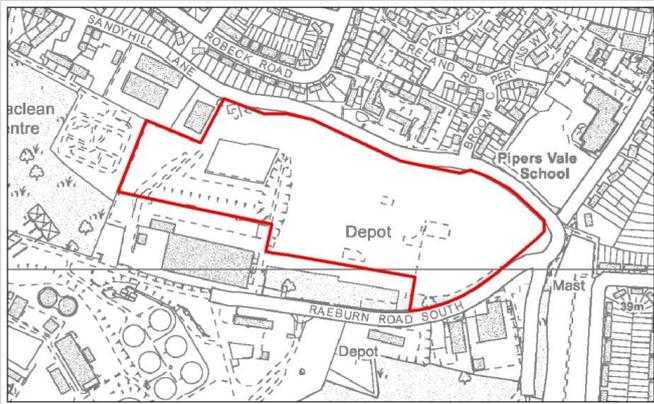
Site Assessment Report			
<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"><b>Site Reference</b></td> <td>E15</td> </tr> </table>		<b>Site Reference</b>	E15
<b>Site Reference</b>	E15		
<b>Site Location</b>	Ransomes Europark		
<b>Employment Area</b>	Employment Area E15		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	93.199		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	<p>There are two applications currently pending a decision, for a new car showroom and the change of use from letter delivery office to light industry and storage (B1 and B8), but these fall within the Suffolk Coastal administrative boundary. An application for a 121 space car park to the south of site 3 was withdrawn. An application was granted for the erection of 12,567sqm of employment floorspace in two buildings (B1c/B2/B8). Other applications that have been granted include the erection of a new car showroom, the erection of 1,595 sqm warehouse/showroom, change of use from light industrial (B1c) to gym (D2), change of use from business/light industrial to medical clinic (D1) and a two storey extension to B2 premises.</p>		
<b>Existing Land Use</b>	Mix of employment uses (B1/B2/B8) and a range of other non-B class uses.		
<b>Neighbouring Use</b>	Retail, Residential		
<b>Proposed Use (allocated)</b>	Existing Employment Area		
			
<b>Assessed Suitable Use</b>	<b>An industrial use (B1 c/B2/B8) would be suitable in this location.</b>		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The site has excellent road access, with the A14 running along the southern boundary of the site.
<b>Local Accessibility to Site</b>	3	The site enjoys multiple dedicated access points. However, it is a significant distance from the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site has access to a good range of local services and retail facilities at Futura Park and Euro Retail Park. There are residential areas to the north and west for providing labour supply.
<b>Site characteristics and development constraints</b>	4	This is a large, regularly shaped existing employment site. Circa a third of the site has potential contamination associated with Factory or works - use not specified (Medium). The site contains County Wildlife Site (Ransomes Europark Heathland) and Local Wildlife Site (Round Plantation).
<b>Compatibility with neighbouring/ adjoining uses</b>	5	Uses surrounding the site include the retail uses and some residential, albeit on the other side of the road. There is greenfield land to the south beyond the A14 which immediately abuts the site. Greenfield land to the immediate east of the boundary. None of these uses are incompatible to the site's existing employment function.

<b>Market Attractiveness</b>	4	The site has a high occupancy rate across a mix of B1/B2/B8 uses. 2017 site visits indicate limited vacancy across the site at 4% (11/271 units). However, due to the scale of the area, the quality of units and environment varies across the site. Investment in the area is in smaller pockets (5 sites identified) which does not necessarily benefit the entire area as a whole.
<b>Total Score</b>	<b>24</b>	~
<b>Planning Factors and Barriers to Delivery</b>		
<b>Environmental Factors</b>	Yes	A large group of TPO trees covers the south eastern corner of the site which would impact development of this parcel of the site. The site contains County Wildlife Site (Ransomes Europark Heathland) and Local Wildlife Site (Round Plantation). Undeveloped areas ranked Category 3 in Wildlife Audit 2013.
<b>Historic Environment Factors</b>	Yes	Most of the site has archaeological potential, however, the majority of these areas are already in existing employment use.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	Site is almost completely built out, with only a couple of plots not developed.
<b>Site Conclusion Text</b>	The site is a strong employment location with high occupancy rates that benefits from very good strategic road access to the A14 and A12. There are five parcels within the site which could be developed.	

**Site Assessment Report**

		<b>Site Reference</b>	IP058
<b>Site Location</b>	Raeburn Road South/Sandy Hill Lane		
<b>Employment Area</b>	Within E12		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	5.822		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Storage of paving stones (B8)		
<b>Neighbouring Use</b>	Residential, industrial and sewage works to south-west		
<b>Proposed Use (allocated)</b>	B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui generis uses	<b>Assessed Suitable Use</b>	<b>The existing storage use (B8) on this site is suitable, however we would not extend this to other B8 uses. Some B2 uses could be suitable, subject to amenity issues relating to the nearby residential properties.</b>

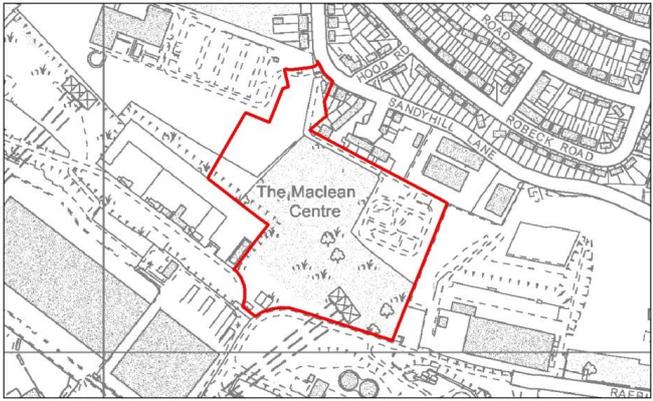
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site is within 3km of the A14.
<b>Local Accessibility to Site</b>	3	The site has vehicular access from Sandyhill Lane. There are some local bus services, but the site is not near to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The site is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.
<b>Site characteristics and development constraints</b>	4	Circa 10% of the site has potential contamination associated with Railways (Medium) and Road haulage (Medium).
<b>Compatibility with neighbouring/ adjoining uses</b>	2	The site has residential areas to the north and industrial uses to the south. Sewage works to the south east of the site may cause odour issues. The residential development to the north is clearly the least compatible adjoining use.
<b>Market Attractiveness</b>	2	The site is currently vacant and is being marketed.
<b>Total Score</b>	<b>16</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	The site is close to Orwell Country Park but is separated by other employment uses and the sewage works.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The current use of the site is for storage which appears to be suitable. The site does not score well against the criteria, however the site's proximity to urban areas and access to labour and services, compatibility with neighbouring uses and market attractiveness are less relevant to its current use.
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Site Assessment Report				
		<table border="1"> <tr> <td>Site Reference</td> <td>IP067</td> </tr> </table>	Site Reference	IP067
Site Reference	IP067			
Site Location	Former British Energy Site, Cliff Quay			
Employment Area	Within E12			
District	Ipswich			
Site Area (ha)	4.664			
Greenfield/Brownfield	Brownfield/Greenfield			
Site History	No relevant planning history.			
Existing Land Use	Greenfield site, previous use as a power station			
Neighbouring Use	Primarily industrial uses apart from a small pocket of residential development on the northern boundary.			
Proposed Use (allocated)	B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui generis uses	<table border="1"> <tr> <td>Assessed Suitable Use</td> <td>Unsuitable for the majority of B uses, a B8 storage use may be suitable if constraints can be overcome.</td> </tr> </table>	Assessed Suitable Use	Unsuitable for the majority of B uses, a B8 storage use may be suitable if constraints can be overcome.
Assessed Suitable Use	Unsuitable for the majority of B uses, a B8 storage use may be suitable if constraints can be overcome.			
Site Assessment Criteria (scored out of five)				
Strategic Road Access to Site	3	The site is within 3km of the A14.		
Local Accessibility to Site	2	Site does not have formal access at present, but it could be accommodated. The site is close to local bus services.		
Proximity to Urban Areas and Access to Labour and Services	2	The site is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.		
Site characteristics and development constraints	2	Almost the entire site is potentially contaminated from electricity production & distribution [inc large transformers] (Medium). The site requires improved access and land remediation. There are also three pylons on site which could impact the delivery of the site.		
Compatibility with neighbouring/ adjoining uses	2	Residential uses to the north and industrial uses to the south. Sewage works to the south east of the site are likely to have odour issues.		
Market Attractiveness	2	It is not clear whether the site is currently being marketed, but it appears to be vacant. This is supported by up to date survey data from IBC from mid-2017.		
Total Score	13	~		
Planning Factors and Barriers to Delivery				
Environmental Factors	No	No absolute constraints but the site within the Eco Corridor.		
Historic Environment Factors	Yes	Archaeological potential on site.		
Other Planning Policy Factors	N/A	N/A		
Barriers to Delivery	Yes	Site is undeveloped and would require utilities and improved site access. The site would require significant remediation due to its former use.		
Site Conclusion Text	<p>The site scores poorly against the methodology in its entirety, largely as a result of its location isolated from the strategic road network and the centre of Ipswich, therefore the B1, B2 and B8 distribution uses are considered unsuitable. The neighbouring Raeburn Road South site is in storage use and a similar use may be suitable for this site, albeit this site has residential development immediately on the northern boundary which would be a constraint. Therefore, the suitability of this site for employment uses is extremely limited.</p>			

**Site Assessment Report**

		<b>Site Reference</b>	IP094
<b>Site Location</b>	Rear of Grafton House, Russell Road		
<b>Employment Area</b>	Within E7 Russell Road Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.313		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application by IBC for the change of use of a retail shop (A1) to business (B1) to the north of this site was granted.		
<b>Existing Land Use</b>	Informal overflow parking on part of the site and temporary storage		
<b>Neighbouring Use</b>	Offices		
<b>Proposed Use (allocated)</b>	Local Plan Employment Allocation (SP5). The site is allocated for B1a offices		

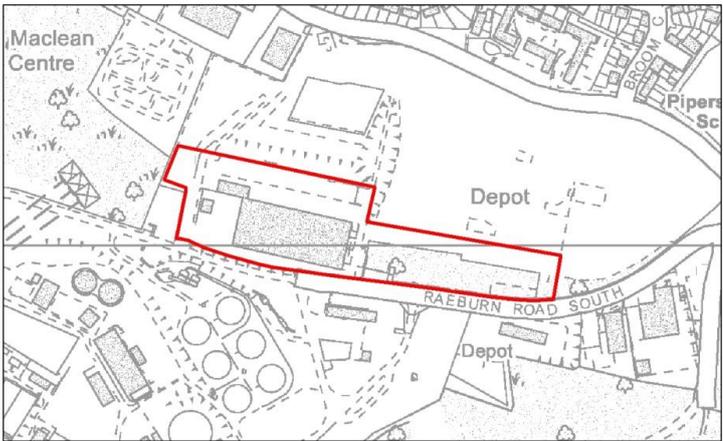
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site is located on the A137 but is circa 2.9km from the A14.
<b>Local Accessibility to Site</b>	5	The site has vehicular access from Russell Road and is circa 0.25km from the rail station. There is also a bus stop on Russell Road located to the north of site.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is circa 300m from a hotel and circa 500m from a retail park. There is also a range of town centre services within 800 metres of the site but these are accessed via main roads. There is no sizeable residential development within close proximity to the site.
<b>Site characteristics and development constraints</b>	1	The site is predominantly within flood zone 3. Contamination associated with coal storage and depot (medium ranking) is located on circa 10% of the site. There is a TPO within the site.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site immediately surrounded by B1a uses, roads and car parking, none of which represent incompatible uses.
<b>Market Attractiveness</b>	4	The site is centrally located near to other employment uses. The site falls within the boundary of the Ipswich IP-One Area Action Plan which focuses on the future development of the central area of Ipswich. Through development the site may become attractive to the market.
<b>Total Score</b>	22	-

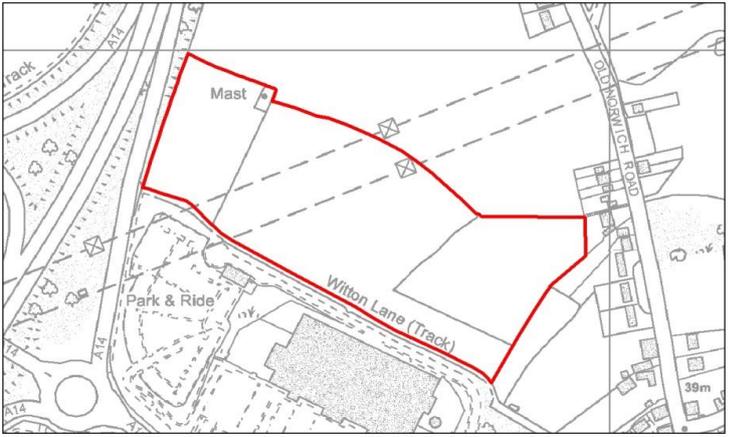
**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development, although there is a TPO within the site. Although the site falls entirely within flood zone 3, there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	Yes	The site falls within the boundary of the Ipswich IP-One Area Action Plan which focuses on the future development of the central area of Ipswich.
<b>Barriers to Delivery</b>	N/A	The site is in single ownership by Ipswich Borough Council. However, as the site is currently used for overflow parking it is only likely to be available in future. No abnormal costs to delivery of the scheme have been identified.

<b>Site Conclusion Text</b>	The site is considered a well located brownfield site for employment development in the town centre and close to offices. Its allocation for B1a offices appears suitable, particularly in the context that it falls within the Ipswich IP-One Area Action Plan. Part of the site is currently used for overflow parking as a temporary use, however there is nothing to suggest the site could not be assessed as available in future. No other barriers to delivery of the site have been identified on current information.
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Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>IP099</td> </tr> </table>	<b>Site Reference</b>	IP099
<b>Site Reference</b>	IP099			
<b>Site Location</b>	Part former Volvo site, Raeburn Road South			
<b>Employment Area</b>	Within E12			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	2.299			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	No relevant planning history.			
<b>Existing Land Use</b>	Industrial (B2)			
<b>Neighbouring Use</b>	Open storage to the north and east (IP058), sewage works to the south and former British Energy site (IPO67) is immediately to the west.			
<b>Proposed Use (allocated)</b>	B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui generis uses			
			<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>The existing B2 use on this site is suitable. However, it is not considered that this site is appropriate for B1 nor B8 uses associated with distribution.</td> </tr> </table>	<b>Assessed Suitable Use</b>
<b>Assessed Suitable Use</b>	The existing B2 use on this site is suitable. However, it is not considered that this site is appropriate for B1 nor B8 uses associated with distribution.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	3	The site is located on a minor road, approximately 3km to the A14. The distance to the site from Sandyhill Lane/Raeburn Road South is further than to IP058, but on balance the scoring for strategic road access is the same.		
<b>Local Accessibility to Site</b>	3	The site has vehicular access from Raeburn Road South. The site is not near to bus services or the train station.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The site is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.		
<b>Site characteristics and development constraints</b>	3	Circa 75% of the site has potential contamination associated with Road haulage (Medium).		
<b>Compatibility with neighbouring/ adjoining uses</b>	2	The site is near to industrial uses and sewage works to the south east of the site are likely to have odour issues. No residential development borders the site.		
<b>Market Attractiveness</b>	2	It is not clear whether the site is currently being marketed, but it appears to be vacant. This is supported by up to date survey data from IBC from mid-2017.		
<b>Total Score</b>	15	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	No	The site is close to Orwell Country Park but is separated by other employment uses and the sewage works.		
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.		
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
<b>Barriers to Delivery</b>	No	None identified.		
<b>Site Conclusion Text</b>	The current use of the site is industrial which appears to be suitable. The site does not score well against the criteria, however the site's proximity to urban areas and access to labour and services, compatibility with neighbouring uses and market attractiveness are less relevant to its current use.			

