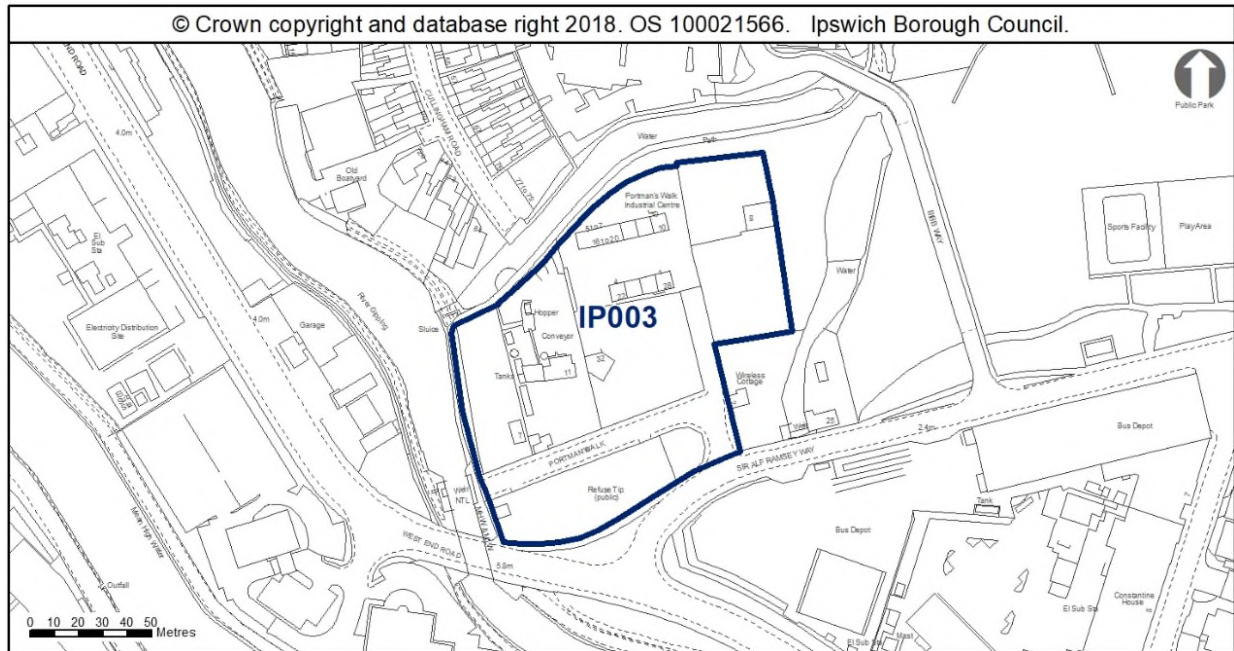


## Site Allocations Plan Review: Appendix 3 – Site sheets

Site ref: IP003 Waste tip and employment area north of Sir Alf Ramsey Way

Site area: 1.41ha



### Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	114 (90dph* on 90% of the site)
Secondary	Small Scale retail/leisure	200sqm
	Offices B1(a)	800sqm

\* see Core Strategy policy DM23 for minimum and average densities

### Adopted Plan 2017

N/A – new site but was previously considered for 100% housing through IP-One Area Action Plan Preferred Options 2007.

### Current use

Waste recycling centre, concrete batching plant & employment premises

### Development constraints/issues

Development principles for the Upper Orwell River and Canalside within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies Plan (See 'Opportunity Area G').

Possible contaminated land, an assessment would be required. The site currently holds an environmental permit which will need to be surrendered when the area is redeveloped. If controlled waste is to be removed, the operator must ensure a registered carrier is used to convey the waste to a suitably permitted facility. All documentation to be kept in accordance with regulations. Further guidance can be found on the Environment Agency's Waste pages.

In terms of archaeology, the Development and Archaeology SPD 2018, states that in this part of the town, the archaeological questions and impacts of development are different from those within the core. There are likely to be deep reclamation deposits. Where major excavations are undertaken, recording may be necessary to record preserved layers and structural remains. Generally, however, geotechnical modelling would be fundamental in the first instance. Palaeoenvironmental modelling may be required to capture information relating to the river before it is destroyed, but deposits are not anticipated to be complex in the urban sense, although there is potential for waterlogged remains. Generally, it would be anticipated that archaeological matters could be dealt with through a condition on consent, depending on details. Questions exist around the character and nature through time of the river, manmade channels, and the marsh.

Parts of the site are covered by facility retention policies of the Suffolk County Council Minerals and Waste Local Plan. Alternative sites will need to be agreed with the County Council and the site operators for the relocation of the Concrete Batching Plant and Household Waste Recycling Centre before the sites can be made available.

Water infrastructure and/or treatment upgrades may be required to serve the proposed growth, or diversion of assets may be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Development must take account of the River Corridor Buffer (10m) where no development should take place.

A transport assessment and travel plan will be required.

County Wildlife Site and Local Nature Reserve adjacent to the site. The site may have wildlife interest an ecological, bat and reptile survey will be needed. Development of this site should ensure that the Alderman Canal corridor and its associated habitats are buffered and enhanced. Any future green space should be sited adjacent to the canal, to complement it. The design and layout would need to support the wildlife corridor function. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate. . Footpath 44 (River Path) exists along the site's western and northern edge.

New development on this site should be of high quality and have regard for the context of the site, and thus should address the Alderman Road Recreation Ground, river walk, River Gipping and Sir Alf Ramsey Way, providing active, engaging frontages to all of these outlooks.

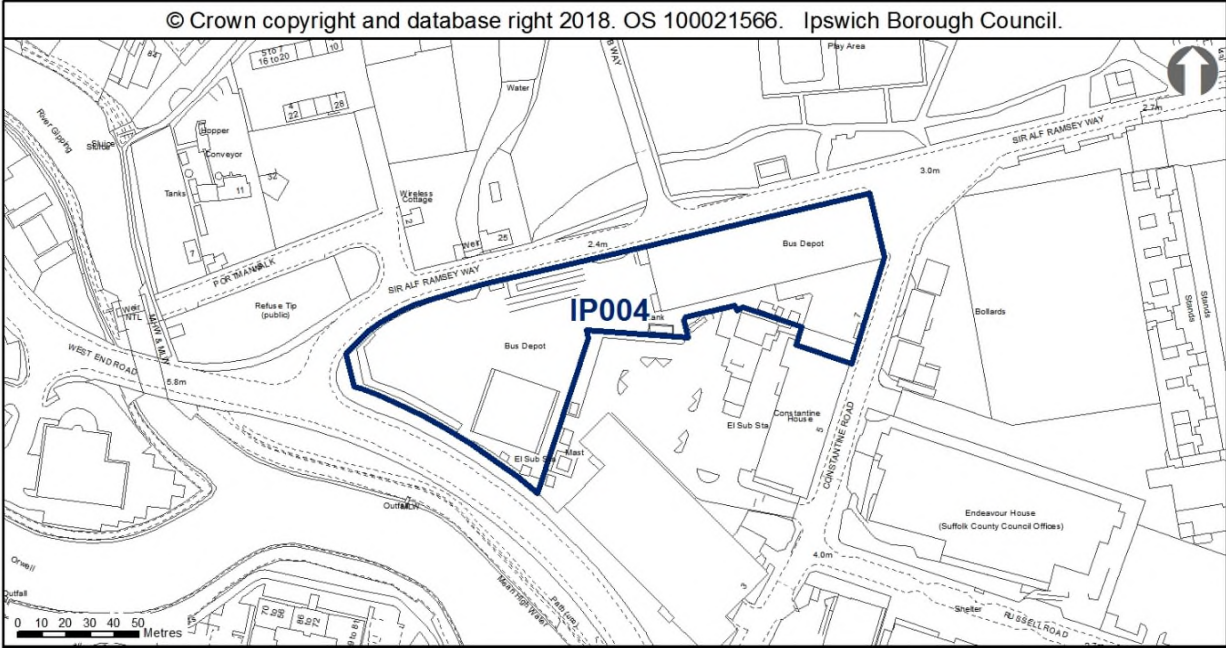
Attention is drawn to the Valley Ipswich Urban Characterisation Study SPD adopted in 2015, which states, 'The Alderman Canal is a historic feature which has been managed as natural riverside habitat accessed by wooden walkways. This is an approach which should be developed wherever possible in the Valley character area. A wide range of building types and designs is possible in this setting. The area lacks good visual connectivity to the town centre, however (commercial buildings along Civic Drive have created a wall-like barrier). Master planning for vacant sites in the Portman Road area should take into account the need for a legible new street network which links where possible with the inner urban area'.

Pedestrian access to Cullingham Road could be provided to link London Road and Portman's Walk via a less vehicle dominated route.

Opportunities for soft landscaping within the allocation site should also be explored, as a way of extending the green landscape of Alderman Park into the allocation area once developed.

**Site ref: IP004 (UC004) Bus Depot, Sir Alf Ramsey Way**

**Site area: 1.07ha**



**Allocation Policies SP2 & SP5**

Use(s)	Indicative capacity
Primary	Residential 48 (90dph on 50% of site*)
	Offices (B1a) 5,000sqm

\* see Core Strategy policy DM23 for minimum and average densities

**Adopted Plan 2017**

48 dwellings at 90dph on 50% of the site

Offices (B1a) 5,000sqm

**Current use**

Ipswich Buses bus depot

**Development constraints / issues**

Development principles for the Upper Orwell River and Canalside within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies Plan (See ‘Opportunity Area G’).