**Site Assessment Report**

		<b>Site Reference</b>	IP140
<b>Site Location</b>	Land north of Whitton Lane		
<b>Employment Area</b>	Within E1		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	6.928		
<b>Greenfield/ Brownfield</b>	Greenfield		
<b>Site History</b>	Application pending for B8 (16/00898/FUL) on eastern part of the site.		
<b>Existing Land Use</b>	Vacant (greenfield/agricultural)		
<b>Neighbouring Use</b>	Greenfield land to north, Anglia Parkway retail park and haulage to the south.		
<b>Proposed Use (allocated)</b>	B1, B2 and B8 and appropriate employment-generating sui generis uses		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The site has good access to the A14 which does not traverse residential areas.
<b>Local Accessibility to Site</b>	2	Vehicular access would need to be created. A range of bus routes serve nearby industrial/retail areas, the site's out-of-town location means no access to rail station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The site is located at the Borough boundary and is not within the immediate adjacent to any residential areas, although Whitton is a relatively short distance from the site. It is close to a 24 hour supermarket, though generally has poor access to core services and facilities.
<b>Site characteristics and development constraints</b>	3	This is a greenfield site close to an employment area. One electricity pylon on site and another is adjacent. The high voltage powerlines supported by pylons running in a north-east-south-west direction cover circa 10% of the site. This limits the developable area of the site unless powerlines can be re-routed underground. There is also a mast on the site.
<b>Compatibility with neighbouring/ adjoining uses</b>	2	The site is adjacent to a road and retail park, however a conservation area (residential) to east could require mitigation.
<b>Market Attractiveness</b>	3	The site is vacant though a planning application for B8 has been submitted for this site which indicates some market interest. Furthermore, the site is close to Whitehouse Industrial Estate/Ipswich Business Park; these have fair occupancy over a range of uses.
<b>Total Score</b>	<b>17</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No absolute constraints.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	None, although access (off Anglia Parkway North) would be required

<b>Site Conclusion Text</b>	The site has excellent strategic access. The nearby employment area of Whitehouse Industrial Estate has a fair level of market attractiveness, and an application has been submitted for the site for B8 indicating an interest in employment use on the site. The high voltage powerlines supported by pylons on site could reduce the developable area but are not a fundamental constraint.
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Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>IP141a</td> </tr> </table>	<b>Site Reference</b>	IP141a
<b>Site Reference</b>	IP141a			
<b>Site Location</b>	Land at Futura Park			
<b>Employment Area</b>	Within E17			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	7.122			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	Application approved for erection of two motor vehicle dealerships (ref. 16/00669/FUL). There have been four applications in total approved for new car showrooms/dealerships.			
<b>Existing Land Use</b>	Former factory			
<b>Neighbouring Use</b>	Retail, light industrial			
<b>Proposed Use (allocated)</b>	B1b, B1c, B2, B8 and appropriate sui generis uses	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>A range of employment uses (B1/B2/B8) could be accommodated on the parcels of land that comprise this site.</td> </tr> </table>	<b>Assessed Suitable Use</b>	A range of employment uses (B1/B2/B8) could be accommodated on the parcels of land that comprise this site.
<b>Assessed Suitable Use</b>	A range of employment uses (B1/B2/B8) could be accommodated on the parcels of land that comprise this site.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	5	The site has very good access to the A14 from the A1189.		
<b>Local Accessibility to Site</b>	4	The site has two primary access points which have been recently constructed with large roundabouts to manage traffic flow, providing access to both Felixstowe Road and the A1189. The site is located a significant distance from Ipswich train station. Derby Road train station is closer though only has trains every hour to Felixstowe.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has access to a good range of local services and retail facilities at Futura Park and Ravenswood District Centre. There are residential areas to the north and west for providing labour supply.		
<b>Site characteristics and development constraints</b>	3	This site comprises small parcels of land located around an employment area. The entire site is potentially contaminated from factory or works - use not specified (Medium).		
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The site is close to a residential area which sits to the south west of the site, although the A1189 acts as a buffer.		
<b>Market Attractiveness</b>	3	The rest of Futura Park is occupied by large companies such as John Lewis and Costa, although at the time of the site visit there were plots available of between 2-6 acres or design & build to let/for sale.		
<b>Total Score</b>	<b>23</b>	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	The undeveloped portion of the site (which amounts to 5.09ha) is contaminated.		
<b>Historic Environment Factors</b>	Yes	Archaeological potential identified on site, however, the former Cranes factory has been cleared and the land remediated.		
<b>Other Planning Policy Factors</b>	N/A	N/A		
<b>Barriers to Delivery</b>	Yes	None identified.		
<b>Site Conclusion Text</b>	The site is cleared and suitable for development in the short term. Strong employment location with good transport links. The site has largely been sold to car sales companies but there are still undeveloped plots.			

**Site Assessment Report**

		<b>Site Reference</b>	IP147
<b>Site Location</b>	Land between railway junction and Hadleigh Road		
<b>Employment Area</b>	Within E5		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	4.7		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	In 2016, an application was granted for the change of use from 'amenity land' to site for stationing containers for self-storage facility (ref. 16/00920/FUL).		
<b>Existing Land Use</b>	Vacant (brownfield)		
<b>Neighbouring Use</b>	Industrial		
<b>Proposed Use (allocated)</b>	B1, B2 or B8 (excluding B1a office use) and appropriate employment-generating sui generis uses		

**Site Assessment Criteria (scored out of five)**

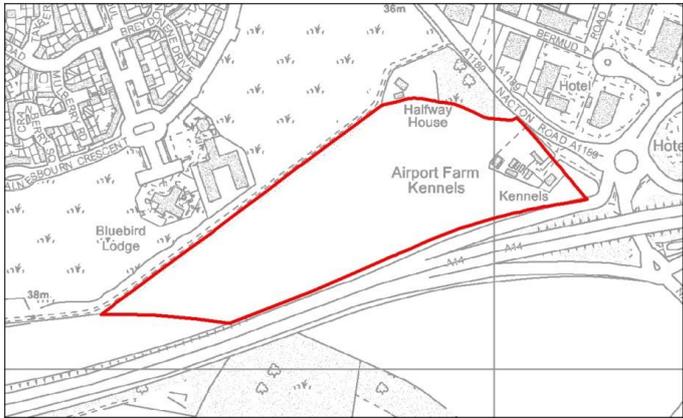
<b>Strategic Road Access to Site</b>	3	The site has a dedicated traffic light junction, and access to A14 (albeit the junction is some distance from the site) mostly via a non-residential A-road (A1214).
<b>Local Accessibility to Site</b>	4	An access point to the site has been recently developed and includes a dedicated traffic light junction. The site is within 1.5km of train station with local bus services to site entrance.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is near to a supermarket and residential areas for providing local labour supply. It is on the edge of the town centre but has only reasonable access to its associated services.
<b>Site characteristics and development constraints</b>	3	Almost the entire site is potentially contaminated from Factory or works - use not specified (Medium) and Unknown Filled Ground (Pit, quarry etc.) (Medium). The site is likely to require remediation.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is located between two existing industrial/employment areas.
<b>Market Attractiveness</b>	3	The site is vacant although vehicular access has recently been implemented. The adjacent Hadleigh Rd Industrial Estate (E5) scores well for market attractiveness.
<b>Total Score</b>	21	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None. Site expected to be developed and adjoins existing Industrial Estate

<b>Site Conclusion Text</b>	The site has good local and strategic access and there are no absolute constraints and few other constraints across the site. The neighbouring Industrial Estate has a high level of market attractiveness, and access has recently been created to the site and therefore it is considered suitable for B class employment use.
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Site Assessment Report				
		<table border="1"> <tr> <th>Site Reference</th> <td>IP150c</td> </tr> </table>	Site Reference	IP150c
Site Reference	IP150c			
Site Location	Ravenswood			
Employment Area	Within E16			
District	Ipswich			
Site Area (ha)	4.777			
Greenfield/Brownfield	Brownfield			
Site History	No relevant planning history.			
Existing Land Use	Former airfield (brownfield)			
Neighbouring Use	Residential, A3 retail units			
Proposed Use (allocated)	B1 and appropriate employment-generating sui generis uses			
			<table border="1"> <tr> <th>Assessed Suitable Use</th> <td>A B1 employment use would be appropriate in this location.</td> </tr> </table>	Assessed Suitable Use
Assessed Suitable Use	A B1 employment use would be appropriate in this location.			
Site Assessment Criteria (scored out of five)				
Strategic Road Access to Site	5	The site has very good access to the A14 from the A1189.		
Local Accessibility to Site	2	An access point is already available through Edith Cook Way, it was pre-constructed to facilitate further development. This access is however via residential roads. There are bus stops within walking distance, though the site is some distance from the train station.		
Proximity to Urban Areas and Access to Labour and Services	4	The site has access to a good range of local services and retail facilities at Futura Park and Ravenswood District Centre. There are residential areas to the north and west for providing labour supply. The site is close to Ravenswood Primary School.		
Site characteristics and development constraints	4	The site is close to employment and residential areas. The entire site is potentially contaminated from Transport: air and space, cargo and handling and transport support (Medium).		
Compatibility with neighbouring/ adjoining uses	3	The site is adjacent to a residential area to the north and west.		
Market Attractiveness	3	Direct surrounding use not currently in employment use and is a mix of residential and A3 retail. High occupancy at the neighbouring Ransomes Europark indicates reasonable demand for employment space in this area.		
<b>Total Score</b>	<b>21</b>	~		
Planning Factors and Barriers to Delivery				
Environmental Factors	Yes	The site is within the Eco Corridor. No environmental designations however the site was ranked 3 in Wildlife Audit (high conservation value).		
Historic Environment Factors	Yes	Archaeological potential on site.		
Other Planning Policy Factors	N/A	N/A		
Barriers to Delivery	Yes	A new road would need to be constructed via the existing access point before the site can accommodate development.		
Site Conclusion Text	The site is currently a vacant brownfield site. A new access road would need to be constructed via the existing access point. The site scores well against the assessment criteria and benefits from excellent strategic road access. The site is suitable for B class employment uses, though B2 and B8 uses may not be suitable in such close proximity to residential development and due to access to the site via residential/A3 retail roads.			

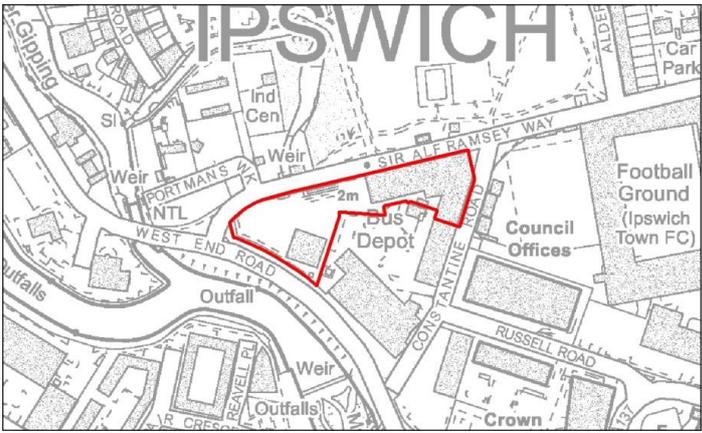
Site Assessment Report			
<table border="1" style="width: 100%;"> <tr> <td style="width: 30%;"><b>Site Reference</b></td> <td>IP152</td> </tr> </table>		<b>Site Reference</b>	IP152
<b>Site Reference</b>	IP152		
<b>Site Location</b>	Airport Farm Kennels, north of A14		
<b>Employment Area</b>	Within E16		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	7.368		
<b>Greenfield/Brownfield</b>	Greenfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Greenfield with kennels in eastern corner		
<b>Neighbouring Use</b>	Care facility to north, A14 to the south and some dispersed residential properties to the east.		
<b>Proposed Use (allocated)</b>	B1 (excluding office use B1a), B2 or B8 and appropriate employment-generating sui generis uses		
			
<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) would be suitable in this location.		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The site has very good access to the A14 from the A1189.
<b>Local Accessibility to Site</b>	2	An access point would have to be constructed and currently there is a ransom strip that could restrict access. There are bus stops within walking distance, though the site is some distance from the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site has access to a good range of local services and retail facilities at Ravenswood District Centre and at a greater distance Futura Park. There are residential areas to the north and west for providing labour supply.
<b>Site characteristics and development constraints</b>	3	This is a greenfield site close to employment and residential areas. Almost the entire site is potentially contaminated from Transport: air and space, cargo and handling and transport support (Medium), Unknown Filled Ground (Pit, quarry etc) (Medium) and Quarrying of sand & clay, operation of sand & gravel pits (Low). There is a large grouping of TPO trees along the northern boundary and in the north eastern corner of the site. Circa 30% of the site is also within the AONB. The site also has archaeological potential.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The site is adjacent to greenfield land, though there is a residential area nearby to the north of the site.
<b>Market Attractiveness</b>	3	Direct surrounding use not currently in employment use (albeit allocated as such to the north), the Ransomes Europark is located across the A1189 to the east. High occupancy at the neighbouring Ransomes Europark indicates reasonable demand for employment space in this area.
<b>Total Score</b>	<b>20</b>	~

Planning Factors and Barriers to Delivery		
<b>Environmental Factors</b>	Yes	A greenfield site within the Eco Corridor and with a large grouping of TPO trees along the northern boundary and in the north eastern corner of the site. Circa 30% of the site is also within the AONB.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	Yes	Circa 30% of the site is within an AONB.
<b>Barriers to Delivery</b>	Yes	Existing access road would be inadequate. Development subject to the prior preparation of a development brief to address matters including AONB
<b>Site Conclusion Text</b>	<p>The site is currently a greenfield site with Airport Farm located in the eastern corner. The development of the site would require a new access point to be constructed. 30% of the site is within the AONB which could decrease the developable area of the site. Ipswich Council's current policies do not restrict all development in the AONB but ensure development is in keeping with the surrounding areas and reflects the landscape and townscape character of this area. As such the location of this site in the AONB does not necessarily mean it cannot come forward for development. The site scores well against the assessment criteria and benefits from excellent strategic road access. The site is suitable for B class employment uses as the same access and residential amenity restrictions identified for the IP150c site are not relevant for this site.</p>	

**Site Assessment Report**

		<b>Site Reference</b>	IP004
<b>Site Location</b>	Bus depot, Sir Alf Ramsey Way		
<b>Employment Area</b>	Adjacent to Employment Area E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.065 (0.53ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Bus depot		
<b>Neighbouring Use</b>	Offices, industrial		
<b>Proposed Use (allocated)</b>	Allocated for 50% employment as part of mixed use scheme with housing (SP5)	<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) would be suitable in this location.

**Site Assessment Criteria (scored out of five)**

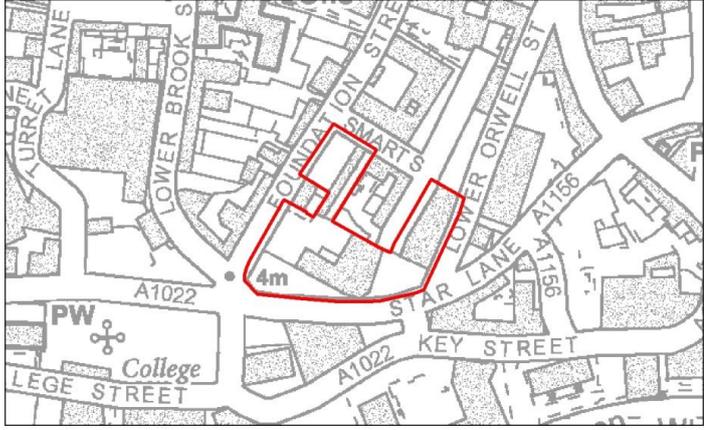
<b>Strategic Road Access to Site</b>	3	The site is located just off the A137, 2.5km to the A14.
<b>Local Accessibility to Site</b>	5	The site is accessed via a main road. There is a bus stop to the east of the site and it is 0.5km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a hotel and residential areas, which would provide labour supply. Burlington Primary Care (a health centre) is within 800m.
<b>Site characteristics and development constraints</b>	4	The entire site is potentially contaminated from road haulage (Medium) and Refuse disposal (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is near to employment land to the south and the Portman Walk Employment Area and Alderman Road Recreation Ground to the north.
<b>Market Attractiveness</b>	2	The site and buildings appear to be of reasonable quality, but unlikely to be suited to modern employment needs. There does not appear to have been investment in recent years but the site is not vacant. Furthermore, the site is in proximity to other active employment uses.
<b>Total Score</b>	23	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. Although the site falls nearly entirely within flood zone 3, there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	N/A	Archaeological potential on site, however, this is an existing employment site. The site also contains a locally listed building (tram shed).
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	Yes	Relocation of the bus depot is required for development of the site.

**Site Conclusion Text**  
 The site is considered suitable for B class employment uses but as it is currently in use as a bus depot (sui generis) it is not available for employment development now. No barriers to delivery of the scheme have been identified on current information.

**Site Assessment Report**

		<b>Site Reference</b>	IP011b
<b>Site Location</b>	Smart St / Foundation St		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.691 (0.14ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Bus depot and car park		
<b>Neighbouring Use</b>	Residential, light industrial		
<b>Proposed Use (allocated)</b>	Allocated for 20% employment as part of mixed use scheme with housing (SP5)		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site is located on the A1156, 3.6km to the A14.
<b>Local Accessibility to Site</b>	4	The site is accessed via a main road. There are a number of bus stops on roads nearby to the site. The site is 0.9km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well reasonable proximity to residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	3	Approximately 10% of the site is within Flood Zone 3. The site is in an urban area so any development is unlikely to have any landscape or townscape effects. The site partly falls within Air Quality Management Area 3. This is an urban site, therefore any development is unlikely to have an impact in landscape terms. There is a TPO within the site.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The site is surrounded by employment uses, though there is a small residential area to the north.
<b>Market Attractiveness</b>	3	The site is in active use. It may be unlikely that a single occupier would be found for the entire site in the future.
<b>Total Score</b>	<b>20</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development, though there is a TPO within the site. Circa 50% of the site is in flood zone 2, and 10% is in flood zone 3, though there is potential to mitigate its impact. The site partly falls within Air Quality Management Area 3.
<b>Historic Environment Factors</b>	Yes	The site is covered in various Areas of Archaeological Interest. However, this is an existing employment site and the area of interest are in locations already developed for
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	Relocation of the bus depot is required for development of the site.

<b>Site Conclusion Text</b>	The site is considered suitable for B1 class employment uses, on the basis of its town centre location some way from the strategic road network and its adjoining uses. As it is currently in use as a bus depot (sui generis) it is not available for employment development now. Subject to relocation, no barriers to delivery of the scheme have been identified on current information.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP015</b>
<b>Site Location</b>	West End Road Surface Car Park		
<b>Employment Area</b>	Adjacent to Employment Area E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.214 (0.12ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Car park		
<b>Neighbouring Use</b>	Offices		
<b>Proposed Use (allocated)</b>	Allocated for 10% employment as part of mixed use scheme with car parking and some housing (SP5)	<b>Assessed Suitable Use</b>	<b>B1/B2 employment use would be suitable at this site.</b>

**Site Assessment Criteria (scored out of five)**

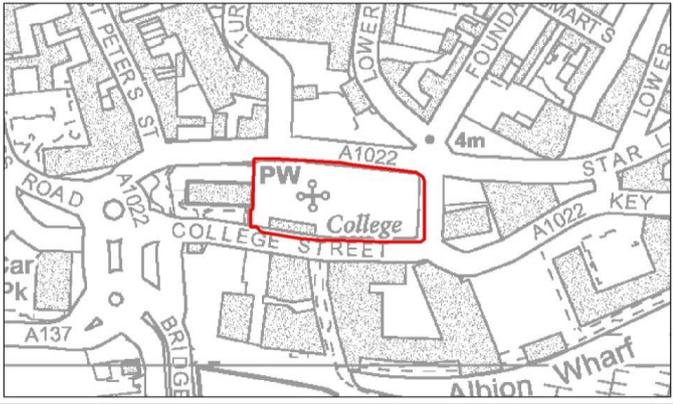
<b>Strategic Road Access to Site</b>	3	The site is located on the A137, 2.6km to the A14.
<b>Local Accessibility to Site</b>	5	The site has vehicular access from an A road. Bus stops on Princes Street to east of site. 0.2km to train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a range of town centre services, as well as residential areas. Burlington Primary Care (a health centre) is within 800m.
<b>Site characteristics and development constraints</b>	2	This is a narrow site located immediately to the north of the River Orwell. Almost the entire site is contaminated from railways (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The River Orwell is immediately to the south of the site and there are employment areas to the north.
<b>Market Attractiveness</b>	3	The site is near to the train station and a hotel, so if it were to be developed it would be likely to have good market attractiveness.
<b>Total Score</b>	<b>22</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. Circa 90% of the site is in flood zone 3, with the remaining 10% in flood zone 2, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on a small area of the site.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	Yes	IBC is currently conducting a review of town centre car park provision which could impact on this site

<b>Site Conclusion Text</b>	The site is considered suitable for B1/B2 employment uses but as it is currently in use as a car park (sui generis) it is not available for employment development now. The site's town centre location and distance from strategic road network would prohibit a B8 use. No barriers to delivery of the scheme have been identified on current information.
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**Site Assessment Report**

		<b>Site Reference</b>	IP035
<b>Site Location</b>	Key Street / Star Lane / Burtons Site		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.541 (0.16ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application for commercial mixed use and car park in 2011 has lapsed.		
<b>Existing Land Use</b>	Temporary car park/undeveloped		
<b>Neighbouring Use</b>	To the west, St Peter's Church is a music and arts centre, to the south is a dance studio and mixed uses in all other directions.		
<b>Proposed Use (allocated)</b>	Allocated for 30% employment as part of mixed use scheme with B1 office, hotel, small scale retail and car parking (SP5)	<b>Assessed Suitable Use</b>	<b>B1/B2 employment use would be suitable at this site.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	Two A roads run along the north and south boundaries of the site. It is 3.5km to the A14.
<b>Local Accessibility to Site</b>	3	Site does not have vehicular access at present, but it could be accommodated. There are no bus stops in the immediate vicinity of the site. The site is 0.8km from Ipswich train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a hotel and has good access to a range of town centre services and facilities, as well reasonable proximity to residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	3	Almost the entire site is contaminated from Factory or works - use not specified (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	A music and arts centre is located close to the site to the west. A dance studio is also close to the site, though neither of these would be incompatible uses.
<b>Market Attractiveness</b>	2	Market attractiveness is difficult to establish, the site is close to light industrial uses but the site itself has considerable archaeological and heritage constraints. New developments in the proximity appear to be occupied.
<b>Total Score</b>	<b>18</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	A Listed Building at Risk (1-5 College Street) covers circa 10% of this site, adjoins the Grade I listed and Scheduled Monument of Wolsey's Gate and lies within an area of archaeological importance. It is located between two Conservation Areas (Central and Wet Dock) and two Grade II* listed churches (St Peter's and Mary at the Quay).
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	Archaeological remains will be complex and important and mitigation could involve significant costs and timescales.

<b>Site Conclusion Text</b>	The site is considered suitable for B1/B2 employment uses. It is currently in informal use as a car park (sui generis), so could become available swiftly. The site has significant archaeological and heritage constraints, which although not necessarily absolute constraints to development, would incur significant costs and mitigation on any development proposal.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP037</b>
<b>Site Location</b>	Island Site		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	6.024 (1.8ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Uses linked to marina - boat sales, chandlery and pub.		
<b>Neighbouring Use</b>	N/A		
<b>Proposed Use (allocated)</b>	Allocated for 30% employment including B1 uses compatible with housing expected as part of mixed use redevelopment, plus the retention of boat related uses including boat building, restaurants and small scale leisure (SP5)	<b>Assessed Suitable Use</b>	<b>An office (B1a) use would be suitable at this site.</b>

**Site Assessment Criteria (scored out of five)**

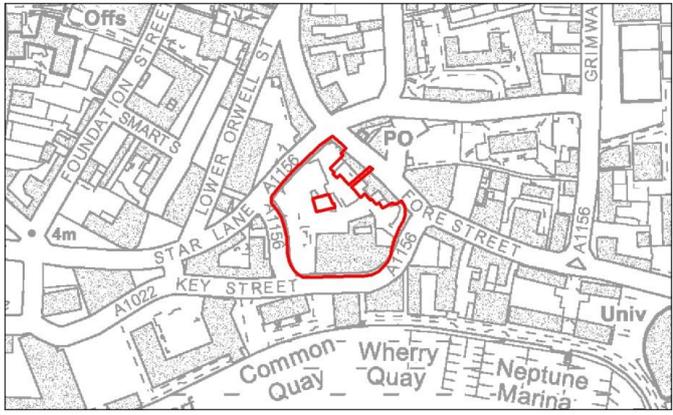
<b>Strategic Road Access to Site</b>	1	By its nature this site is isolated from strategic road networks, though the site's main access is off the A137.
<b>Local Accessibility to Site</b>	3	The site has one vehicular access point from Bridge Street. The site is 0.9km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is located centrally in the town and therefore has good access to core services and facilities, albeit as an island site some areas of the site are relatively isolated.
<b>Site characteristics and development constraints</b>	3	The site is an 'island' within the marina. The entire site is potentially contaminated, Metal casting/foundries (Medium), Cement, lime & plaster products [manufacture] (Low), Transport support & cargo handling (Medium), Unknown Filled Ground (Pond, marsh, river, stream, dock etc) (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	This is an island site that is surrounded by boat moorings and Neptune Marina and is therefore not near to any incompatible uses.
<b>Market Attractiveness</b>	4	The site hosts a number of uses which appear to have good occupancy and market attractiveness.
<b>Total Score</b>	<b>19</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact, the tidal barrier is under construction.
<b>Historic Environment Factors</b>	Yes	The site is within the Wet Dock Conservation Area and is within the area of archaeological importance. Development principles for the site include retaining and refurbishing historic structures such as the local keeper's cottages and harbour master's house.
<b>Other Planning Policy Factors</b>	N/A	The site falls within Policy SP9 ('Safeguarding land for transport infrastructure'), which requires additional vehicle access, additional cycle and pedestrian connections (SP15) and the development layout should not prejudice provision of a Wet Dock crossing.
<b>Barriers to Delivery</b>	Yes	Whole site not likely/feasible to be brought forward for employment development due to existing range of uses on site. Site is constrained due to being an island site.

<b>Site Conclusion Text</b>	The site is considered suitable for B1a employment uses but as it is currently in use for a number of existing quay related uses it is not clear that it is available for development now. The site's town centre location and difficult access arrangements mean a B2 or B8 use is unsuitable. Barriers to delivery would include costs and mitigation required to retain and refurbish historic structures and the policy requirement to provide additional access.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP043</b>
<b>Site Location</b>	Commercial buildings & Jewish Burial Ground Star Lane		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.704 (0.14ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	A previous permission for student accommodation proved undeliverable.		
<b>Existing Land Use</b>	Car park/vacant		
<b>Neighbouring Use</b>	Retail, residential		
<b>Proposed Use (allocated)</b>	Allocated for 20% employment, B1 / leisure as part of a mixed use development with housing (SP5)	<b>Assessed Suitable Use</b>	<b>A B1 employment use would be suitable at this site.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site has access points to two A roads. It is 3.7km to the A14.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from A1 156 (Star Lane). There is a bus stop immediately to west of site, opposite Angel Lane. The site is 1.1km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well as residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	4	The southern part of the site (amounting to circa 20% of the site area) is within flood zone 2. The site includes a small area in the centre that is excluded from the site boundary which could be a constraint to development. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The quay is to the south of the site and it is surrounded by retail and offices uses, none of which are incompatible uses.
<b>Market Attractiveness</b>	3	The site is currently being marketed. It is likely to have good market attractiveness if it is developed given its central location.
<b>Total Score</b>	<b>22</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The southern part of the site (amounting to circa 20% of the site area) is within flood zone 2.
<b>Historic Environment Factors</b>	Yes	The site is within the Local Plan Area of Archaeological Importance which may require mitigation prior to any new development. The site contains a Grade II listed building and is within the Central Conservation Area.
<b>Other Planning Policy Factors</b>	N/A	The site is within an Air Quality Management Area.
<b>Barriers to Delivery</b>	Yes	Site is within a predominantly retail area of the town centre (though it is outside the Central Shopping Area).

<b>Site Conclusion Text</b>	The site is considered suitable for B1 employment use, on the basis of its central location with good local accessibility and access to labour and services. The site contains a small area in the centre of the site not within its boundary, as well as a designated heritage asset, which could constrain development.
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**Site Assessment Report**

		<b>Site Reference</b>	IP051
<b>Site Location</b>	Old Cattle Market site, Portman Road (South)		
<b>Employment Area</b>	Within E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	2.211		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application by IBC for the continued use of land on a temporary basis as a long-stay public car park was granted (ref. 14/00859/FPI3).		
<b>Existing Land Use</b>	Car park/light industrial units (B1c)		
<b>Neighbouring Use</b>	Football ground, residential		
<b>Proposed Use (allocated)</b>	Allocated for 80% B1a and 20% main town centre uses such as hotel / leisure (excluding retail) (SP5)	<b>Assessed Suitable Use</b>	<b>A B1 employment use would be suitable at this site and in this location.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site has access to the B1075, which links to the A137. The site is 2.8km to the A14.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from minor road (Portman Road). There is a bus stop on boundary of site on Portman road. The site is 0.5km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The site is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the site for providing local labour supply.
<b>Site characteristics and development constraints</b>	2	Circa 20% of the site is potentially contaminated, Factory or works - use not specified (Medium). The entire site is within flood zone 3. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	Ipswich Town Football Club is located immediately to the west of the site, as well as a small residential area. The north and east of the site adjoins employment areas.
<b>Market Attractiveness</b>	4	The site is centrally located near to other employment uses. The Enterprise Zone Princes Street corridor fronts onto the site and connects the railway station with the town centre and is a high priority area for employment growth in the Ipswich Vision. The site also falls within the boundary of the Ipswich IP-One Area Action Plan which focuses on the future development of the central area of Ipswich.
<b>Total Score</b>	<b>21</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

**Site Conclusion Text**  
 The site is considered suitable for B1 employment use, particularly in the context that it fronts onto the Princes Street corridor which forms part of the Enterprise Zone. The site is currently in use as a temporary car park (sui generis) but it is owned by IBC and it has been confirmed that the car park use could be ceased with immediate effect, therefore, the site could be available immediately. No abnormal costs to delivery of the scheme have been identified on current information.

**Site Assessment Report**

		<b>Site Reference</b>	IP052
<b>Site Location</b>	Land between Lower Orwell St & Star Lane		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.392 (0.08ha employment)		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	The site has planning permission for student accommodation but is considered unlikely to proceed		
<b>Existing Land Use</b>	Light industrial (B1c) and bar/snooker hall		
<b>Neighbouring Use</b>	Light industrial, residential		
<b>Proposed Use (allocated)</b>	Allocated for 20% employment as part of mixed use scheme with housing (SP5)	<b>Assessed Suitable Use</b>	<b>Site is in B1c (light industrial) use which is considered suitable for the site and location, as well as other B1 employment uses.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site is on an A road. It is located 3.6km from the A14.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from a main road. There are a number of bus stops on roads nearby to the site. The site is 0.9km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well as residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	4	A marginal area of the southern part of the site is within flood zone 2. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is located close to a hotel and retail uses, neither of which represent incompatible uses.
<b>Market Attractiveness</b>	4	All units at the site are occupied.
<b>Total Score</b>	23	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No absolute constraints to development. A marginal area of the southern part of the site is within flood zone 2, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	N/A	The site is within the Local Plan Area of Archaeological Importance. However, this is an existing employment site and the area of interest are in locations already developed for employment uses.
<b>Other Planning Policy Factors</b>	N/A	The site is within an Air Quality Management Area.
<b>Barriers to Delivery</b>	Yes	Site contains industrial sheds which may require demolition.

<b>Site Conclusion Text</b>	The site is considered suitable for B1 use employment, therefore the existing light industrial use of the site is suitable. The site has relatively poor strategic road access, but benefits from good local accessibility and access to labour and services.
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**Site Assessment Report**

		<b>Site Reference</b>	IP054
<b>Site Location</b>	Land between Old Cattle Market & Star Lane		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.152		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	Part of the site has planning permission for residential development (East of Turret Lane).		
<b>Existing Land Use</b>	Light industrial (B1c) and car parking		
<b>Neighbouring Use</b>	Light industrial, residential	<p><b>Assessed Suitable Use</b></p> <p><b>Site is in B1c (light industrial) use which is considered suitable for the site and location, as well as other B1 uses.</b></p>	
<b>Proposed Use (allocated)</b>	Allocated for 70% employment (office) as part of a mixed use scheme including leisure with residential and small scale retail (SP5)		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site is on an A road. It is located 3.7km to the A14.
<b>Local Accessibility to Site</b>	4	The site has multiple access points, including from St Peter's Street. The site is 0.8km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well as residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	2	Circa 50% of the site is within flood zone 2. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The site is near to light industrial and retail uses, as well as some small residential areas.
<b>Market Attractiveness</b>	4	All units at the site are occupied.
<b>Total Score</b>	20	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. Circa 50% of the site is within flood zone 2, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	There is archaeological potential on site. However, this is an existing employment site and the area of interest are in locations already developed for employment uses. The site contains a Grade II listed building, a Scheduled Monument and is within the Central Conservation Area.
<b>Other Planning Policy Factors</b>	N/A	The site is within an Air Quality Management Area.
<b>Barriers to Delivery</b>	Yes	Site contains industrial units which may require demolition.

<b>Site Conclusion Text</b>	The site is considered suitable for B1 use employment, therefore the existing light industrial use of the site is suitable. The site has relatively poor strategic road access, but benefits from good local accessibility and access to labour and services. Suitable uses are assessed to be either offices (B1a) or light industrial (B1c).
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**Site Assessment Report**

		<b>Site Reference</b>	IP132
<b>Site Location</b>	Bridge Street, Northern Quays (west)		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.185		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Car park		
<b>Neighbouring Use</b>	To the north, St Peter's Church is a music and arts centre, to the east is a dance studio.		
<b>Proposed Use (allocated)</b>	Allocated for B1a office, leisure, small scale retail as part of a mixed use residential scheme (SP5)	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 employment use would be suitable in this location.