Need to relocate the bus station first.

Development is required to retain the tram shed with the expectation that it would be converted for office use. The tram shed is included on the Local List of buildings of townscape interest.

In terms of archaeology, this site is close to prehistoric remains (IPS 004, 148 and 150). There is no archaeological objection in principle to development but any permission will require a condition relating to archaeological investigation. Historic buildings on the site would require assessment.

Flood risk and possible contamination are further constraints. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

A transport assessment will be required.

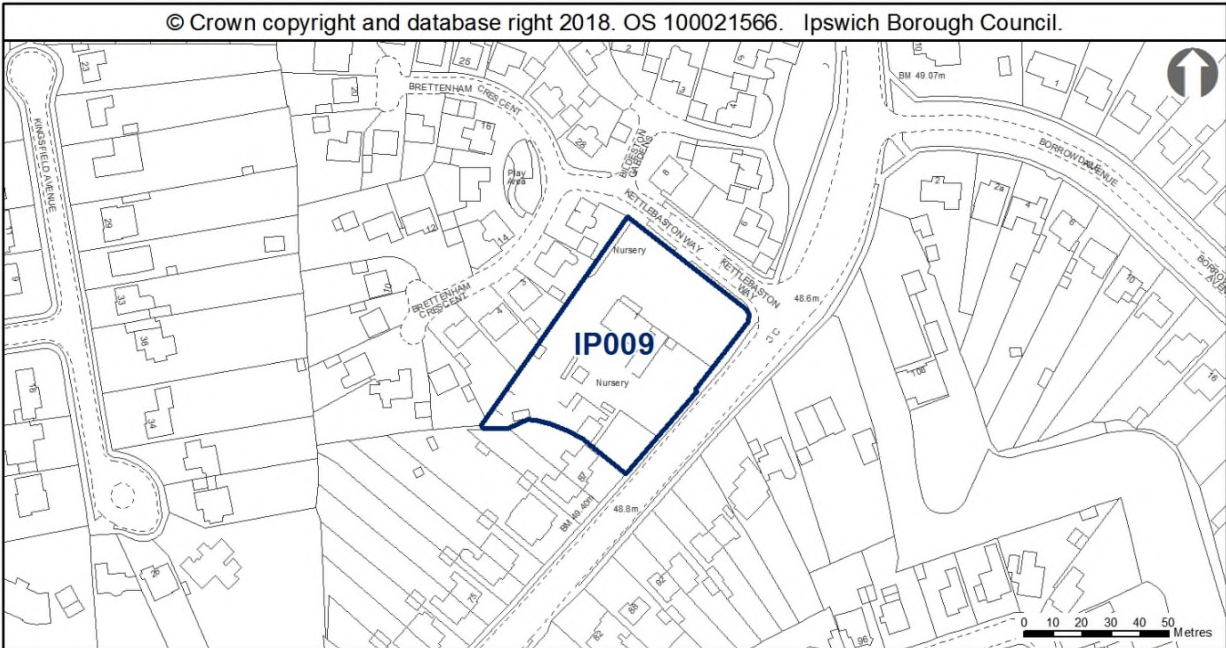
The site is close to uses which are safeguarded through the Suffolk Waste Core Strategy, and is also in close proximity to existing minerals uses.

New development on this site would need to have regard for the heritage asset within the allocation area, the early 20th century bus shed which is included on the Buildings of Local and Townscape Interest SPD. It is expected that the bus shed will be retained and converted as part of the development of this site. A conversion scheme would need to respect the architectural language and detail of the existing building, maintaining the existing openings and respecting the rhythm of the fenestration scheme.

The open bus parking area to the west of the bus depot could accommodate a contemporary 3-4 storey building, using the junction of West End Road/Portman's Walk as the principal design focus to create a landmark building. Development in this location should have an elevation design which would address both West End Road and Portman Walk, acknowledging both roads with principal frontages. Some spacing/stepping down would be required to address the change in scale of the former bus depot to ensure the locally listed bus shed is not dominated by the new development.

**Site ref: IP009 (UC009) Victoria Nurseries, Westerfield Road**

**Site area: 0.39ha**



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	12 (30dph*)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

100% housing at low density – 12 dwellings

**Current use**

Plant nursery and small convenience shop

**Development constraints / issues**

Possible contamination and a TPO on site or adjacent. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

This site is close to a known Prehistoric site (IPS 246). There is no objection in principle to development but any permission will require a condition relating to archaeological investigation.

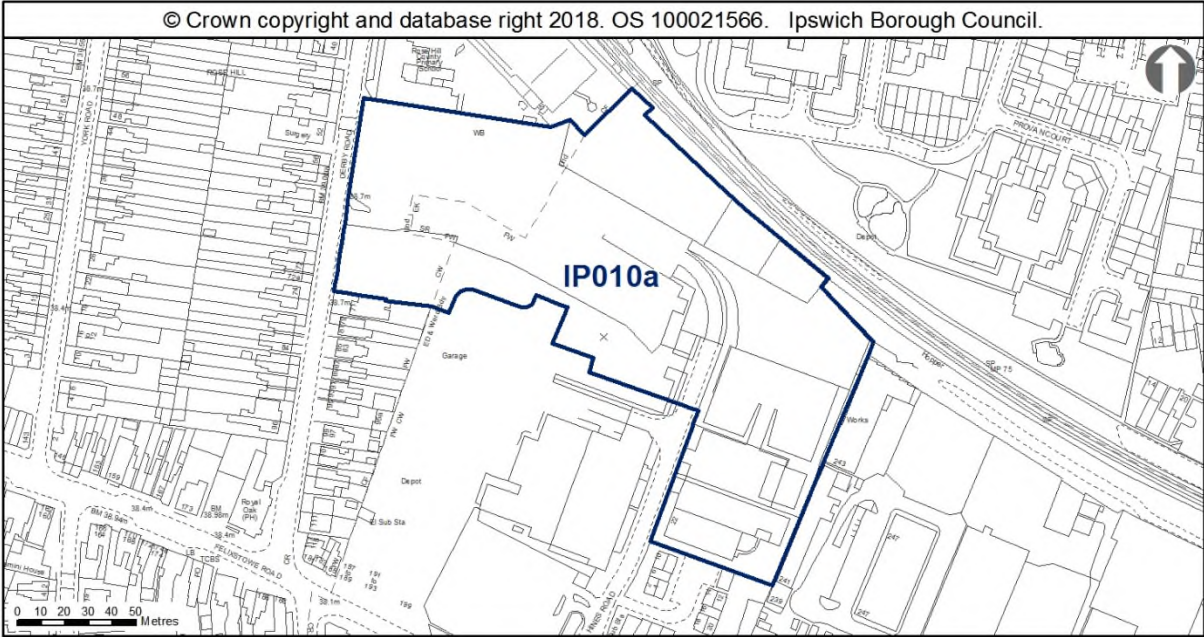
Development of this site would need to address both Westerfield Road and Kettlebaston Way, providing active, engaging elevations to both frontages. A development scheme would need to respect the prevailing domestic scale of surrounding development of detached and pairs of semi-detached dwellinghouses adjacent. Continuation of the established building line of

Westerfield Road would be encouraged which would also allow for domestic landscaping to the front of the site, which would contribute to the suburban character of the area, as noted in the Parks Ipswich Urban Characterisation Study, adopted in 2015.

A bespoke approach to design would be encouraged to address the varied architectural character of properties along Westerfield Road as the road transitions from the more historic 19th buildings to the south into the 1930s suburban expansion of the town to the north.

**Site ref: IP010a (UC010) Co-Op Depot Felixstowe Road**

**Site area: 2.22ha**



**Allocation Policies SP2, SP7 & SP9**

Use(s)		Indicative capacity
Primary	Residential	75 (45dph on 75% of site*)
Secondary	School extension (approximately 25%)	0.5ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

As above.

**Current use**

Vacant or part used yards, and employment premises.

**Development constraints / issues**

Expansion needed at Rose Hill School.

Possible contamination, TPO on site or nearby, noise from the railway. Design and layout would need to support the wildlife corridor function of the railway. An ecological survey (including flora, reptiles, bats and badgers) will be needed prior to any vegetation clearance and mitigation where appropriate. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.



In terms of archaeology, this site lies close to prehistoric and Palaeolithic remains (IPS 056). Depending on the nature of ground works, a condition may be recommended for archaeological works.

A transport assessment and travel plan will be required. Land should be reserved as part of the development of either IP010a or IP010b to facilitate development of a cycle and pedestrian bridge to link the District Centre with the housing to the north of the railway.

This allocation site is accessed off Derby Road and Felixstowe Road and wraps around the north of the Rosehill Centre adjacent to the railway line. The future development of this site should, if feasible, not prohibit the adjacent allocation at IP010b from being accessed from Hines Road.

The proposed extension to Rose Hill Primary School should reflect the distinctive character of the existing school buildings onto Derby Road, a building with origins in the early 20th Century, which experienced remodelling and extensions in the middle of the century. It features various textured brickwork bonding, canted bays with moderne and art deco influences in curved elements and wide windows with a strong horizontal emphasis. The school extension should seek to respond to these architectural influences in the design and appearance of the extension, whilst also being read independently of the existing range to act as a landmark building to signify the gateway to the new development of the allocation site.

The residential development of this allocation site should respect the established grid layout of the Rosehill area, and follow the perimeter block form with active frontages facing the streets, an established characteristic of the area, as identified in the California Urban Characterisation Study SPD. Existing dwellinghouses in California are principally red brick terraces and pairs of semi-detached houses, with often a prevailing architectural feature which characterises a particular road or area, such as the position of the front door, the pattern of fenestration, the use of bay windows, which has led to some distinctive areas of development.

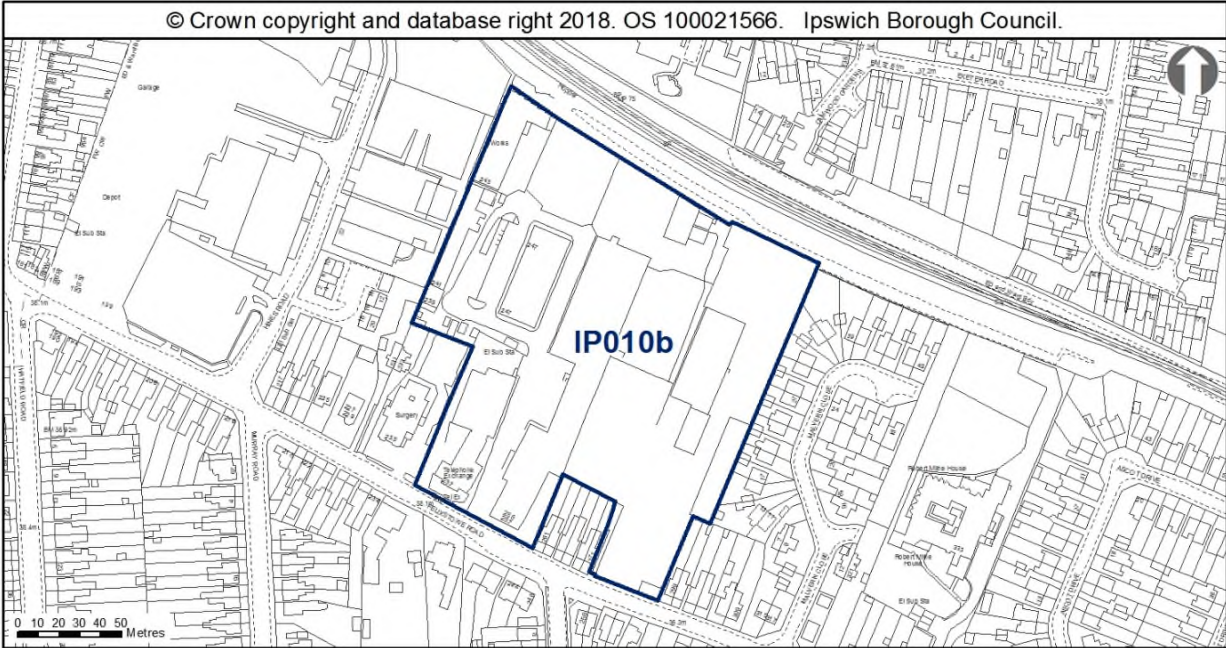
This varied approach to employing architectural details to create pockets of distinguishable housing should be incorporated into the development of the allocation site to ensure the design of the new development is high quality and distinctive.

Parking should be incorporated into the design proposals to encourage the public realm to contribute positively to the character and experience of the development at the allocation site.

Development of the site should consider the enhancement of pedestrian links to the school avoiding main roads in the interests of highway safety.

**Site ref: IP010b (UC010) Felixstowe Road**

**Site area: 2.79ha**



**Allocation Policy SP2 & SP9**

Use(s)		Indicative capacity
Primary	Residential	62 (45dph* on 50% of site)
Secondary	Current employment uses (land not available for development)	-

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

60% housing at medium density – 75 dwellings

40% Current employment uses

**Current use**

Various employment uses and multiple occupiers

**Development constraints / issues**

Redevelopment is dependent on existing uses being relocated.

Possible contamination, TPO on site or nearby, noise from the railway. Design and layout would need to support the wildlife corridor function of the railway. An ecological survey (including flora, reptiles, bats and badgers) will be needed prior to any vegetation clearance and mitigation where appropriate. To achieve biodiversity net gain, the recommendations of

the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

In terms of archaeology, this site lies close to prehistoric and Palaeolithic remains on Foxhall Road (IPS 056). Depending on the nature of ground works, a condition may be recommended for archaeological works, with a desk-based assessment in the first instance.

A transport assessment and travel plan will be required. Land should be reserved as part of the development of either IP010a or IP010b to facilitate development of a cycle and pedestrian bridge to link the District Centre with the housing to the north of the railway.

It is envisaged that residential development is likely to come forward on the eastern and western sides of the site, because there has been no indication from the users in the centre that they may relocate.

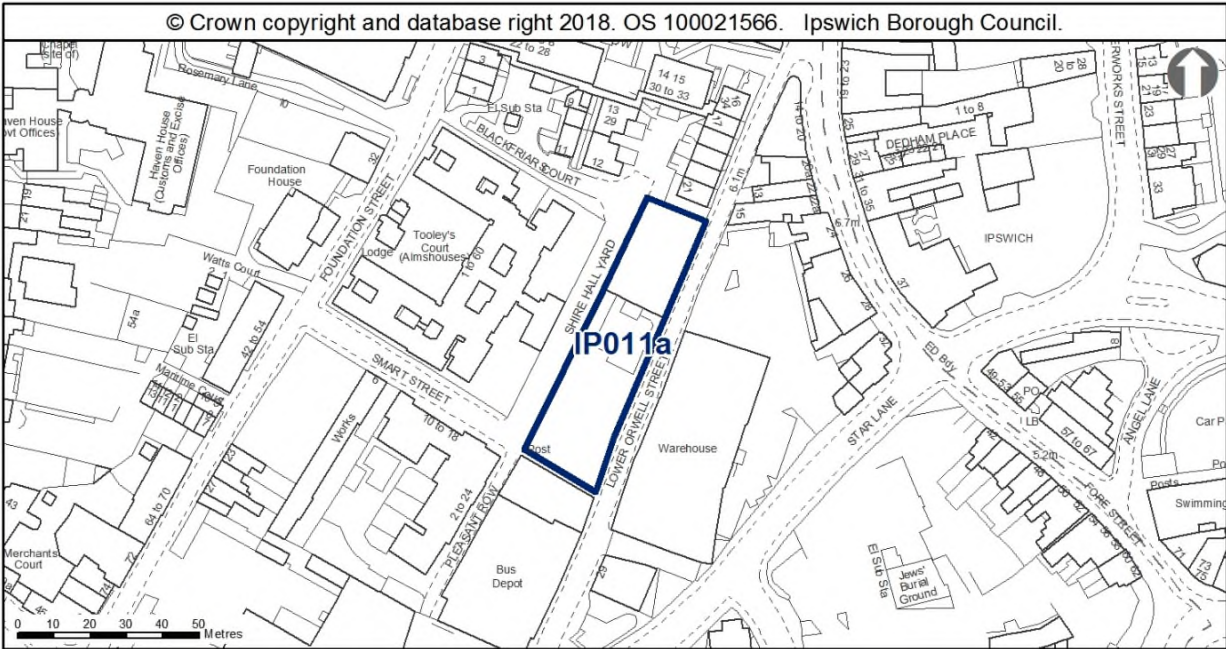
The residential development of this allocation site should respect the established grid layout of the Rosehill area, and follow the perimeter block form with active frontages facing the streets, an established characteristic of the area, as identified in the California Urban Characterisation Study SPD. Existing dwellinghouses in California are principally red brick terraces and pairs of semi-detached houses, with often a prevailing architectural feature which characterises a particular road or area, such as the position of the front door, the pattern of fenestration, the use of bay windows, which has led to some distinctive areas of development.

This varied approach to employing architectural details to create pockets of distinguishable housing should be incorporated into the development of the allocation site to ensure the design of the new development is high quality and distinctive.

Parking should be incorporated into the design proposals to encourage the public realm to contribute positively to the character and experience of the development at the allocation site.

**Site ref: IP011a (UC011) Lower Orwell Street former Gym & Trim (formerly Smart Street/ Foundation Street)**

**Site area: 0.15 ha**



**Allocation Policy SP2**

Use(s)		Indicative capacity*
Primary	Residential	18 (110dph on 100% of site)

\* see Core Strategy policy DM23 for minimum and average densities

**Adopted Plan 2017**

100% housing at high density – 14 dwellings

**Current use**

Disused gym building and car park

**Development constraints / issues**

It is close to an Air Quality Management Area (Star Lane) and just outside the Flood Zone and contains trees protected through a TPO (an application for tree works may be needed).

The site is adjacent to the Central Conservation Area, close to the grade II listed Tooley's Court and Smart's Almshouses, contains a scheduled monument and lies within an area of archaeological importance. This allocation is located within the setting of several listed buildings and locally listed buildings, including the remains of the Blackfriars Priory, numerous

historic buildings along Fore Street and the former Smart Street School. The site is therefore highly sensitive with regard to the possible impacts on the historic environment.

Development principles for the Merchant Quarter, within which this site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B').