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site has good access to the A137.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from St Peter's Street. The site is 0.6km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well as residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	4	The entire site is potentially contaminated, Transport support & cargo handling (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	There is a music and arts centre immediately to the north of the site, with roads and a vacant industrial building to the west and east, respectively.
<b>Market Attractiveness</b>	3	The site is likely to have good market attractiveness if it is developed as it is centrally located close to other employment uses.
<b>Total Score</b>	<b>22</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	A Listed Building at Risk (4 College Street) covers circa 5% of this site. The site is within the Central Conservation Area and has archaeological potential.
<b>Other Planning Policy Factors</b>	N/A	The site is within an Air Quality Management Area.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is considered suitable for B1 employment use, as it is centrally located and has good strategic road access and local accessibility. Heritage factors could be a constraint to development.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP048b</b>
<b>Site Location</b>	Remainder of Mint Quarter (west of IP048 Local Plan allocation)		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.57		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Office building (B1a)/car park and retail.		
<b>Neighbouring Use</b>	Retail		
<b>Proposed Use (allocated)</b>	No Local Plan allocation but identified as Secondary Shopping Frontage within the Central Shopping Area.	<b>Assessed Suitable Use</b>	<b>Office (B1a) or another B1 employment use would be suitable in this location.</b>

**Site Assessment Criteria (scored out of five)**

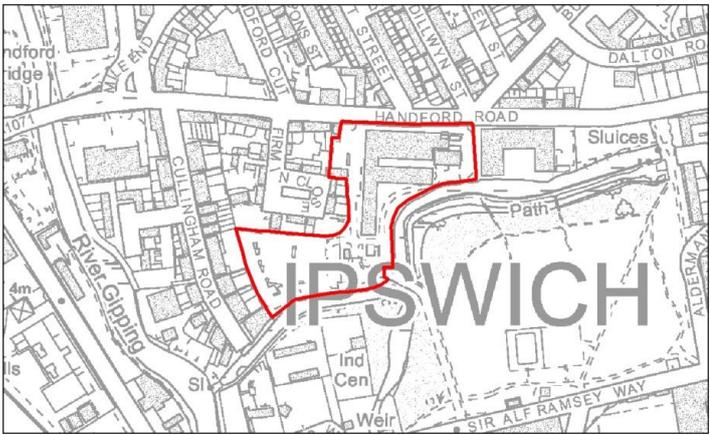
<b>Strategic Road Access to Site</b>	1	The site is accessed by minor roads which lead to the B1077.
<b>Local Accessibility to Site</b>	3	The site has vehicular access from Tacket Street. The site is 1.0km to the train station and is served by a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has good access to a range of town centre services and facilities, as well as residential areas which provide labour supply.
<b>Site characteristics and development constraints</b>	4	This is a town centre site. The development of land used as a car park is therefore unlikely to have any landscape effects.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is adjacent to retail and offices, neither of which represent incompatible uses.
<b>Market Attractiveness</b>	3	The site is not within an established employment location, however it is likely to have good market attractiveness given its central location and access to labour and services.
<b>Total Score</b>	<b>20</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	Yes	The site contains a Schedule Monument and is within the Central Conservation Area. There is archaeological potential on site.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is considered suitable for B1 employment space, as it is a centrally located brownfield site and has good local accessibility and access to labour and services. However, strategic road access is poor. No absolute constraints have been identified.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP279</b>
<b>Site Location</b>	BT office Bibb Way		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.67		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	BT offices (B1a)		
<b>Neighbouring Use</b>	Residential		
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<b>Assessed Suitable Use</b>	<b>Office (B1a) or another B1 employment use would be suitable in this location.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site has good access to the A171 which provides access to the A12.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from the A1071 (Handford Road). The site is 0.7km to the train station and there is a bus stop at the northern boundary of the site on the A1071.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a hotel and residential areas, which would provide labour supply. Burlington Primary Care (a health centre) is within 800m.
<b>Site characteristics and development constraints</b>	3	Circa 50% of the site is potentially contaminated, Factory or works - use not specified (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms. A County Wildlife Site covers a marginal area on the southern border of the site.
<b>Compatibility with neighbouring/adjoining uses</b>	3	The site is adjacent to residential areas to the west and north and green space to the south.
<b>Market Attractiveness</b>	2	The site has a single occupier. It therefore would appear to have good market attractiveness, albeit it is located within a predominantly residential area.
<b>Total Score</b>	<b>19</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	A County Wildlife Site covers a marginal area on the southern border of site, although this is unlikely to impact development.
<b>Historic Environment Factors</b>	N/A	Archaeological potential on site, however most of the site area is already covered by the office building.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	Office (B1a) or another B1 use is assessed as the most suitable use. This large brownfield site is in existing employment use and is occupied by a single organisation. The site has good local accessibility and access to labour and services.
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**Site Assessment Report**

		<b>Site Reference</b>	IP003
<b>Site Location</b>	Waste tip north of Sir Alf Ramsey Way		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.569		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Waste recycling centre and industrial estate (concrete batching plant)		
<b>Neighbouring Use</b>	Bus depot, residential		
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<b>Assessed Suitable Use</b>	<b>An industrial use (B1c/B2/B8) would be suitable at the site and in this location.</b>

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site has access to the A137 and good access to the wider strategic network
<b>Local Accessibility to Site</b>	4	The site has vehicular access from Portman's Walk. There are bus stops within walking distance of the site and the site is 0.6km from the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a hotel and residential areas, which would provide labour supply. Burlington Primary Care (a health centre) is within 800m.
<b>Site characteristics and development constraints</b>	4	A small part of the site is potentially contaminated through Refuse disposal (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	There is a residential area to the north of the site, though a narrow wooded area acts as a buffer between the two. There are light industrial uses nearby to the east and west, which would not represent incompatible uses.
<b>Market Attractiveness</b>	3	The site is in use as a household waste recycling centre and small industrial estate. It appears to have good market attractiveness, in that it is well-used and fully occupied.
<b>Total Score</b>	<b>22</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints, although a very small part of site on northern border is within the Alderman Canal County Wildlife Site which is unlikely to have an impact on development. Circa 90% of the site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	Yes	Would require relocation of existing activities

**Site Conclusion Text**  
 The site's existing use is as a household waste recycling centre. The site has average strategic road access and good local accessibility and access to labour and services. A suitable use for the site would be industrial (B1c/B2/B8), however consideration would need to be given to residential properties on Cullingham Road to the south of the site.

Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>IP028a and b</td> </tr> </table>	<b>Site Reference</b>	IP028a and b
<b>Site Reference</b>	IP028a and b			
<b>Site Location</b>	Land west of Greyfriars Road (Jewsons)			
<b>Employment Area</b>	Not within an Employment Area			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	1.026			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	No relevant planning history.			
<b>Existing Land Use</b>	Builders' yard and showroom			
<b>Neighbouring Use</b>	Retail, leisure, housing and offices			
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>A B1 employment use would be suitable at this site.</td> </tr> </table>	<b>Assessed Suitable Use</b>	A B1 employment use would be suitable at this site.
<b>Assessed Suitable Use</b>	A B1 employment use would be suitable at this site.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	3	The site has access to the A137 and good access to the wider strategic network		
<b>Local Accessibility to Site</b>	4	The site has vehicular access from the A1022. There is a bus stop to the west of the site and it is 0.6km to the train station.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the site for providing local labour supply.		
<b>Site characteristics and development constraints</b>	3	Circa two thirds of the site is potentially contaminated by Road haulage (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms. There is a TPO within the site.		
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is surrounded by employment uses (light industrial and office), which would not represent incompatible uses.		
<b>Market Attractiveness</b>	4	All units at the site are occupied.		
<b>Total Score</b>	<b>23</b>	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	No absolute constraints to development, though there is a TPO within the site. Circa 90% of the site is within flood zone 3, though there is potential to mitigate its impact.		
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.		
<b>Other Planning Policy Factors</b>	N/A	N/A		
<b>Barriers to Delivery</b>	No	None identified.		
<b>Site Conclusion Text</b>	The site is considered suitable for B1 employment use, as it is in use as a builders' yard it is not available now. The site has average strategic road access and good local accessibility and access to services.			

**Site Assessment Report**

		<b>Site Reference</b>	<b>IP040</b>		
<b>Site Location</b>	Civic Centre area, Civic Drive				
<b>Employment Area</b>	Not within an Employment Area				
<b>District</b>	Ipswich				
<b>Site Area (ha)</b>	1.614				
<b>Greenfield/Brownfield</b>	Brownfield				
<b>Site History</b>	No relevant planning history.				
<b>Existing Land Use</b>	Temporary car parks and former county court in temporary use. Residential properties.				
<b>Neighbouring Use</b>	New Wolsey Theatre, offices and shops	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td><b>Office (B1a) or another B1 employment use would be suitable in this location.</b></td> </tr> </table>		<b>Assessed Suitable Use</b>	<b>Office (B1a) or another B1 employment use would be suitable in this location.</b>
<b>Assessed Suitable Use</b>	<b>Office (B1a) or another B1 employment use would be suitable in this location.</b>				
<b>Proposed Use (allocated)</b>	Land Allocated for Retail-led Mix and residential (SP2 & SP10)				

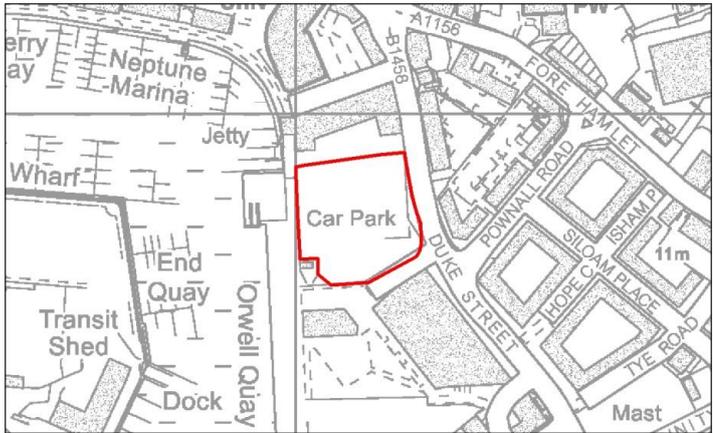
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The site has good access to the A1022 and A1071.
<b>Local Accessibility to Site</b>	4	The site has two access points (from Black Horse Lane and the A1022). There are several bus stops to the north of the site and it is 0.8km from the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is located in the north of the town centre with good access to residential areas for providing labour supply. The site has very good access to core services and facilities in the town centre.
<b>Site characteristics and development constraints</b>	5	The site is not within an area of flood risk. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The site is adjacent to office uses, and retail to the north - neither of which would be incompatible.
<b>Market Attractiveness</b>	4	The site is likely to have good market attractiveness given its central location and access to labour and services.
<b>Total Score</b>	<b>25</b>	-

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	N/A	Archaeological potential on site, however most of the site area has previously been developed.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	This brownfield site contains a temporary car park and a the former county court which is in temporary use, but could be made available. It is centrally located and has good access to labour and services. Suitable uses for this site would be offices (B1a) or another B1 use.
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Site Assessment Report				
		<table border="1"> <tr> <th>Site Reference</th> <td>IP049</td> </tr> </table>	Site Reference	IP049
Site Reference	IP049			
Site Location	No. 8 Shed, Orwell Quay			
Employment Area	Not within an Employment Area			
District	Ipswich			
Site Area (ha)	0.763			
Greenfield/Brownfield	Brownfield			
Site History	No relevant planning history.			
Existing Land Use	Car park			
Neighbouring Use	Educational facility to north, hotel and shops to east, student accommodation to south.			
Proposed Use (allocated)	Land Allocated for Education and ancillary use/Waterfront use (SP11 & SP12) and public car parking	<table border="1"> <tr> <th>Assessed Suitable Use</th> <td>Office (B1a) or another B1 employment use would be suitable in this location.</td> </tr> </table>	Assessed Suitable Use	Office (B1a) or another B1 employment use would be suitable in this location.
Assessed Suitable Use	Office (B1a) or another B1 employment use would be suitable in this location.			
Site Assessment Criteria (scored out of five)				
Strategic Road Access to Site	2	The site has access to the B1458.		
Local Accessibility to Site	3	The site has vehicular access from Duke Street (B1458). There is a bus stop immediately to the north of the site and it is 1.3km to the train station.		
Proximity to Urban Areas and Access to Labour and Services	3	The site is located in the east of the town and has access to a hotel, shops and residential areas.		
Site characteristics and development constraints	2	The entire site is potentially contaminated, Factory or works - use not specified (Medium) and Railways (Medium). This is an urban site, therefore any development is unlikely to have an impact in landscape terms.		
Compatibility with neighbouring/ adjoining uses	3	The marina is immediately to the west of the site, with a hotel and student accommodation also adjacent to the site.		
Market Attractiveness	3	The site is likely to have good market attractiveness if it is developed given its location and proximity to other employment uses.		
<b>Total Score</b>	<b>16</b>	~		
Planning Factors and Barriers to Delivery				
Environmental Factors	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact.		
Historic Environment Factors	Yes	Archaeological potential on site.		
Other Planning Policy Factors	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
Barriers to Delivery	No	None identified.		
Site Conclusion Text	This brownfield site is considered suitable for B1 employment use but as it is currently in use as a car park (sui generis) it is not available now. No abnormal costs to delivery of the scheme have been identified on current information.			

**Site Assessment Report**

		<b>Site Reference</b>	IP081
<b>Site Location</b>	Land north of Ranelagh Road		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.236		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Car park/undeveloped		
<b>Neighbouring Use</b>	Residential and opposite to Ipswich train station.		
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<b>Assessed Suitable Use</b>	Site is suitable for B1a/b employment use. A B1c/B8 use is unlikely to be suitable given the site's proximity to a residential block.

**Site Assessment Criteria (scored out of five)**

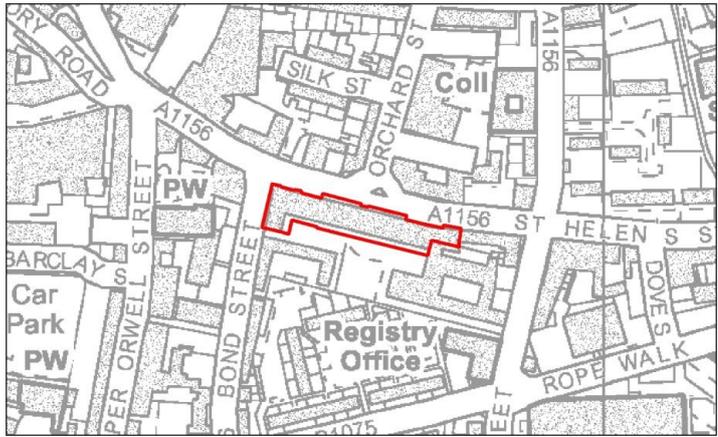
<b>Strategic Road Access to Site</b>	3	The site is accessed via a B road and is 0.2km to the A137.
<b>Local Accessibility to Site</b>	3	The site has vehicular access from the B1075 (Ranelagh Road). It is located immediately to the north of the train station and has access to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is located close to Ipswich train station and has access to the retail uses at the station. There are a number of residential areas near to the site.
<b>Site characteristics and development constraints</b>	2	The characteristics of the site (it is sloping, wooded and adjacent to the River Orwell) are likely to represent development constraints. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	Ipswich train station is immediately to the south, while the River Orwell is to the north. There are therefore no incompatible uses adjacent to the site.
<b>Market Attractiveness</b>	3	The site is likely to have good market attractiveness if it is developed as it is centrally located close to other employment uses.
<b>Total Score</b>	<b>19</b>	-

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. Circa 60% of the site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	Yes	The site is sloping and located close to river back. It contains an area that is wooded.