This site affects an area of archaeological importance within the area of the Anglo-Saxon and medieval town. The site lies over the line of the Anglo-Saxon and medieval town defences, and the 14th century Friary wall. Much of the site is a scheduled monument (List entry no: 1005985). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

There is a high potential for archaeological remains of national significance and detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required. Archaeology may be a major consideration for project costs and timescales. Proposals would need to be supported by programmes of pre-determination archaeological works which may include desk-based assessments, survey works and archaeological evaluation. Complex archaeological mitigation is likely to be required which could include watching briefs, full excavation and / or design scheme changes to allow for preservation in situ. Design questions would relate to the surviving defences and structures in particular, which were largely left in situ in earlier excavations. Post-excavation analysis, assessment and reporting would also be necessary.

Planning permission was granted in 2007 for the erection of 3-4 storey buildings to provide 40 no. residential units on this site. This permission has lapsed, however refreshed policy and guidance with regard to the protection and enhancement of the historic environment has been issued since the 2007 application was approved, including the NPPF, Ipswich Local List (Buildings of Townscape Interest) SPD adopted 2013, Ipswich Development and Archaeology Supplementary Planning Document SPD adopted 2018, Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3, and Conservation Principles Policies and Guidance.

Therefore, the design, scale, massing, appearance and materials of the proposed building would need careful consideration to ensure that a building on this site does not harm the significance of nearby listed buildings, locally listed buildings, or the Conservation Area, through inappropriate development within the setting of these heritage assets.

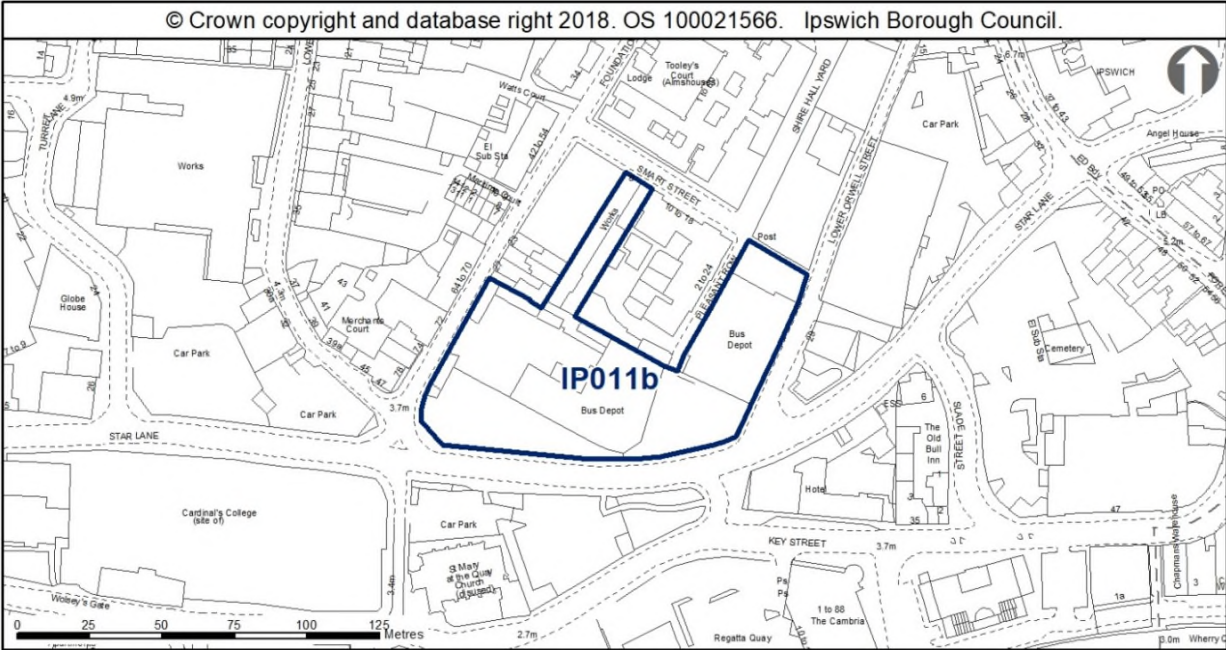
The design should have regard for the sensitive historic setting of the application site, whilst taking a contemporary design approach to make a positive design statement which respects the transition between waterfront and town centre.

The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development.

To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP011b (UC011) Smart Street / Foundation Street (South)**

**Site area: 0.62ha**



**Allocation Policy SP2**

Use(s)	Indicative capacity	
Primary	Residential	56 (90dph)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

80% housing at high density – 50 dwellings – on a site which included IP011c to the north.

**Current use**

First bus depot, and employment works.

**Development constraints / issues**

Bus depot needs to be relocated before development could commence.

Air quality, flood risk, possible contamination, possible access constraints, TPO on site or nearby (an application for Tree Works may be needed). The site lies between the Central and Wet Dock Conservation Areas, close to the grade II\* St Mary at Quay church, contains two scheduled monuments and lies within an area of archaeological importance.

Development principles for the Merchant Quarter, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B'). The site provides important linkage for the redevelopment of Merchant Quarter and would provide

improved frontage along Star Lane, which in turn would provide visual enhancement to the Central and Wet Dock Conservation Areas. Where possible, the site layout should allow for improvements to the Star Lane frontage such as footway and cycleway provision or widening, and tree planting.

This site, within the Anglo-Saxon core and the Area of Archaeological Importance (IPS 413), includes two separate scheduled monuments relating to the Middle and Late Saxon town (IPS 211 and 213 List Entry numbers 1005986 and 1005985). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

There is also a potential for nationally important archaeological remains outside of the scheduled areas. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required to agree the scope of required assessment, the principle of development and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Where development is accepted in principle archaeological remains will be complex, important and mitigation could involve significant costs and timescales.

A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Development principles must have regard for the sensitive historic setting of this allocation site, and ensure proposals preserve or enhance the settings of nearby designated heritage assets, including the grade II\* St Mary at the Quay Church, Tooley's Almshouses and Central and Wet Dock Conservation Areas.

Reinstating a building line along Star Lane which turns the corner of Foundation Street and Lower Orwell Street would be welcome, with the opportunity for development on this site to have a landmark quality to mark the transition between the waterfront and the town centre. The design of the development would be expected to be of high quality to make a positive architectural statement.

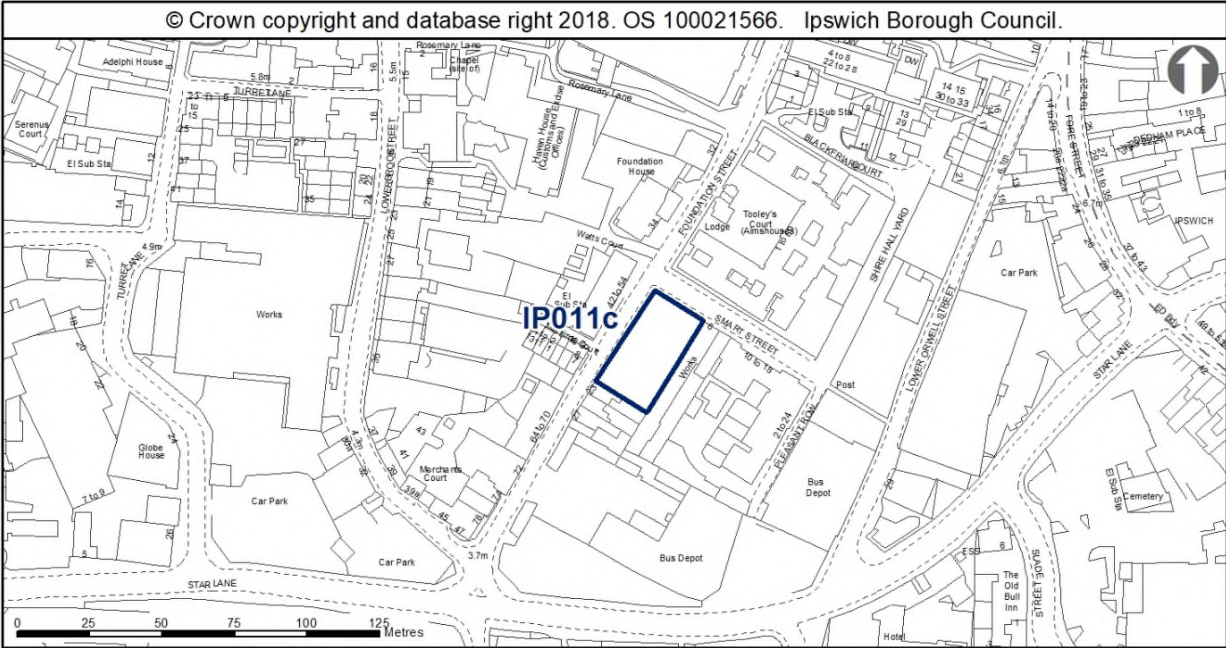
The allocation site wraps around the former Smart Street School, which is included on the Local List (Buildings of Townscape Interest) SPD. Development of the allocation site should use a varied approach to massing and layout to avoid enclosing this locally listed building. Pleasant Row is a particularly narrow lane, the redevelopment of this allocation site should look to move the building line away from the edge of Pleasant Row to allow the former school more breathing space to improve the surroundings in which the building is experienced.



Although this site is currently of low wildlife value, the brick and pantile building could support bats and consequently further surveys are recommended. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means for biodiversity enhancement are appropriate.

**Site ref: IP011c Smart Street / Foundation Street (North)**

**Site area: 0.08ha**



**Allocation Policy SP2**

Use(s)		Indicative capacity
Primary	Residential	7 (90dph)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

Previously part of IP011b – Sites have been subdivided to reflect ownerships.