<b>Site Conclusion Text</b>	This brownfield site is considered suitable for B1a/B1b employment uses but as it is currently partly in use as a car park (sui generis) it is not available now. Equally the characteristics of the site (sloping/wooded/next to river) mean it is not clear that the scheme is achievable due to substantial costs involved to bring the site forward for development.
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**Site Assessment Report**

		<b>Site Reference</b>	IP084a
<b>Site Location</b>	County Hall, St Helen's Street		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.23		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Former County Hall		
<b>Neighbouring Use</b>	Offices, retail and residential		
<b>Proposed Use (allocated)</b>	No Local Plan allocation		

**Site Assessment Criteria (scored out of five)**

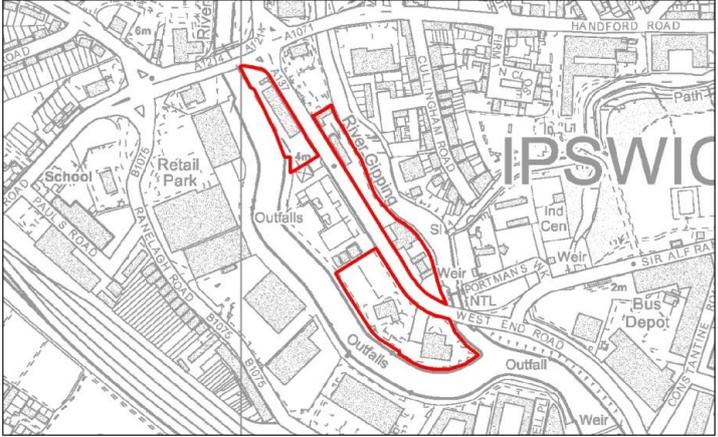
<b>Strategic Road Access to Site</b>	2	The site is accessed by the A1156.
<b>Local Accessibility to Site</b>	4	The site has vehicular access from the A1156 (Bond Street). There is a bus stop immediately to the west of the site and it is 1.3km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The site is located in the north-east of the town and has good access to residential areas as well as to core town centre facilities.
<b>Site characteristics and development constraints</b>	4	This is a narrow site containing an existing building. The site is not within an area of flood risk. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The site is adjacent to offices and residential uses.
<b>Market Attractiveness</b>	2	The site is currently vacant and the existing building has a layout that is not necessarily suitable for employment use.
<b>Total Score</b>	<b>18</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site. The site contains a Grade II listed building and is within St Helen's Conservation Area.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	Any scheme design would need to be sensitive to the existing building (heritage asset).

<b>Site Conclusion Text</b>	This brownfield site is considered suitable for B1 employment use. However, the site contains a grade II listed building which may constrain the development necessary to convert the site into an employment use.
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**Site Assessment Report**

		<b>Site Reference</b>	IP119, IP120a & IP120b
<b>Site Location</b>	West End Road (both sides)		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	2.003		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Car dealerships/light industrial units (B1c)		
<b>Neighbouring Use</b>	Light industrial, fast food takeaways (east of West End Road), electricity sub station (west of West End Road) and retail across the river.		
<b>Proposed Use (allocated)</b>	No Local Plan allocation		

**Site Assessment Criteria (scored out of five)**

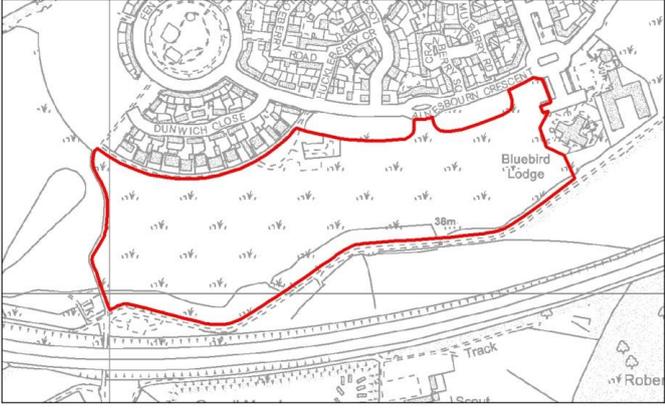
<b>Strategic Road Access to Site</b>	3	The site has very good access to the A137 and the wider strategic road network.
<b>Local Accessibility to Site</b>	3	The site has vehicular access from the A137 (West End Road). There are bus stops within walking distance and it is 0.7km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is near to a hotel and residential areas, which would provide labour supply. Burlington Primary Care (a health centre) is within 800m.
<b>Site characteristics and development constraints</b>	4	This site comprises narrow parcels of land to the east and west of West End Road. The southern parcel is potentially contaminated, Factory or works - use not specified (MEDIUM) AND Road haulage (Medium). The site is adjacent to a major electricity substation. This is an urban site, therefore any development is unlikely to have an impact in landscape terms.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The River Orwell runs along the west of the sites, while the River Gipping runs along the east.
<b>Market Attractiveness</b>	4	All units at the site are occupied.
<b>Total Score</b>	23	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No absolute constraints to development. Circa 20% of the site is within flood zone 2, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is suitable for its existing car dealership / light industrial uses and is considered suitable for industrial employment use (B1c/B2/B8). The site benefits from good strategic road access, and has no incompatible adjoining uses.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP150b</b>
<b>Site Location</b>	Ravenswood		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	9.6		
<b>Greenfield/Brownfield</b>	Greenfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Greenfield Site		
<b>Neighbouring Use</b>	Residential		
<b>Proposed Use (allocated)</b>	Land Allocated for Sports Park comprising cycle track (SP7)	<b>Assessed Suitable Use</b>	<b>Office (B1a) or another B1 employment use would be suitable in this location.</b>

**Site Assessment Criteria (scored out of five)**

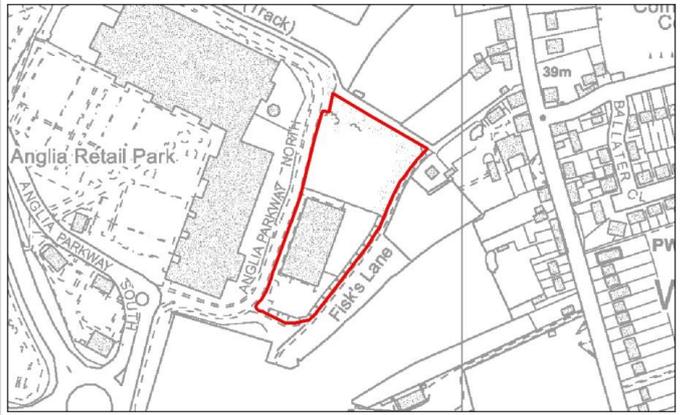
<b>Strategic Road Access to Site</b>	5	The site has excellent strategic access as it is adjacent to the A14.
<b>Local Accessibility to Site</b>	2	The existing access point in the NE corner would have to be expanded onto Alnesbourne Crescent, or an improved access would could be provided which could also serve site IP152. The site has relatively poor public transport connections and is c. 4.4km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has access to a good range of local services and retail facilities at Ravenswood District Centre. There are residential areas to the north and west for providing labour supply.
<b>Site characteristics and development constraints</b>	2	This is a greenfield site close to employment and residential areas. The entire site is potentially contaminated, Transport: air and space, cargo and handling and transport support (Medium). The site immediately abuts the Orwell Country Park to the west.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	There are residential areas immediately to the north, and greenfield land to the west and south.
<b>Market Attractiveness</b>	3	Direct surrounding use not currently in employment use and is a mix of residential and retail. Demand for logistics and industrial space is strong at the Ransomes Europark opposite, however the demand for office space is unknown.
<b>Total Score</b>	<b>19</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	The site immediately abuts the Orwell Country Park to the west. The Eco-corridor runs along the north of the site. The site has no formal designations, however was ranked 3 in Wildlife Audit (high conservation value).
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	New access point needs to be constructed before the site can accommodate development

<b>Site Conclusion Text</b>	The site is considered suitable for B1 employment use. Currently a greenfield location with no current use. Will require a new access point to be constructed and heavy industrial use is unlikely due to the close proximity of residential use. Otherwise, this site scores well against the assessment criteria and benefits from excellent strategic road access.
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**Site Assessment Report**

		<b>Site Reference</b>	E1
<b>Site Location</b>	Adjacent Anglia Retail Park, Bury Road		
<b>Employment Area</b>	Part of Employment Area E1		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.614		
<b>Greenfield/Brownfield</b>	Brownfield/Greenfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Part A1/B2 use, part vacant		
<b>Neighbouring Use</b>	Vacant land, retail, industrial, residential to east and playing fields to south.		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<p><b>Assessed Suitable Use</b></p> <p>A number of B class employment uses (B1/B2/B8) would be suitable given site the location, access and nearby uses (e.g. Whitehouse Industrial Estate).</p>	

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The site has good access to A14 which does not traverse residential areas.
<b>Local Accessibility to Site</b>	3	The site has vehicular access via the former park and ride bus entrance/exit. A range of bus routes serve nearby industrial/retail areas, out-of-town location means poor access to train station (c. 4km to the train station).
<b>Proximity to Urban Areas and Access to Labour and Services</b>	1	The site is located at the Borough boundary and is not within a densely populated residential area. It is close to a 24 hour supermarket, though generally has poor access to core services and facilities.
<b>Site characteristics and development constraints</b>	2	There is potential contamination on site associated with Unknown Filled Ground (Pond, marsh, river, stream, dock etc) (Medium). The site is not within an area of flood risk. Eco-Corridor - aspirational link along the south-east boundary of the site.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The site is adjacent to a retail park which is half built out. There is a Conservation Area (residential) to the east could require mitigation.
<b>Market Attractiveness</b>	4	Part of the site in existing A1/B2 use with high quality building. The site is fully occupied by national businesses.
<b>Total Score</b>	18	-

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	Eco-Corridor - aspirational link along the south-east boundary of the site.
<b>Historic Environment Factors</b>	Yes	There is archaeological potential on a small part of the site. There is a Conservation Area which contains listed buildings to the east of the site.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is considered suitable for B1/B2/B8 employment uses as it has excellent strategic access and there are few constraints across the site. The existing employment area on site has a high level of market attractiveness (as do other nearby employment areas) and there are few constraints to development on the part of the site which is currently vacant.
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**Site Assessment Report**

		<b>Site Reference</b>	E3
<b>Site Location</b>	Knightsdale Road/Wharfedale Road		
<b>Employment Area</b>	Employment Area E3		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	8.125		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	Applications have been granted for change of use from warehousing (B8) to general industrial (B2) and the erection of a three-storey office building. Applications have been refused for the change of use from general industrial (B2) to financial and professional services (A2) and for conversion of an office building (B1) to a house of multiple occupation (sui generis).		
<b>Existing Land Use</b>	Office (B1), Light Industrial (B2)		
<b>Neighbouring Use</b>	The employment area is bordered on all sides by residential use		
<b>Proposed Use (allocated)</b>	Existing Employment Area		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The employment area is accessed by minor residential roads, though it is c. 2km to the A14.
<b>Local Accessibility to Site</b>	3	The employment area has existing access to and throughout site. One bus route serves the site, however it is 2.5km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is within a predominantly residential area so has very good access to local labour supply. It is also close to the Dale Hall Lane/Dales Road local centre.
<b>Site characteristics and development constraints</b>	2	The majority of the employment area is potentially contaminated, Factory or works - use not specified (Medium), Unknown Filled Ground (Pit, quarry etc) (Medium) and road haulage (Medium). The employment area is not within an area of flood risk. There is a County Wildlife Site within the site and Eco-corridor aspirational link around the perimeter.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is located wholly within a residential area, though the entire northern boundary of the employment area is buffered by the railway line.
<b>Market Attractiveness</b>	4	High occupancy across the employment area, a mix of B1/B2 use mostly catering to local business needs. 2017 site visits indicate a vacancy rate of 3.2% across the site (2/63 units).
<b>Total Score</b>	<b>18</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	There is a County Wildlife Site within the employment area and Eco-corridor aspirational link around the perimeter.
<b>Historic Environment Factors</b>	N/A	Most of the employment area has archaeological potential, however, the majority of these areas are already in existing employment use.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The employment area is considered suitable for its existing employment use and is suitable for B1 employment uses. The employment area has less favourable local and strategic transport links than nearby existing/potential employment areas around J53 of the A14. Its location within a residential area limits suitability for larger-scale industrial and distribution uses (B2/B8).
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Site Assessment Report	
<b>Site Reference</b> E4	
<b>Site Location</b>	Boss Hall Industrial Estate
<b>Employment Area</b>	Employment Area E4
<b>District</b>	Ipswich
<b>Site Area (ha)</b>	10.898
<b>Greenfield/Brownfield</b>	Brownfield
<b>Site History</b>	Applications have been granted for the change of use from light industrial (B1c) to martial arts and fitness centre (D2) and the change of use from offices (B1) to funeral directors (A1). An application was refused for the change of use from light industrial/storage (B1c/B8) to canine day-care centre (sui generis).
<b>Existing Land Use</b>	Light industrial (B2), distribution (B8)
<b>Neighbouring Use</b>	Retail, industrial, residential and railway
<b>Proposed Use (allocated)</b>	Existing Employment Area
	
<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) likely to be suitable given site location near A14 and existing range of uses.

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The employment area has excellent access to Junction 54 of the A14.
<b>Local Accessibility to Site</b>	3	The employment area has existing access to and throughout the site. There are several bus stops on the northern boundary of the site on Sproughton Road. The employment area is 2.0km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is near to a supermarket and residential areas for providing local labour supply.
<b>Site characteristics and development constraints</b>	5	This is a regular sized existing industrial estate. The employment area is not within an area of flood risk.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is adjacent to retail uses, as well as being bordered by the railway and river. There is some residential development to the north along main road, however the employment area has existing employment uses.
<b>Market Attractiveness</b>	2	Range of B2/B8/SG, including East of England Co-Op distribution centre. The units are assessed to be of medium quality, and some are vacant. 2017 site visits indicate a vacancy rate of 9% across the site (4/43 units).
<b>Total Score</b>	21	~

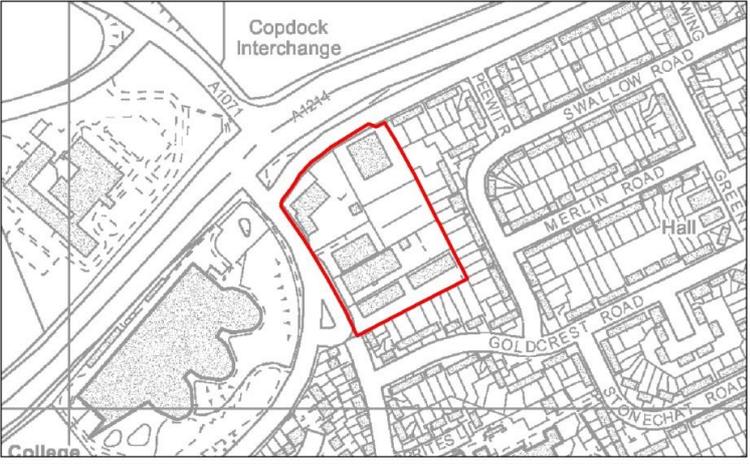
**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	N/A	Most of the employment area has archaeological potential, however, the majority of these areas are already in existing employment use.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The employment area is considered suitable for B1/B2/B8 employment use. The employment area has excellent local and strategic access with few constraints to development. The employment area is already built out with regional business operating distribution on site, however some parts have a number of vacant units which suggest a lower market attractiveness than other existing employment sites in the town (e.g. Whitehouse).
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Site Assessment Report		
		<b>Site Reference</b> E5 (2 of 2)
<b>Site Location</b>	Elton Park Industrial Estate, Hadleigh Road	
<b>Employment Area</b>	Employment Area E5	
<b>District</b>	Ipswich	
<b>Site Area (ha)</b>	3.719	
<b>Greenfield/Brownfield</b>	Brownfield	
<b>Site History</b>	In 2016, an application was granted for the change of use of the ground floor of a building from office (B1) to place of worship (D1) (ref. 16/00300/FUL).	
<b>Existing Land Use</b>	Light industrial (B2), distribution (B8)	
<b>Neighbouring Use</b>	Industrial, residential, railway	<b>Assessed Suitable Use</b> A number of employment uses (B1/B2/B8) would be suitable reflecting the existing range of employment uses in this area and location.
<b>Proposed Use (allocated)</b>	Existing Employment Area	
Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	4	The employment area has access to the A14 mostly via non-residential A-road (A1214).
<b>Local Accessibility to Site</b>	2	There is one existing access point off the main road however the road quality is very poor. There is no access to the northern part of employment area. The site is within 1.5km of the train station with local bus services to the site entrance.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is near to a supermarket and residential areas for providing local labour supply.
<b>Site characteristics and development constraints</b>	2	Circa a third of the employment area is potentially contaminated, Factory or works - use not specified (Medium). The site is within the Eco-Corridor - aspirational link.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	Employment area adjacent to another potential employment site, there is some residential to the south however the majority of the area borders vacant/derelict land.
<b>Market Attractiveness</b>	1	This employment area has a low level of market attractiveness with a with higher vacancy rate than the neighbouring industrial estate. 2017 site visits indicate a vacancy rate of 19% across the site (4/21 units) including Norris House. Poor access likely to be affecting attractiveness.
<b>Total Score</b>	15	~
Planning Factors and Barriers to Delivery		
<b>Environmental Factors</b>	No	No absolute constraints, although the employment area is within the Eco-Corridor - aspirational link. A northern part of the site (amounting to circa 10%) is in flood zone 2.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.
<b>Site Conclusion Text</b>	A mix of employment uses (B1/B2/B8) may be suitable at the employment area. Although in existing use, the area scores poorly against the methodology. Its market attractiveness is considered to be low, particularly when compared to nearby employment areas.	