**Current use**

Car park

**Development constraints / issues**

Air quality, flood risk, possible contamination, possible access constraints, TPO on site or nearby (an application for Tree Works may be needed). The site lies adjacent to the Central and Wet Dock Conservation Areas, close to the grade II\* St Mary at Quay church, contains two scheduled monuments and lies within an area of archaeological importance.

Development principles for the Merchant Quarter, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B'). Where possible, the site layout should allow for improvements to the Star Lane frontage such as footway and cycleway provision or widening, and tree planting.

This site lies within the Anglo-Saxon core and the Area of Archaeological Importance (IPS 413). The adjacent IP011 sites include two separate scheduled monuments relating to the Middle and Late Saxon town (IPS 211 and 213 List Entry numbers 1005986 and 1005985). The allocation was de-scheduled as a monument in 2016 as a large portion of it has been excavated (IPS 212). The excavated area can be considered archaeologically sterile, although it gives an indication of what might survive on the rest of the site.

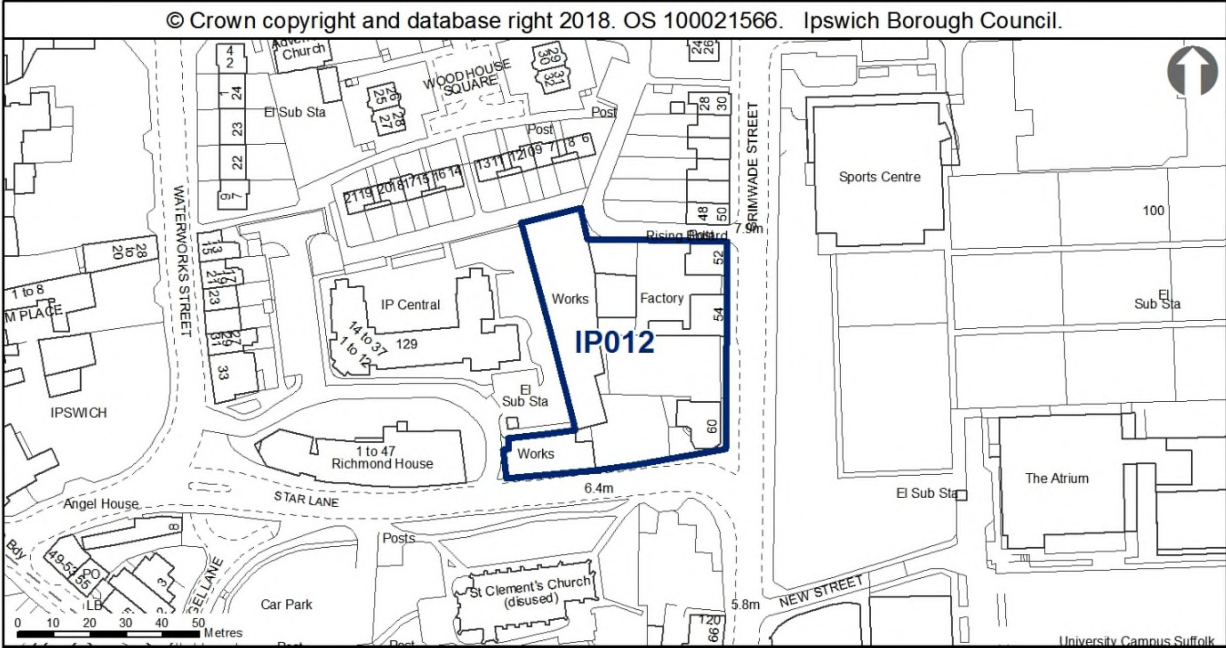
There is also limited potential for nationally important archaeological remains outside of the scheduled areas. This is because much of the site has already been excavated in the past. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required to agree the scope of required assessment, the principle of development and to inform design.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Development of this site must have regard for the highly sensitive setting of this allocation site, with particular regard to the setting of the Central Conservation Area, Smart Street School and Tooley's Almshouses. Development proposals should be of a high quality design, respecting the existing 2 storey scale of development along Foundation Street. The scheme should address both Foundation Street and Smart Street with active, engaging frontages. A contemporary design approach in this location would be welcomed, but should ensure that the design of the proposal has regard for the sensitive historic setting of the site, using the adjacent architectural features (such as varied approaches to textures and bonding of brickwork) to influence the appearance of the allocation site.

Site ref: IP012 (UC012) Peter’s Ice Cream, Grimwade Street

Site area: 0.32ha



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	35 (110dph*)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

As above

**Current use**

Former ice cream factory and engineering works.

**Development constraints / issues**

Planning permission granted for student accommodation subject to a planning agreement (08/00978), however it is considered unlikely to come forward for this use.

Possible access constraints, close to an Air Quality Management Area and there is possible contamination.

This site is within the Anglo-Saxon and medieval core and Area of Archaeological Importance (IPS413). Necessary measures for archaeology should be addressed at an appropriate stage in the planning process. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of

work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.

The site is adjacent to the Central Conservation Area and the grade II\* listed St Clement's Church.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Planning permission was granted in 2008 for the erection of a 5-6 storey building to provide in excess of 500 units of student accommodation.

The 2008 scheme was a particularly large scheme given the sensitive historic setting of the site. This permission has lapsed, however refreshed policy and guidance with regard to the protection and enhancement of the historic environment has been issued since the 2007 application was approved, including the 2018 NPPF, Ipswich Local List (Buildings of Townscape Interest) SPD adopted 2013, Ipswich Development and Archaeology Supplementary Planning Document SPD adopted 2018, Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3, and Conservation Principles Policies and Guidance.

Development of this site should ensure that the design of the proposals address both Star Lane and Grimwade Street, and should look to reinstate an active street scene. The development of this site will inevitably read as the backdrop to the grade II\* St Clements Church and thus requires a high quality, bespoke approach to design.

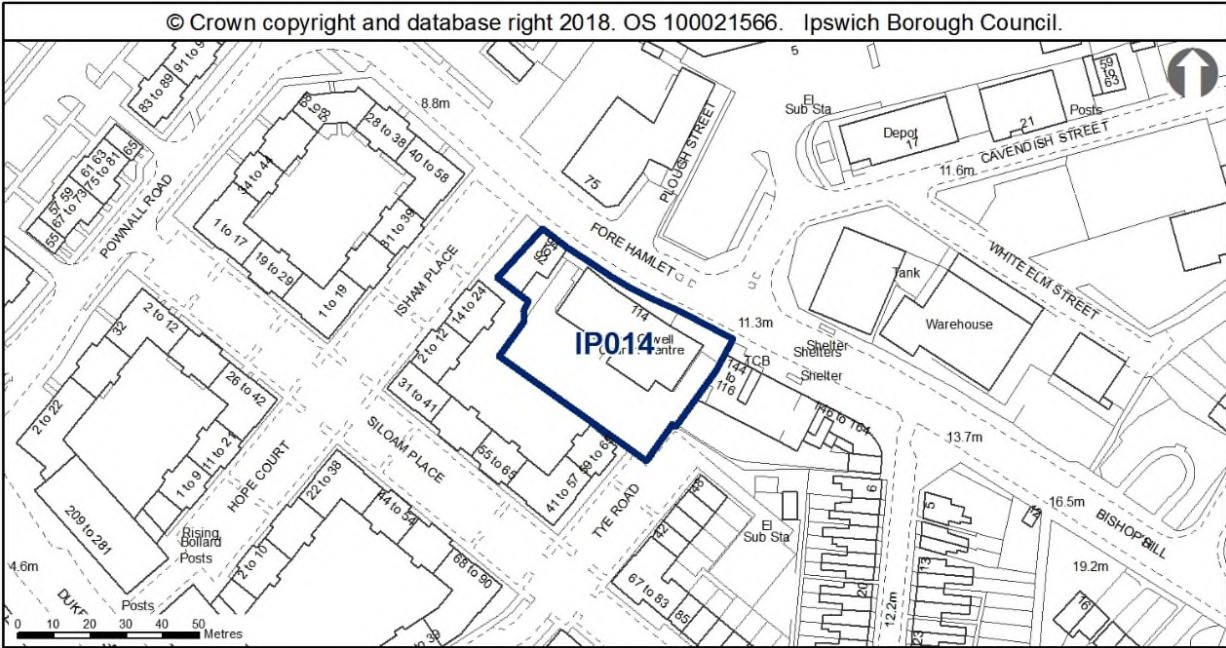
The reuse of the early 20th century brick buildings along Star Lane would be encouraged, as these buildings have group value with Richmond House from the former industrial use of the site as a lawn mower factory at the beginning of the 20th century, and contribute to the setting of this more industrial part of the Conservation Area around the waterfront.

Opportunities should also be taken to improve the public realm around the allocation site, such as widening footpaths along Star Lane, introducing planting and street furniture to Grimwade Street to improve the experience of the area for pedestrians, and create a high quality public realm which would complement the new development at the site.

Although this site is currently of low wildlife value some of the buildings in the could support bats and consequently further surveys are recommended. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

Site ref: IP014 Hope Church, Fore Hamlet

Site area: 0.21ha



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	23 (110dph*)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

N/A – new site but was previously considered for 100% housing through IP-One Area Action Plan Preferred Options 2007.

**Current use**

Church with planning permission (18/00316/FUL) to relocate.

**Development constraints / issues**

Surface water-flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Potential contaminated land. Therefore an assessment would be required.

Within Air Quality Management Area.

This allocation site is occupied by a mid-20th century two storey flat roofed warehouse building located on Fore Hamlet, used as a church, and a 19th century painted brick

dwellinghouse, now in commercial use. The site backs onto a modern residential development of three and four storey blocks orientated around landscaped courtyards.

In the 1800s, Fore Hamlet was characterised by residential development, with rows of terraces occupying much of the area between Fore Hamlet and Duke Street, with land gradually being cleared throughout the 20th century to provide expanses of land for industrial activities. The pattern of the fenestration and quoining indicates that the building was formerly two residential units, with the eastern unit being the end of the terrace, and the blank gable of the western elevation suggesting that the building formed part of a longer row of terraces to the west. As this is the last remaining relic of 19th century residential expansion of the town along Fore Hamlet, it is recommended that the retention of the 19th century dwellinghouse should be incorporated into the design proposals for this allocation site. Reinstatement of sash windows and removal of the modern shop front at ground floor would be welcome in this regard.

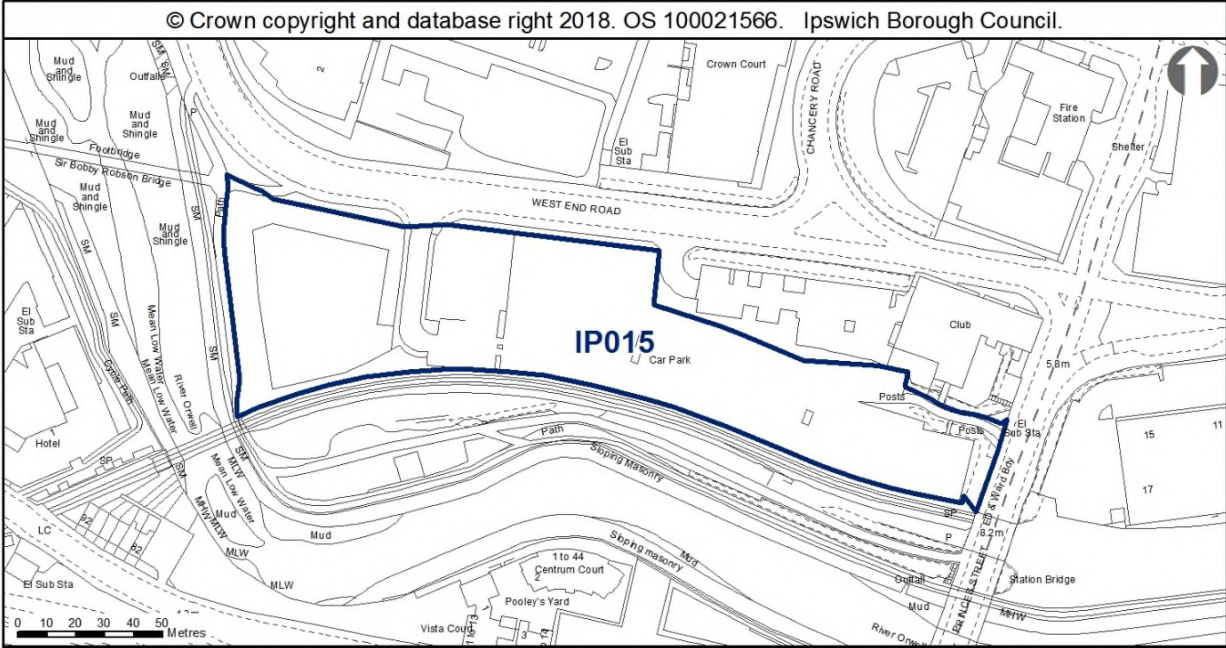
The development of the remainder of this allocation site should look to take architectural cues from the adjacent development to the south, taking a modern, contemporary design approach. The scale and massing of the proposed development should address the change in topography as Fore Hamlet transitions into Bishop Hill, and step down from the adjacent 5 storey building at 116-144 Fore Hamlet.

The layout of the scheme should mimic the existing development to 'complete' the courtyard block of Isham Place and Siloam Place and include details for the soft landscaping of the courtyard.

Although this site is currently of low wildlife value the buildings in the site could support bats and consequently further surveys are recommended. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP015 (UC015) West End Road Surface Car Park**

**Site area: 1.22ha**



**Allocation Policies SP2 & SP17**

Use(s)		Indicative capacity
Primary	Long stay car park	Multi storey car park
Secondary	Residential	67 (100dph on 55% of the site)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

20% Housing at high density – 22 dwellings

Long stay car park

Offices – 1000sqm

**Current use**

Surface level long stay car parking.

**Development constraints / issues**

Existing car parking needs to be replaced on site and potentially accommodate that from Portman Road (IP051) also. The site should be master planned with the adjacent site to the south, fronting the river (IP083). Flood risk, possible contamination and adjacent to a listed building. Development principles for the River Corridor and Princes Street Corridor, within



which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area F').

In terms of archaeology, depending on the nature of any ground works, a condition may be attached to any grant of permission relating to archaeological investigation.

The site is close to a County Wildlife Site (the River). Prior to any vegetation clearance, a reptile survey should be undertaken in the western section of the site, with particular attention paid to the vegetated banks. Footpath 61 (River Path) is recorded along the western edge of the site.

Development must take account of the River Corridor Buffer (10m) where no development should take place.

This allocation site is in a strategic position as a gateway site to people entering the town from the south, and in particular arriving from the train station. The development of this site therefore needs to be to a high quality design and make a positive architectural statement adjacent to an important entrance to the town.

The north east corner adjacent to the site is the grade II listed Princes Street Maltings, now being converted into office use. The Maltings is a prominent red brick 19th century building with a long two storey range, decorative Dutch gable to Princes Street, with the tall pyramidal slate roof of the kiln projecting proudly above the main range. The building is thus highly visible in the street scape, with key views of the building being along Burrell Road, Princes Street bridge, Commercial Road, West End Road and indeed further afield owing to the prominent nature of the kiln.

This allocation site is currently a surface car park which allows for long ranging views of the grade II listed maltings across the site, although is of low aesthetic quality, and the redevelopment of this site is welcome. However given the existing undeveloped character of the allocation site, the introduction of development to this car park does have the potential to harm the significance of The Maltings through the introduction of development within the setting of the listed building. The design, massing, scale and layout of the proposed development therefore requires particularly careful consideration to respect the sensitive historic context of the allocation site.

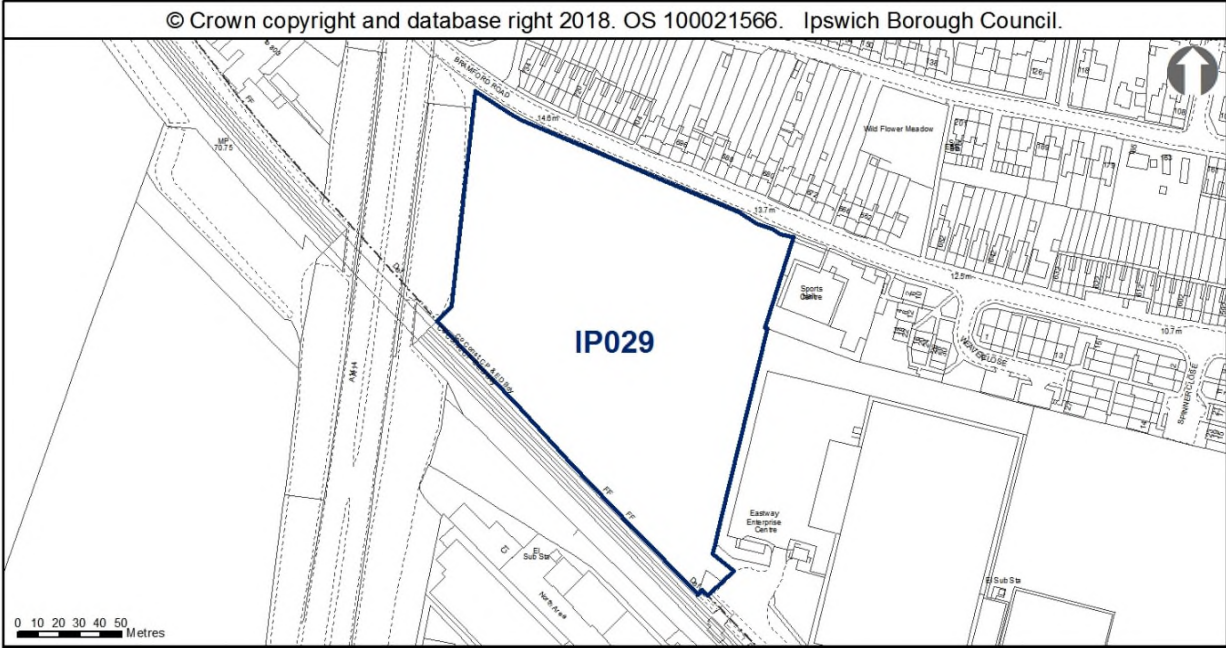
The nature of the scale, massing, design and appearance a multi-storey car park is a key consideration regarding this allocation, with multi storey car parks typically being a single volume building, with the potential to be a particularly tall building. Owing to the massing of multi storey car parks, this building thus has the potential to be extremely prominent, and depending on its proximity to the listed building and position in key views, the car park therefore could be harmful to the significance on the grade II listed maltings, which the Council has a legal duty to protect. This highlights the importance of preserving this key heritage asset when designing proposals for a multi-storey car park.