**Site Assessment Report**

		<b>Site Reference</b>	E6
<b>Site Location</b>	Land south of London Road		
<b>Employment Area</b>	Employment Area E6		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.615		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Light Industrial (B2), sui generis (car showroom)		
<b>Neighbouring Use</b>	Residential, college (D1)		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	A B1/B2 employment use is likely to be suitable. Location and neighbouring uses likely to limit suitability of distribution employment use (B8).

**Site Assessment Criteria (scored out of five)**

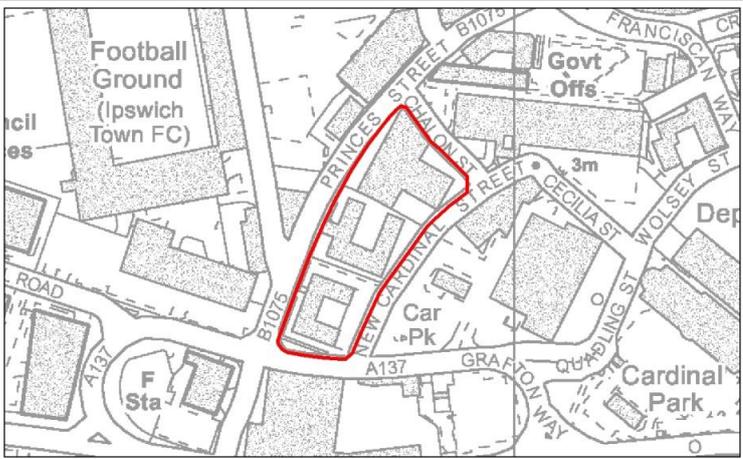
<b>Strategic Road Access to Site</b>	5	The employment area has good access to the A14/A12 junction via A-road and avoids residential areas.
<b>Local Accessibility to Site</b>	3	There is existing access to and throughout the employment area. There are a number of bus stops within walking distance of the site, though it is 2.5km from the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is on the edge of the Borough boundary and is located within a predominantly residential area. The site has access to a range of shops at the nearby Copdock Junction.
<b>Site characteristics and development constraints</b>	4	This is a small existing employment site close to residential areas. The area is not within an area of flood risk.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is adjacent to a road, college and residential uses, however buffering around site (gardens/kerbs/roads etc) help minimise impact.
<b>Market Attractiveness</b>	4	The employment area has high occupancy, with some units recently refurbished. The employment area is occupied by both local and national businesses.
<b>Total Score</b>	22	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	N/A	There is archaeological potential on site, however, the majority of the employment area has been developed for employment use.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located within the Chantry Character Area.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is considered suitable for B1/B2 employment use. The employment area has good local and strategic access and there are no absolute constraints and few other constraints across the site. The existing units are of good quality and occupied and the site is fully built out.
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**Site Assessment Report**

		<b>Site Reference</b>	E7 (1 of 7)
<b>Site Location</b>	Princes Street/New Cardinal Street		
<b>Employment Area</b>	Employment Area E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.127		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	Permission was granted for a site to the east of site 44 for the change of use from educational (D1) to offices (B1) and also for the erection of a 5 storey office block.		
<b>Existing Land Use</b>	Offices (B1a)/construction site		
<b>Neighbouring Use</b>	Offices		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	Office (B1 a) or another B1 use would be suitable in this location.

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The employment area has access to a B road which leads to the A137. It is approximately 3km to the A14.
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access to the rear, from New Cardinal Street. The employment area is 0.5km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the employment area for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	This is an existing employment area in the town centre. The entire employment area is within Flood Zone 3.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The employment area is adjacent to employment (office) uses, as well as leisure uses to the east and a Royal Mail sorting office to the south, which do not represent incompatible uses.
<b>Market Attractiveness</b>	5	The employment area has high quality buildings which appear to be fully occupied. However, more up to date survey data from IBC indicates 159 Princes Street was vacant in mid-2017.
<b>Total Score</b>	<b>24</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire site is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	N/A	The southern part of the site has archaeological potential, however, this area has been developed for employment use.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The employment area is assessed as suitable for its existing office use (B1a).
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**Site Assessment Report**

<b>Site Reference</b>		E7 (2 of 7)
<b>Site Location</b>	St Clare House etc, Princes Street/Greyfriars Road	
<b>Employment Area</b>	Employment Area E7	
<b>District</b>	Ipswich	
<b>Site Area (ha)</b>	0.303	
<b>Greenfield/Brownfield</b>	Brownfield	
<b>Site History</b>	No relevant planning history.	
<b>Existing Land Use</b>	Offices (B1a)	
<b>Neighbouring Use</b>	Offices	
<b>Proposed Use (allocated)</b>	Existing Employment Area	
<b>Assessed Suitable Use</b>		

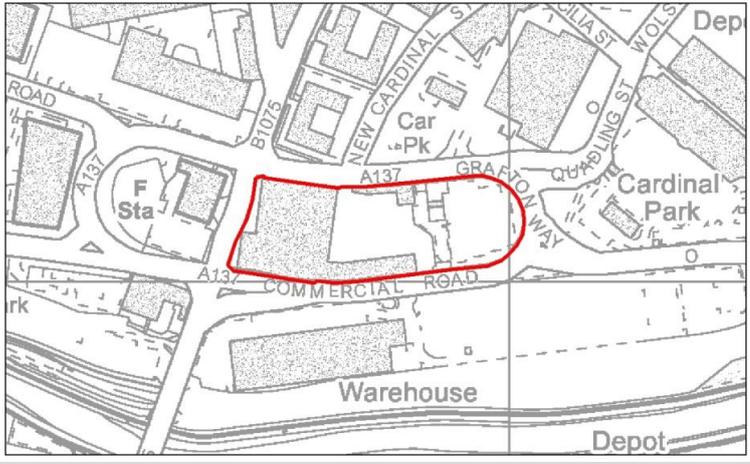
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site has access to a B road which leads to the A137. It is approximately 3km to the A14.
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access from Chalon Street. The site is 0.5km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the site for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	This is an existing employment area in the town centre. The entire area is within Flood Zone 3.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The employment area is adjacent to employment (office) uses, which do not represent an incompatible use.
<b>Market Attractiveness</b>	5	The employment area has high quality buildings which appear to be fully occupied.
<b>Total Score</b>	24	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire employment area is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	N/A	There is archaeological potential on site, however, the majority of the employment area has been developed for employment use.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The employment area is assessed as suitable for its existing office use.
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Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>E7 (3 of 7)</td> </tr> </table>	<b>Site Reference</b>	E7 (3 of 7)
<b>Site Reference</b>	E7 (3 of 7)			
<b>Site Location</b>	Sorting office, Commercial Road			
<b>Employment Area</b>	Employment Area E7			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	1.313			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	No relevant planning history.			
<b>Existing Land Use</b>	Royal Mail depot			
<b>Neighbouring Use</b>	Offices			
<b>Proposed Use (allocated)</b>	Existing Employment Area	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>Office (B1a) or another B1 use would be suitable in this location.</td> </tr> </table>	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.
<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	2	The employment area has access to a B road which leads to the A137. It is approximately 3km to the A14.		
<b>Local Accessibility to Site</b>	4	The employment area has two vehicular access points (from Commercial Road and Grafton Way). The site is 0.5km to the train station and is close to a number of bus stops.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the area for providing local labour supply.		
<b>Site characteristics and development constraints</b>	3	The employment area contains a large building for employment use. Nearly the entire area is within flood zone 3.		
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The employment area is adjacent to employment (office) uses, as well as a fire station to the west and trade counters to the south. None of these uses represent incompatible uses.		
<b>Market Attractiveness</b>	4	The employment area is occupied by a Sorting Office. It has high market attractiveness given the proximity of other employment uses.		
<b>Total Score</b>	23	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	No absolute constraints to development. Nearly the entire employment area is within flood zone 3, though there is potential to mitigate its impact.		
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.		
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
<b>Barriers to Delivery</b>	No	None identified.		
<b>Site Conclusion Text</b>	The employment area is assessed as suitable for its existing employment use.			

**Site Assessment Report**

		<b>Site Reference</b>	E7 (4 of 7)
<b>Site Location</b>	Fire Station		
<b>Employment Area</b>	Employment Area E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.633		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Suffolk Fire Service		
<b>Neighbouring Use</b>	Offices		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.

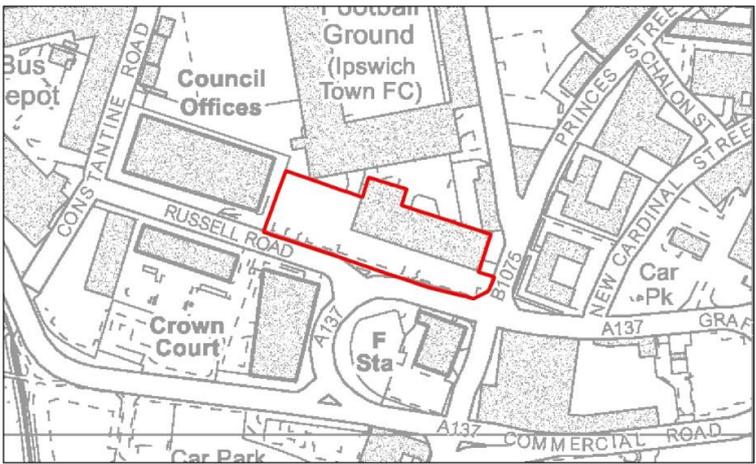
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The employment area has access to a B road which leads to the A137. It is approximately 3km to the A14.
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access from Chancery Road. The employment area is 0.2km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the employment area for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	The employment area contains a large building for employment use. Nearly the entire area is within flood zone 3.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The employment area is adjacent to the crown court to the west, a retail warehouse and gym to the north, sorting office to the east and vacant maltings to the south. These do not represent incompatible uses.
<b>Market Attractiveness</b>	4	The employment area is occupied by a fire station. It has high market attractiveness given the proximity of other employment uses.
<b>Total Score</b>	23	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. Nearly the entire area is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

**Site Conclusion Text**  
 The employment area is assessed as suitable for employment uses, however its current use by the fire service means it is not available now for development and long term aspirations for the area are unknown.

Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>E7 (5 of 7)</td> </tr> </table>	<b>Site Reference</b>	E7 (5 of 7)
<b>Site Reference</b>	E7 (5 of 7)			
<b>Site Location</b>	2 to 6 Russell Road			
<b>Employment Area</b>	Adjacent to Employment Area E7			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	0.781			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	No relevant planning history.			
<b>Existing Land Use</b>	Retail (Staples) and gym.			
<b>Neighbouring Use</b>	Football ground and offices to east and west.			
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>Office (B1a) or another B1 use would be suitable in this location.</td> </tr> </table>	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.
<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	2	The employment area has access to a B road which leads to the A137. It is approximately 3km to the A14.		
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access from Chancery Road. The site is 0.3km to the train station and is close to a number of bus stops.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the site for providing local labour supply.		
<b>Site characteristics and development constraints</b>	3	This is a relatively narrow part of the employment area with existing buildings in retail use. Circa two thirds of the area is potentially contaminated, Factory or works - use not specified (Medium).		
<b>Compatibility with neighbouring/ adjoining uses</b>	5	This part of the employment area is adjacent to employment (office) and leisure uses, which do not represent an incompatible use.		
<b>Market Attractiveness</b>	5	This part of the employment area is occupied by a national retail business. The area is fully occupied and close to other employment uses.		
<b>Total Score</b>	<b>24</b>	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire area is within flood zone 3, though there is potential to mitigate its impact.		
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.		
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
<b>Barriers to Delivery</b>	No	None identified.		
<b>Site Conclusion Text</b>	The site is assessed as suitable for B1 employment uses, but it is currently in retail and leisure use and as such it is not available now for development. Ownership of the site is unknown and therefore long term aspirations for the site are unknown.			

**Site Assessment Report**

		<b>Site Reference</b>	E7 (6 of 7)
<b>Site Location</b>	Land fronting Civic Drive/Princes Street		
<b>Employment Area</b>	Adjacent to Employment Area E7		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.176		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application was granted for the change of use of part of the ground floor of 90-98 Princes Street to a tattoo parlour (sui generis).		
<b>Existing Land Use</b>	Offices (B1a)		
<b>Neighbouring Use</b>	Offices, as well as the Ipswich Buddhist Centre on	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.
<b>Proposed Use (allocated)</b>	Adjacent to Existing Employment Area		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	This part of the employment area has access to a B road which leads to the A137. It is approximately 3km to the A14.
<b>Local Accessibility to Site</b>	3	The employment area has vehicular access from Friars Bridge Road from the B1075. The site is 0.5km to the train station and is close to a number of bus stops.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the employment area for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	This is a small part of the employment area with existing employment uses. The entire site is within Flood Zone 3.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	The employment area is adjacent to employment (office) uses, which do not represent an incompatible use.
<b>Market Attractiveness</b>	5	This part of the employment area contains offices which appear to be fully occupied. Buildings are of high quality and the site is close to the town centres and services.
<b>Total Score</b>	23	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire area is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	N/A	Circa half of this part of the employment area has archaeological potential. However, this is an existing employment area and the area of interest are in locations already developed for employment uses.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is assessed as suitable for its existing office use. The site is small and fully built out. It has very good accessibility, given its central location close to Ipswich train station. However, as the site is fully built out it does not appear that there is scope for redevelopment.
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Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>E7 (7 of 7)</td> </tr> </table>	<b>Site Reference</b>	E7 (7 of 7)
<b>Site Reference</b>	E7 (7 of 7)			
<b>Site Location</b>	Former Malt House, Princes Street			
<b>Employment Area</b>	Adjacent to Employment Area E7			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	0.438			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	No relevant planning history.			
<b>Existing Land Use</b>	Vacant building (The Malthouse)			
<b>Neighbouring Use</b>	Car park			
<b>Proposed Use (allocated)</b>	No Local Plan allocation	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>Office (B1a) or another B1 use would be suitable in this location.</td> </tr> </table>	<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.
<b>Assessed Suitable Use</b>	Office (B1a) or another B1 use would be suitable in this location.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	2	This part of the employment area has access to the A137. It is approximately 3km to the A14.		
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access from the A137 (West End Road). The site is 0.2km to the train station and is close to a number of bus stops.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	5	The employment area is located very centrally in Ipswich town and therefore has good access to a range of core services and facilities. There are a number of residential areas close to the site for providing local labour supply.		
<b>Site characteristics and development constraints</b>	3	This is a relatively narrow part of the employment area with an existing building and car park. Circa 10% of the site is potentially contaminated, railways (Medium). Nearly the entire part of the employment area is within flood zone 3.		
<b>Compatibility with neighbouring/ adjoining uses</b>	5	A car park is immediately to the south of the employment area, with employment uses to the north. Neither uses represent incompatible uses.		
<b>Market Attractiveness</b>	3	This part of the employment area contains vacant building. The area would have good market attractiveness were it to be redeveloped.		
<b>Total Score</b>	<b>22</b>	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	No absolute constraints to development. Nearly the entire area is within flood zone 3, though there is potential to mitigate its impact.		
<b>Historic Environment Factors</b>	Yes	The small part of the employment area has archaeological potential. The site contains a Grade II listed building.		
<b>Other Planning Policy Factors</b>	Yes	The site is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
<b>Barriers to Delivery</b>	Yes	Site contains vacant listed building that would require repair/demolition.		
<b>Site Conclusion Text</b>	This brownfield site contains a vacant listed building and hardstanding. It is located in close proximity to Ipswich train station and has good access to labour and services. Suitable uses would be offices (B1a) or other B1 uses.			

**Site Assessment Report**

		<b>Site Reference</b>	E8
<b>Site Location</b>	IP-City, Felaw Maltings Car Park and 2 Bath Street		
<b>Employment Area</b>	Employment Area E8, partly outside		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	3.007		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	An application for a site to the north of site 51 for the change of use of part of the first floor from office (B1) to educational classroom (D1) was refused. An application for the continued use of land to the east of site 51 as a car park was approved.		
<b>Existing Land Use</b>	Offices, conference centre		
<b>Neighbouring Use</b>	Residential and vacant car showroom		
<b>Proposed Use (allocated)</b>	Existing Employment Area		
		<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) are likely to be suitable given site location.



**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The employment area has good access to the A137 road.
<b>Local Accessibility to Site</b>	4	The employment area has good access to an A road. There is a bus stop on the western boundary of site 51 on the A137. The site is 1.0km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is located to the south of the town centre and has very good access to residential areas for providing local labour supply. The site has adequate access to core facilities and services.
<b>Site characteristics and development constraints</b>	3	This employment area comprises medium sized existing employment sites. The majority of the employment area is potentially contaminated, Machinery: engines, building and general industrial [manufacture] (Medium).
<b>Compatibility with neighbouring/ adjoining uses</b>	3	There is a residential area to the west and south of the employment area. The River Orwell is to the east of the site.
<b>Market Attractiveness</b>	5	The employment area is fully occupied by a range of businesses. The area has been developed relatively recently and has good market attractiveness.
<b>Total Score</b>	21	-

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	Yes	No absolute constraints to development. The entire employment area is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	Yes	The employment area is in an Area of Archaeological Importance which may require mitigation prior to any development of this site.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The existing employment use on this brownfield site has good market attractiveness. The site has good access to labour and services and good local accessibility.
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Site Assessment Report				
		<table border="1"> <tr> <td>Site Reference</td> <td>E9</td> </tr> </table>	Site Reference	E9
Site Reference	E9			
Site Location	Riverside Industrial Park			
Employment Area	Employment Area E9			
District	Ipswich			
Site Area (ha)	2.641			
Greenfield/Brownfield	Brownfield			
Site History	No relevant planning history.			
Existing Land Use	Light industrial (B1c)			
Neighbouring Use	Residential and port			
Proposed Use (allocated)	Existing Employment Area	<table border="1"> <tr> <td>Assessed Suitable Use</td> <td>A number of employment uses (B1/B2/B8) likely to be suitable at this site and in this location.</td> </tr> </table>	Assessed Suitable Use	A number of employment uses (B1/B2/B8) likely to be suitable at this site and in this location.
Assessed Suitable Use	A number of employment uses (B1/B2/B8) likely to be suitable at this site and in this location.			
Site Assessment Criteria (scored out of five)				
Strategic Road Access to Site	3	The employment area has good access to the A137.		
Local Accessibility to Site	3	The employment area has vehicular access from Rapier Street. There are bus stops within walking distance and it is 1.0km to the train station.		
Proximity to Urban Areas and Access to Labour and Services	3	The employment area is located to the south of the town centre and has very good access to residential areas for providing local labour supply. The employment area has adequate access to core facilities and services.		
Site characteristics and development constraints	3	This employment area is a medium sized existing employment site. The entire site is potentially contaminated, Machinery, engines, building and general industrial [manufacture] (Medium).		
Compatibility with neighbouring/ adjoining uses	3	There is a residential area to the west and a port to the south and east of the employment area.		
Market Attractiveness	4	The employment area appears to be fully occupied and has good market attractiveness. 2017 site visits indicate minimal vacancy rate across the site.		
<b>Total Score</b>	<b>19</b>	~		
Planning Factors and Barriers to Delivery				
Environmental Factors	Yes	No absolute constraints to development. The entire employment area is within flood zone 3, though there is potential to mitigate its impact.		
Historic Environment Factors	No	No historic environment factors or constraints to development.		
Other Planning Policy Factors	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
Barriers to Delivery	Yes	Proposals for the Upper Orwell Crossings could impact development of the site. A new crossing could be beneficial to any further development on the employment area.		
Site Conclusion Text	The employment area is assessed as suitable for its existing industrial use and B1/B2/B8 employment uses generally. The employment area is in light industrial use and benefits from good access to labour and services and good local accessibility.			

**Site Assessment Report**

		<b>Site Reference</b>	E10
<b>Site Location</b>	Cavendish Street area		
<b>Employment Area</b>	Employment Area E10		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	4.048		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	UK Power Network and light industrial units.		
<b>Neighbouring Use</b>	Residential		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	A number of employment uses (B1/B2/B8) likely to be suitable at this site and in this location.

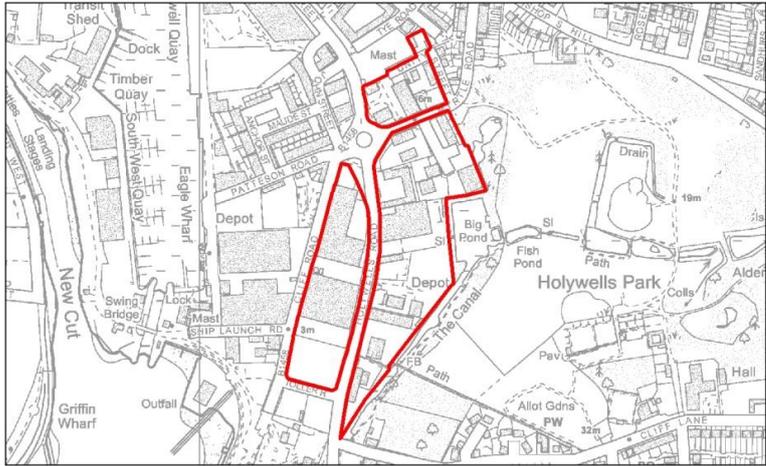
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	3	The employment area has good access to an A road.
<b>Local Accessibility to Site</b>	4	The employment area has vehicular access from the A1156 (Fore Hamlet). There are a number of bus stops within walking distance and it is 1.5km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is located to the east of the town centre and has very good access to residential areas for providing local labour supply. The site has adequate access to core facilities and services.
<b>Site characteristics and development constraints</b>	3	This is an irregularly shaped employment area with an existing employment use. Circa 50% of the site is contaminated, Unknown Filled Ground (Pit, quarry etc) (Medium) and Motor vehicles: maintenance & repair e.g. garages (Medium)
<b>Compatibility with neighbouring/ adjoining uses</b>	3	There is a hotel to the south of the employment area as well as residential.
<b>Market Attractiveness</b>	4	The employment area was fully occupied at the time of assessment. 2017 site visits indicated a vacancy rate of 13% across the site (2/15 units)
<b>Total Score</b>	20	~

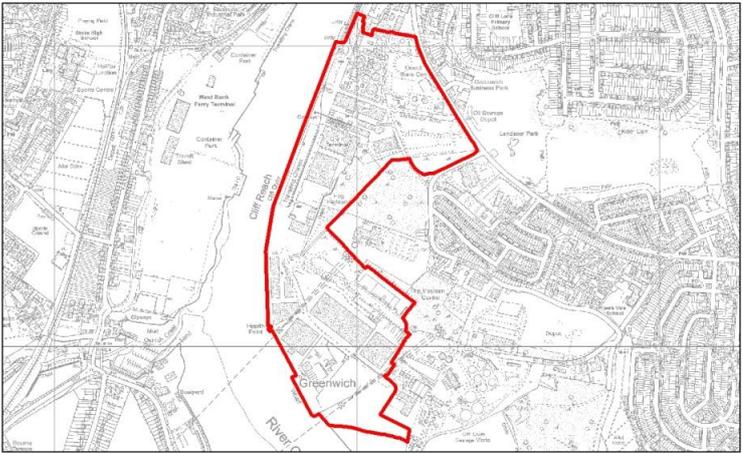
**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	This employment area is suitable for its existing employment use and generally for employment use (B1/B2/B8). It is occupied by a single business to the north and multiple occupiers to the south and there does not appear to be scope for redevelopment.
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Site Assessment Report		
		<b>Site Reference</b> E11
<b>Site Location</b>	Holywell Road/Holywells Close	
<b>Employment Area</b>	Employment Area E11	
<b>District</b>	Ipswich	
<b>Site Area (ha)</b>	6.583	
<b>Greenfield/Brownfield</b>	Brownfield	
<b>Site History</b>	An application for the change of use from industrial/business to musical instrument tuition use was granted (ref. 16/00846/FUL). An application for the change of use from B2 to D2 (personal fitness centre) was refused (ref. 15/01092/FUL). However, another unit had consent granted for the change of use of an industrial unit to a gym (D2) (ref. 14/00100/FUL). A parcel within the area has two applications pending a decision, for mixed use development including 222 residential units, and change of use from brewery to commercial mixed use scheme (refs. 15/01040/OUT and 15/01041/FUL).	
<b>Existing Land Use</b>	Large depot, (light) industrial units	
<b>Neighbouring Use</b>	Industrial	
<b>Proposed Use (allocated)</b>	Existing Employment Area	
		<b>Assessed Suitable Use</b> A number of industrial uses (B1c/B2/B8) would be suitable given the existing industrial uses on site.
Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	2	The employment area is adjacent to a B road, with adequate access to the A14.
<b>Local Accessibility to Site</b>	3	The employment area have vehicular access from the B1458 (Holywells Road). There are a number of bus stops along the section of the B1458 that runs between the sites. They are 2.5km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area is located to the east of the town centre and has very good access to residential areas for providing local labour supply. The site has adequate access to core facilities and services.
<b>Site characteristics and development constraints</b>	3	Circa half the employment area is potentially contaminated, Factory or works - use not specified (Medium), Unknown Filled Ground (Pond, marsh, river, stream, dock etc) (Medium), Sawmilling, planing & impregnation [i.e. treatment of timber] (Medium), Road haulage (Medium). A small part of site 57 is within a County Wildlife Site.
<b>Compatibility with neighbouring/ adjoining uses</b>	5	There are industrial uses immediately to the west of the employment area, with vacant land to the east. There are therefore no incompatible uses.
<b>Market Attractiveness</b>	4	The employment area appears to be fully occupied. 2017 site visits also indicate no vacancy across the site.
<b>Total Score</b>	<b>20</b>	~

<b>Planning Factors and Barriers to Delivery</b>		
<b>Environmental Factors</b>	Yes	A small part of the employment area is within a County Wildlife Site although this is unlikely to have any impact on development. Circa 50% of the employment area is within flood zone 3, though there is potential to mitigate its impact.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.
<b>Barriers to Delivery</b>	No	None identified.
<b>Site Conclusion Text</b>	This site is suitable for its existing employment use and industrial employment use (B1c/B2/B8) generally. It hosts a range of industrial uses, which is considered suitable given the site's location in this predominantly industrial area.	

Site Assessment Report				
		<table border="1"> <tr> <td><b>Site Reference</b></td> <td>E12 (1 of 2)</td> </tr> </table>	<b>Site Reference</b>	E12 (1 of 2)
<b>Site Reference</b>	E12 (1 of 2)			
<b>Site Location</b>	Cliff Quay, Sandy Hill Lane			
<b>Employment Area</b>	Employment Area E12			
<b>District</b>	Ipswich			
<b>Site Area (ha)</b>	48.274			
<b>Greenfield/Brownfield</b>	Brownfield			
<b>Site History</b>	An application by Suffolk County Council was approved for an extension to office facilities (ref. 16/00593/FPC).			
<b>Existing Land Use</b>	Industrial (B2)			
<b>Neighbouring Use</b>	Industrial, residential			
<b>Proposed Use (allocated)</b>	Existing Employment Area	<table border="1"> <tr> <td><b>Assessed Suitable Use</b></td> <td>An industrial use (B1c/B2/B8) is likely to be the most appropriate for this area.</td> </tr> </table>	<b>Assessed Suitable Use</b>	An industrial use (B1c/B2/B8) is likely to be the most appropriate for this area.
<b>Assessed Suitable Use</b>	An industrial use (B1c/B2/B8) is likely to be the most appropriate for this area.			
Site Assessment Criteria (scored out of five)				
<b>Strategic Road Access to Site</b>	2	The employment area has relatively good access to the A14 from minor roads, though a number of these are residential		
<b>Local Accessibility to Site</b>	2	The employment area has vehicular access from Landseer Road. There is a bus stop on the north-eastern boundary of the site on Landseer Road. It is 1.6km to the train station.		
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The employment area is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.		
<b>Site characteristics and development constraints</b>	3	This is a very large employment area immediately to the east of the River Orwell. Almost the entire site is potentially contaminated, Unknown Filled Ground (Pond, marsh, river, stream, dock etc) (Medium)<, Electricity production & distribution [inc large transformers] (Medium), Factory or works - use not specified (Medium), Oil, petroleum & gas refining & storage (High). The site is within the Eco Corridor - Aspirational Link.		
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The River Orwell is immediately to the west of the employment area. There is a small area of residential to the east.		
<b>Market Attractiveness</b>	4	The employment area is occupied by heavy industrial uses. The employment area is on Ipswich Port Land. Survey data from IBC indicates some vacancy within the site in mid-2017.		
<b>Total Score</b>	17	~		
Planning Factors and Barriers to Delivery				
<b>Environmental Factors</b>	Yes	The employment area is close to Orwell Country Park but is separated by the sewage works. The employment area is within the Eco Corridor - Aspirational Link. Part of site ranked 3 (high conservation value) in County Wildlife Audit and southern park at Ash Tip ranked 2 and recommended for assessment as potential County Wildlife Site.		
<b>Historic Environment Factors</b>	N/A	The site is covered in various Area of Archaeological Interest. However, the majority of the impacted area is an existing employment site and the area of interest are in locations already developed for employment uses. Any development in vacant parcels on the site may require mitigation prior to any development of this site.		
<b>Other Planning Policy Factors</b>	Yes	The employment area is located in the Valley Character Area and the design and new development should have regard to the design guidance of the Ipswich Urban Characterisation Study.		
<b>Barriers to Delivery</b>	No	None identified.		
<b>Site Conclusion Text</b>	Although in existing use, this site scores poorly against the assessment methodology due to poor access to facilities and services and road transport networks.			

**Site Assessment Report**

		<b>Site Reference</b>	E12 (2 of 2)
<b>Site Location</b>	Landseer Road (Test Centre)		
<b>Employment Area</b>	Employment Area E12		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	1.334		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Former driving test centre		
<b>Neighbouring Use</b>	Residential and light industrial adjacent to the north west.		
<b>Proposed Use (allocated)</b>	Existing Employment Area		

**Site Assessment Criteria (scored out of five)**

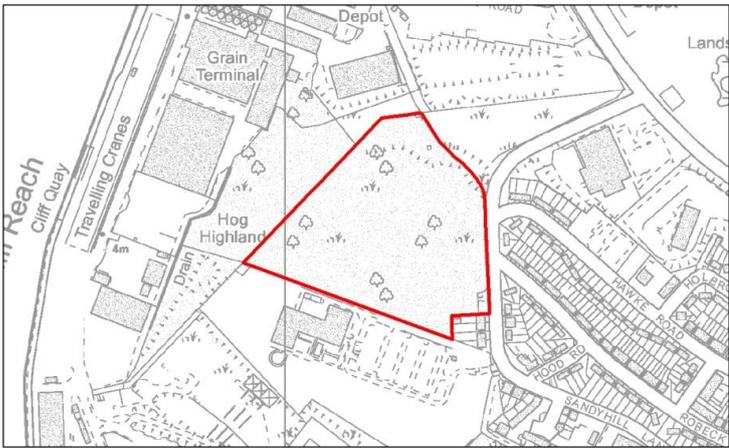
<b>Strategic Road Access to Site</b>	2	The employment area has relatively good access to the A14 from minor roads, though a number of these are residential
<b>Local Accessibility to Site</b>	2	The employment area has vehicular access off Landseer Road. There are a number of bus stops near to the site. It is 2.2km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The employment area is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.
<b>Site characteristics and development constraints</b>	2	This employment area is elevated above road level and is a disused driving test centre. It is not within an area of flood risk.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is surrounded by residential uses to the south and east, with Landseer Park to the north.
<b>Market Attractiveness</b>	2	The employment area is currently undeveloped. It is not in an established employment location, so the market attractiveness of a redevelopment would be limited.
<b>Total Score</b>	13	-

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	The employment area is to the south of the Landseer Park Carr County Wildlife Site and Landseer Park Protected Open Space.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	The employment area is elevated above road level. It would need to be cleared/readied for development.