The secondary land use allocation for this site is to provide 43 residential units. Residential as a development in this location has far greater flexibility in the design, scale and massing than with the single volume multi-storey car park. The layout of the residential units could be laid out in a way to offer key views of The Maltings, with the more human scale of domestic architecture contrasting against the dominating height of the kiln. A well designed residential development in this area therefore has the potential to enhance the significance of The Maltings to provide positive contrast in scale to reveal the prominence of the kiln.

The design of the residential accommodation should have active and engaging frontages to West End Road and views across the river, whilst also create a positive architectural statement which will act as a landmark development signalling the entrance to Ipswich. A contemporary design approach would be encouraged, continuing the varied architectural expressions and use of modern materials around the Portman Quarter and Sir Bobby Robson Bridge to positively contrast the industrial architecture of The Maltings.

**Site ref: IP029 (UC030) Land Opposite 674-734 Bramford Road**

**Site area: 2.26ha**



**Allocation Policies SP5, SP6 & SP9**

Use(s)		Indicative capacity
Primary	Employment	45% of site (Circa 1ha)
Secondary	Amenity green space (on 55% of site)	1.26ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

70% Housing at medium density – 71 dwellings

**Current use**

Vacant land used informally for recreation. Part recently used in connection with rail chord works.

**Development constraints / issues**

Loss of informal open space, although it was not identified as recreational open space in the Open Space, Sport and Recreation Study 2009 or the 1997 Ipswich Local Plan. Access constraints, possible contamination, noise from the A14 and railway.

The site has potential wildlife interest. Design and layout would need to support the wildlife corridor function of the railway and A14. This site is of at least a medium biodiversity value.

and detailed surveys could reveal that it has higher ecological significance. Prior to any vegetation clearance, further surveys should continue/be undertaken to assess the wildlife interest, particularly botanical, reptiles, bats, badgers and breeding birds and mitigation implemented as appropriate. Consideration should also be given to the likely impact of vegetation clearance upon the local hedgehog population. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, in particular the hedgerows along the boundaries. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

The site offers the potential to provide a link road between Bramford Road and Europa Way. The impacts of such a link are currently being investigated by the Highway Authority. Should the site come forward for development in advance of the outcome being known, the layout should not prejudice the provision of the road. Bridleway 12 is recorded along the site's western edge. Bridleway links are required at the route's northern end to a) connect to the urban footpath leading to Morgan Drive; and b) eastwards to link to Bramford Lane.

Potential Noise from the railway and road network therefore design and layout will need to address this.

In terms of archaeology, this site lies in the vicinity of Roman (IPS 242, IPS 233) and Prehistoric (IPS 018) sites. No objection in principle to development but any permission will require a condition relating to archaeological investigation.

This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.

A transport assessment and travel plan will be required.

Opposite the allocation site are rows of interwar terraced housing which feature mansard roofs, with shared dormers and chimneys which penetrate the elongated roof slopes. To the east of the site is a hall used as a place of worship. The hall is a fairly utilitarian structure, however features a prominent, steeply pitched entrance porch which contrasts the shallow pitch of the main range.

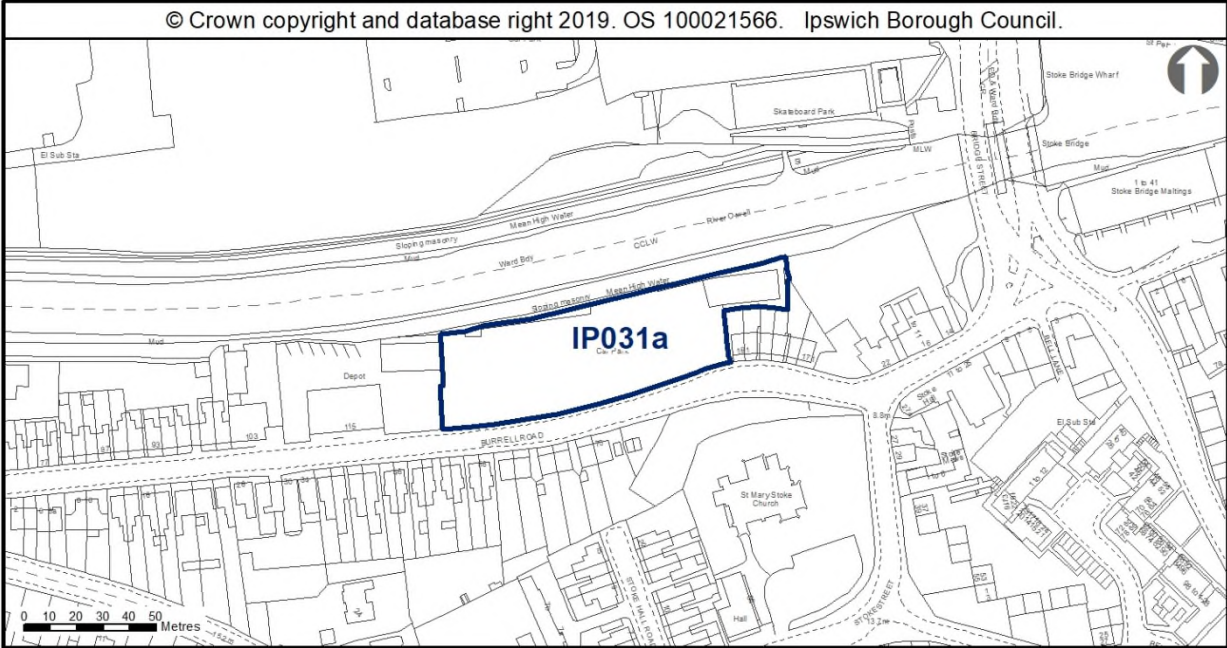
A contemporary approach to design utilising distinctive roofs forms would be encouraged, with development proposals taking design cues from adjacent architecture, particularly with regard to the unusual and contrasting roof forms which characterise this western end of Bramford Road.

The layout of the proposal should reflect the existing grain of development of linear streets and grids of housing, and should address the retained amenity space as well as Bramford Road.

Soft landscaping and screening could be installed along the southern and eastern boundary to screen this industrial development and enhance the amenity and biodiversity value of the retained open space.

**Site ref: IP031a (UC032) Car Park, Burrell Road**

**Site area: 0.44ha**



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	20 (45dph*)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

100% housing at medium density – 20 dwellings – on a reduced site.

**Current use**

Car park, rough ground, roadside landscaping.

**Development constraints / issues**

In a flood zone, close to an AQMA and possible contamination (former petrol station and car workshop). Development would need to support the wildlife corridor function of the river which is a County Wildlife Site at this point.

This site is within the Area of Archaeological Importance (IPS 413). Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on proposed groundworks, conditions on consent informing these assessments may be appropriate, to inform archaeological investigation and mitigation, including palaeo-environmental investigation. This site lies along the bank of the Orwell, adjacent to the Stoke Conservation Area and the grade I listed Church of St Mary at Stoke.

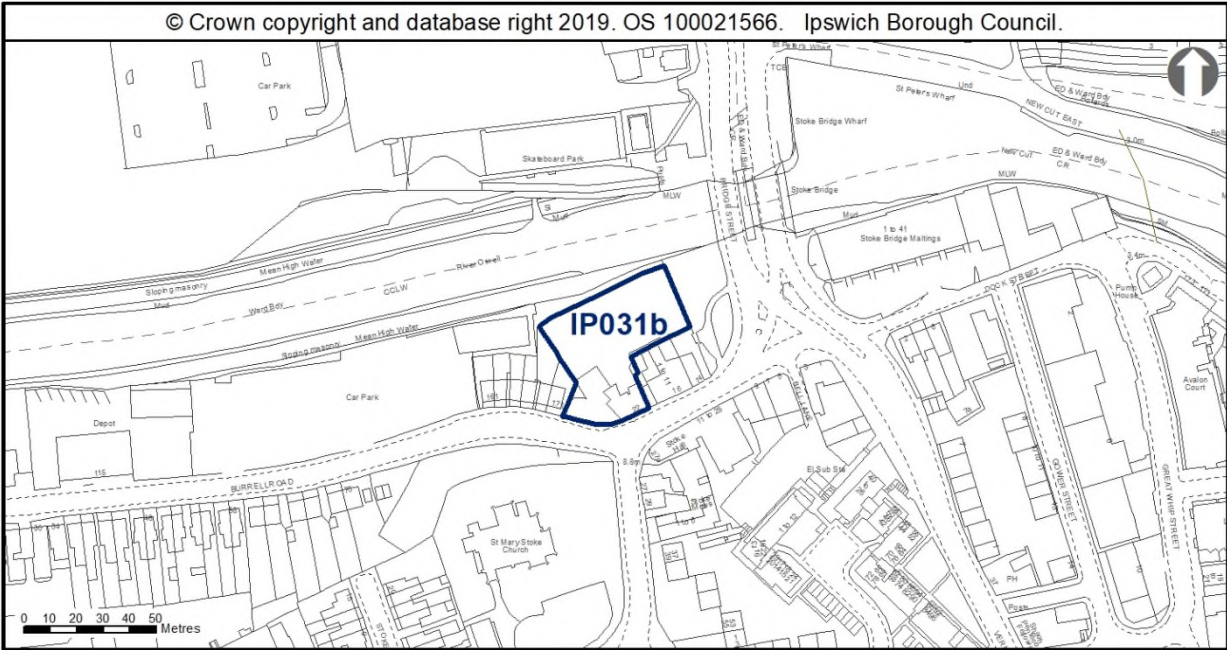
Stoke Conservation Area covers the historic core of Stoke from when the area was a modest hamlet before the widespread expansion of the area in the 19th century. Development of this allocation site should therefore have regard to the domestic scale of existing architecture within the Stoke Conservation Area, and should take its architectural influences in terms of height, massing and design from the hamlet of Stoke, rather than seeking to continue the more industrial scale of development found to the north east along the waterfront.