<b>Site Conclusion Text</b>	The most suitable employment use for this site is likely to be an industrial use (B1c/B2/B8). The site scores poorly against the assessment methodology, given its poor strategic and local accessibility and low market attractiveness.
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**Site Assessment Report**

		<b>Site Reference</b>	<b>IP143</b>
<b>Site Location</b>	Former Norsk Hydro Site, Sandy Hill Lane		
<b>Employment Area</b>	Employment Area E12		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	4.503		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	Pre-app inquiry for mixed use development received		
<b>Existing Land Use</b>	Greenfield site		
<b>Neighbouring Use</b>	Industrial and residential to east.		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	<b>An industrial use (B1c/B2/B8) is likely to be the most appropriate for this site.</b>

**Site Assessment Criteria (scored out of five)**

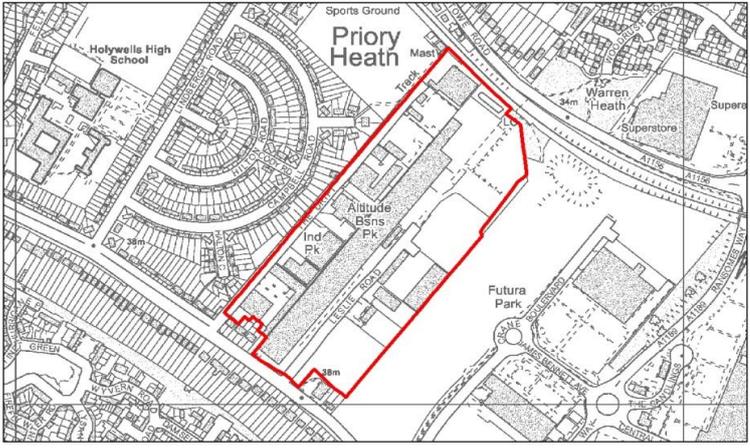
<b>Strategic Road Access to Site</b>	2	The site has relatively good access to the A14 from minor roads, though a number of these are residential
<b>Local Accessibility to Site</b>	1	The site does not currently have vehicular access. There are bus stops within walking distance of the site and it is 1.9km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	2	The site is close to residential areas and therefore is likely to have good access to labour supply. The site has poor access to core services and facilities.
<b>Site characteristics and development constraints</b>	4	This is a relatively small vacant site close to employment and residential areas. Circa a third of the site is potentially contaminated, Factory or works - use not specified (Medium), road haulage (Medium)
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The site is adjacent to industrial land to the west and residential to the east.
<b>Market Attractiveness</b>	2	The site is currently undeveloped. It is not in an established employment location, so the market attractiveness of a redevelopment would be limited.
<b>Total Score</b>	<b>14</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	Yes	The site contains a small area that has archaeological potential.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.

<b>Site Conclusion Text</b>	The site is considered suitable for industrial (B1c/B2/B8) use. However, the site has poor access to facilities and services and low market attractiveness, which may constrain future employment development.
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Site Assessment Report		
		<b>Site Reference</b> E13
<b>Site Location</b>	Cobham Road	
<b>Employment Area</b>	Employment Area E13	
<b>District</b>	Ipswich	
<b>Site Area (ha)</b>	2.835	
<b>Greenfield/Brownfield</b>	Brownfield	
<b>Site History</b>	A site to the south of site 63 has permission for part change of use of former school sport, leisure and classroom facilities for Ipswich Charitable Trust (D1/D2) (ref. 14/00081/FUL).	
<b>Existing Land Use</b>	Mixture of employment space (B1) and D1 (Transport	
<b>Neighbouring Use</b>	Residential	<b>Assessed Suitable Use</b> <b>The site is considered suitable for B1 employment use.</b>
<b>Proposed Use (allocated)</b>	Existing Employment Area	
Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	3	The employment area has good access to the A1156 leading to the A14.
<b>Local Accessibility to Site</b>	2	Access to the employment area is via a residential road that runs along the eastern boundary of the site. The employment area has two separate access points onto Cobham Road, one of which serves the Environment Agency building whilst the other provides access to the Ipswich Transport Museum. There are bus stops within walking distance of the employment area and it is 3.7km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	3	The employment area has adequate access to a good range of local services and retail facilities at Nacton Road District Centre. There are residential areas to the north and west for providing labour supply.
<b>Site characteristics and development constraints</b>	4	This is a small, regularly shaped employment area with existing employment uses. Circa half of the employment area is potentially contaminated, road haulage (Medium).
<b>Compatibility with neighbouring/ adjoining uses</b>	2	The employment area is surrounded by residential uses to the north, east and west.
<b>Market Attractiveness</b>	2	The employment area consists of two main occupiers and it is unclear as to whether a prospective occupier would take on this much floorspace if a tenant was to leave. The buildings are of average quality and maintain a low profile. 2017 site visits also indicate no vacancy across the site.
<b>Total Score</b>	<b>16</b>	~
Planning Factors and Barriers to Delivery		
<b>Environmental Factors</b>	No	No environmental factors or constraints. There is a protected Playing Field immediately to the south of the employment area.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	The employment area is almost completely built out, although there is scope to intensify development on the transport museum side of the site.
<b>Site Conclusion Text</b>	A brownfield location with multiple businesses currently on site. The site has good strategic road access but constrained access to the site with no train station within walking distance.	

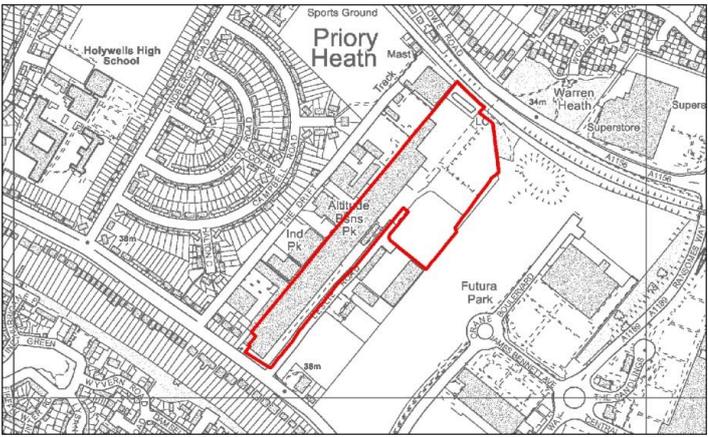
Site Assessment Report		Site Reference	E14 (whole)
<b>Site Location</b>	The Drift/Leslie Road		
<b>Employment Area</b>	Employment Area E14		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	11.27		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	Other applications approved for change of use of premises from D2 to B1/B2/B8 and from light industrial and storage (B1/B8) to a fitness centre (D2). Other applications approved within Employment Area E14 have been for change of use from light industrial (B1) to non-residential training centre (D1) and general industry and warehousing to 100% warehousing.		
<b>Existing Land Use</b>	Light industrial (B1c), distribution (B8) and vacant land.		
<b>Neighbouring Use</b>	Residential to the north and west of site, retail uses at Futura Park to the east.		
<b>Proposed Use (allocated)</b>	Existing Employment Area		
<b>Assessed Suitable Use</b>	<b>B1 or B2 employment use likely to be the most appropriate for this site.</b>		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The employment area has very good access to the A14 from the A1189.
<b>Local Accessibility to Site</b>	3	The employment area has close access onto the A1189 which lead onto the A14 and A12. Strategic access is good and local access is reasonable with a bus stop directly opposite the area. The employment area is close to the route of the shuttle bus which runs along Nacton Road. The employment area is 4.0km from Ipswich train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The employment area has access to a good range of local services and retail facilities at Ravenswood District Centre and Futura Park. There are residential areas to the north and west for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	This is a medium sized, regularly shaped employment area with existing employment uses. Circa 75% of the employment area is potentially contaminated under the following categories: factory or works - use not specified (Medium) and road haulage (Medium). The site contains a number of industrial premises along The Drift, which are well occupied. The employment area also contains the former Alstons building, which is currently in interim use for warehousing and distribution. The former Alstons site covers a narrow parcel of land which runs north to south through the centre of the employment area and has an area of 5.08 ha. In the south-east corner of the site, to the rear of a petrol station on Nacton Road, there is a square parcel of vacant land which covers 0.85 ha. This area is flat and appears to be suitable for development, though site clearance/remediation would be required.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is adjacent to a road, other industrial uses to the south/east and residential uses, however buffering around site (gardens/kerbs/roads etc.) helps minimise impact.
<b>Market Attractiveness</b>	2	Overall, the employment area is characterised by low quality units, nevertheless those along The Drift are well occupied and are functioning well. This part of the site scores 3/5 for market attractiveness. The largest block of floorspace (the former Alstons site) is currently vacant, which indicates poor market attractiveness for the existing premises on this part of the site. This part of the site scores 1/5 for market attractiveness.
<b>Total Score</b>	<b>20</b>	~

<b>Planning Factors and Barriers to Delivery</b>		
<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	Existing buildings on the employment area may require removal.
<b>Site Conclusion Text</b>	A brownfield location with multiple businesses currently on site. The site benefits from good strategic road links and access to labour supply. The site contains two distinct areas which may represent opportunities for (re)development: the former Alston's site and the vacant parcel of land in the south east corner of the site. Suitable uses are likely to be within the B1 and B2 employment uses.	

**Site Assessment Report**

		<b>Site Reference</b>	<b>E14 (1 of 2)</b>
<b>Site Location</b>	The Drift/Leslie Road (former Alstons)		
<b>Employment Area</b>	Employment Area E14		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	5.08		
<b>Greenfield/Brownfield</b>	Brownfield/Greenfield parcel		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Partly vacant factory and an undeveloped plot to the east of the site.		
<b>Neighbouring Use</b>	Residential to the north and west of site beyond The Drift, retail uses at Futura Park to the east.		
<b>Proposed Use (allocated)</b>	Existing Employment Area	<b>Assessed Suitable Use</b>	<b>B1 or B2 employment use likely to be the most appropriate for this site.</b>

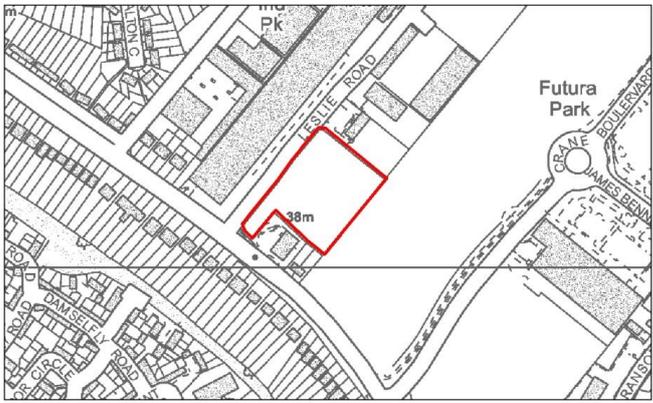
**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	5	The employment area has very good access to the A14 from the A1189.
<b>Local Accessibility to Site</b>	3	The employment area has close access onto the A1189 which lead onto the A14 and A12. Strategic access is good and local access is reasonable with a bus stop directly opposite the area. The employment area is close to the route of the shuttle bus which runs along Nacton Road. The employment area is 4.0km from Ipswich train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has access to a good range of local services and retail facilities at Ravenswood District Centre and Futura Park. There are residential areas to the north and west for providing local labour supply.
<b>Site characteristics and development constraints</b>	2	The site contains the former Alstons building, which is currently in interim use for warehousing and distribution. The former Alstons site covers a narrow parcel of land which runs north to south through the centre of the employment area. Circa 75% of the wider employment area is potentially contaminated. This site is flat and appears to be suitable for development, though site clearance/remediation would be required.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is adjacent to a road, other industrial uses to the south/east and residential uses, however buffering around site (gardens/kerbs/roads etc.) helps minimise impact.
<b>Market Attractiveness</b>	1	The largest block of floorspace (the former Alstons site) is currently vacant, which indicates poor market attractiveness for the existing premises on this part of the site. This part of the site scores 1/5 for market attractiveness.
<b>Total Score</b>	<b>18</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	Existing buildings on site may require removal.

<b>Site Conclusion Text</b>	This partly brownfield site benefits from good strategic road links and access to labour supply. Re-development of the former Alston's site is likely to be suitable for uses within B1 and B2 employment uses as is the vacant plot to the east of the site.
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Site Assessment Report		
		<b>Site Reference</b> E14 (2 of 2)
<b>Site Location</b>	The Drift/Lesie Road (vacant land)	
<b>Employment Area</b>	Employment Area E14	
<b>District</b>	Ipswich	
<b>Site Area (ha)</b>	0.85	
<b>Greenfield/Brownfield</b>	Brownfield	
<b>Site History</b>	No relevant planning history.	
<b>Existing Land Use</b>	Vacant plot	
<b>Neighbouring Use</b>	Former Alstons factory to the north west, some residential to the south and retail uses at Futura Park to the east.	
<b>Proposed Use (allocated)</b>	Existing Employment Area	
Site Assessment Criteria (scored out of five)		
<b>Strategic Road Access to Site</b>	5	The employment area has very good access to the A14 from the A1189.
<b>Local Accessibility to Site</b>	3	The employment area has close access onto the A1189 which lead onto the A14 and A12. Strategic access is good and local access is reasonable with a bus stop directly opposite the area. The employment area is close to the route of the shuttle bus which runs along Nacton Road. The employment area is 4.0km from Ipswich train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site has access to a good range of local services and retail facilities at Ravenswood District Centre and Futura Park. There are residential areas to the north and west for providing local labour supply.
<b>Site characteristics and development constraints</b>	3	This is a small sized, regularly shaped site within an existing employment area. Circa 75% of the wider employment area is potentially contaminated. This area is flat and appears to be suitable for development.
<b>Compatibility with neighbouring/ adjoining uses</b>	3	The employment area is adjacent to a road, other industrial uses to the south/east and residential uses, however buffering around site (gardens/kerbs/roads etc.) helps minimise impact.
<b>Market Attractiveness</b>	3	The site is a vacant plot, but the wider employment area is characterised by low quality units. Those along The Drift are well occupied and are functioning well whereas the former Alstons site is currently vacant, which indicates poor market attractiveness for the existing premises on this part of the site. This site would appear to be better related to the former Alstons site as it is accessed of Leslie Road, but its proximity to The Drift and prominent location on Nacton Road could improve its attractiveness.
<b>Total Score</b>	21	~
Planning Factors and Barriers to Delivery		
<b>Environmental Factors</b>	No	No environmental factors or constraints.
<b>Historic Environment Factors</b>	No	No historic environment factors or constraints to development.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	No	None identified.
<b>Site Conclusion Text</b>	This site benefits from good strategic road links and access to labour supply. Re-development of the site is likely to be suitable for B1 and B2 employment uses.	

**Site Assessment Report**

		<b>Site Reference</b>	IP260
<b>Site Location</b>	Odeon Cinema Site		
<b>Employment Area</b>	Not within an Employment Area		
<b>District</b>	Ipswich		
<b>Site Area (ha)</b>	0.203		
<b>Greenfield/Brownfield</b>	Brownfield		
<b>Site History</b>	No relevant planning history.		
<b>Existing Land Use</b>	Former cinema		
<b>Neighbouring Use</b>	Residential and car park to the north, leisure to the east, retail to the south and round junction to the west.		
<b>Proposed Use (allocated)</b>	Land Allocated for Leisure Use (SP7)		

**Site Assessment Criteria (scored out of five)**

<b>Strategic Road Access to Site</b>	2	The site has access to the A1156 but passes through residential areas to reach the wider strategic network.
<b>Local Accessibility to Site</b>	3	The car park adjacent to site has vehicular access from Woodbridge Road. There are a number of bus stops in close proximity to the site and it is 1.3km to the train station.
<b>Proximity to Urban Areas and Access to Labour and Services</b>	4	The site is located in the north-east of the town and has good access to residential areas as well as to core town centre facilities.
<b>Site characteristics and development constraints</b>	4	This is a small town centre site containing a vacant cinema building. It is not within an area of flood risk.
<b>Compatibility with neighbouring/ adjoining uses</b>	4	The site is located close to retail, employment and some residential uses.
<b>Market Attractiveness</b>	3	The site is currently vacant. The site is well located and close to other employment uses, so any redeveloped is likely to have good market attractiveness.
<b>Total Score</b>	<b>20</b>	~

**Planning Factors and Barriers to Delivery**

<b>Environmental Factors</b>	No	No formal environmental designations, however the entire site is ranked 3 (high conservation value) in Wildlife Sites Audit.
<b>Historic Environment Factors</b>	Yes	Archaeological potential on site.
<b>Other Planning Policy Factors</b>	N/A	N/A
<b>Barriers to Delivery</b>	Yes	Existing building may be unsuitable for conversion to employment use.

<b>Site Conclusion Text</b>	An office (B1a) or other B1 employment use is most likely to be suitable for this site. Ownership of the site is unknown and the site contains a former cinema which would require clearing for development.
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**Bristol**  
0117 403 1980  
bristol@lichfields.uk

**Cardiff**  
029 2043 5880  
cardiff@lichfields.uk

**Edinburgh**  
0131 285 0670  
edinburgh@lichfields.uk

**Leeds**  
0113 397 1397  
leeds@lichfields.uk

**London**  
020 7837 4477  
london@lichfields.uk

**Manchester**  
0161 837 6130  
manchester@lichfields.uk

**Newcastle**  
0191 261 5685  
newcastle@lichfields.uk

**Thames Valley**  
0118 334 1920  
thamesvalley@lichfields.uk