Development must take account of the River Corridor Buffer (10m) where no development should take place.

Development proposals need to address the change in topography to the north of the site as land drops away towards the river to avoid the need to build up site levels which would increase the prominence of buildings on the site, and in turn, affect views into and out of the Conservation Area.

**Site ref: IP031b (UC032) 22 Stoke Street**

**Site area: 0.18ha**



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	18 (100dph(reflective of highly accessible location – not higher because of heritage constraints.)

**DM23Adopted Plan 2017**

100% housing at medium density – 20 dwellings – on a reduced site.

**Current use**

Car park, rough ground, roadside landscaping.

**Development constraints / issues**

In a flood zone, close to an AQMA and possible contamination (former petrol station and car workshop). Development would need to support the wildlife corridor function of the river which is a County Wildlife Site at this point. A reptile survey should be undertaken and mitigation for this group undertaken as required. This site is located adjacent to the River Orwell wildlife corridor. Any lighting scheme should be designed to prevent light spillage into this area, or the scrub habitat along the river banks. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.



This site is within the Area of Archaeological Importance (IPS 413). Desk-based Assessment and consideration of geotechnical data would be advised in the first instance. Depending on proposed groundworks, conditions on consent informing these assessments may be appropriate, to inform archaeological investigation and mitigation, including palaeo-environmental investigation. This site lies along the bank of the Orwell, adjacent to the Stoke Conservation Area and the grade I listed Church of St Mary at Stoke.

Stoke Conservation Area covers the historic core of Stoke from when the area was a modest hamlet before the widespread expansion of the area in the 19th century. Development of this allocation site should therefore have regard to the domestic scale of existing architecture within the Stoke Conservation Area, and should take its architectural influences in terms of height, massing and design from the hamlet of Stoke, rather than seeking to continue the more industrial scale of development found to the north east along the waterfront.

The allocation site would be prominently positioned adjacent to Stoke Bridge, and would thus be visible in views into and out of the Stoke Conservation Area, and also views out of the Central and Wet Dock Conservation Areas and thus in a highly visible location.

The design of a development scheme for this site should therefore have active frontages which address the river to the north, and both Bridge Street and Burrell Road to ensure that new development engages with existing architecture and enhances the street scene when viewed from the many vantage points from where the site can be seen.

The very eastern section of the allocation site is presently open space, which provides pleasant views of the prominent Stoke Hall when approaching Stoke Conservation Area from Stoke Bridge. Stoke Hall is a particularly decorative building, and so development across the existing open space should be carried out sensitively to prevent obscuring views into the Stoke Conservation Area, particularly with regard to Stoke Hall.

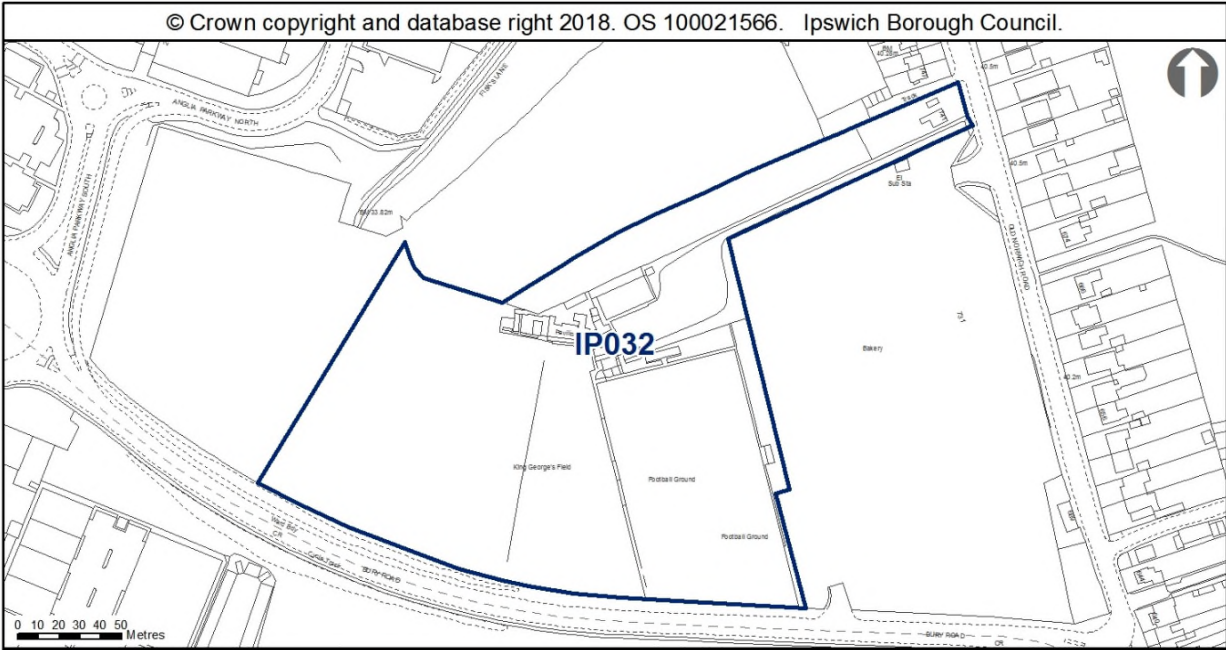
Development proposals need to address the change in topography to the north of the site as land drops away towards the river, to avoid the need to build up site levels which would increase the prominence of buildings on the site, and in turn, affect views into and out of the Conservation Area.

Particular thought needs to be given to the development of the eastern parcel of development which wraps around existing 19th century buildings along Burrell Road. A bespoke design approach is required to prevent the new development from reading as awkward backland development, and needs to integrate well with existing buildings on Burrell Road.

Development must take account of the River Corridor Buffer (10m) where no development should take place.

**Site ref: IP032 (UC033) King George V Field, Old Norwich Road**

**Site area: 3.7ha**



**Allocation Policies SP2 & SP6**

Use(s)		Indicative capacity
Primary	Residential	99 (35dph on 80% of site*)
Secondary	Amenity green space (on 20% of site)	0.71ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

As above

**Current use**

Playing fields

**Development constraints / issues**

Need prior provision of a replacement pitch and ancillary facilities such as changing rooms and spectator accommodation of equivalent or better quality and quantity in the locality and subject to equivalent or better accessibility and management arrangements. Currently there is planning permission in place for replacement pitches and changing facilities to be provided within Mid Suffolk District (reference 0254/13) north of Whitton Sports Centre. However more (80%) of the site can now be redeveloped than previously thought (50%) because the open space to the north of the site is being retained.

Possible contamination. Trees on southern boundary protected by a TPO. Footpath 32 is recorded to the west of, but outside, the site. The development should support the diversion of FP32 off the football pitches and fund an upgrade of the route to bridleway or restricted bridleway status to provide for cycling connectivity to Fisk's Lane (Restricted Byway 75).

In terms of archaeology, the site lies on high ground above the Gipping Valley. It has been subject to geophysical survey, and a desk based assessment has been carried out for both this site and the adjacent site IP005. There is potential for remains of multiple periods on the site and trenched evaluation will be required. There is no objection in principle to development but any permission will require a condition relating to archaeological investigation.

The site is close to the Whitton Conservation Area. The Core Strategy and the published development brief for this site and the adjacent IP005 Tooks Bakery require the Conservation Area to be taken into account. Any cumulative impacts on the conservation area with the development of adjacent site IP005 and site IP140 will need to be taken into account.

In respect of water supply and waste water treatment, infrastructure and / or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required.

The Council has published a development brief for this site and the adjacent former Tooks bakery site (reference IP005).

Whitton includes numerous listed buildings along Old Norwich Road, and also benefits from Conservation Area designation. To the north of Whitton is the borough boundary, as fields open up to the neighbouring authority of rural Mid Suffolk.

Planning permission has recently been granted at the adjacent Tooks Bakery Site IP0005, which includes an access to this allocation site through the proposed residential development.

The design of the residential development at the allocation site should respond to the architectural approach taken at the Tooks Bakery allocation site IP0005, producing contemporary units utilising textured brick bonds and asymmetric use of cladding to add visual interest and contrast to the scheme.

Whilst acoustic mitigation measures may be required along Bury Road, a continuous timber fence or boundary wall has the potential to deaden the street scene, and would prevent the development site making a positive architectural statement when first entering the borough. This boundary should therefore be well detailed, perhaps utilising a textured brick bond to integrate with the new development, and include soft landscaping at the periphery of the site.

This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.

A transport assessment and travel plan will be required. The traffic impact of access from Bury Road will need to be considered. The Old Norwich Road junction has received Section

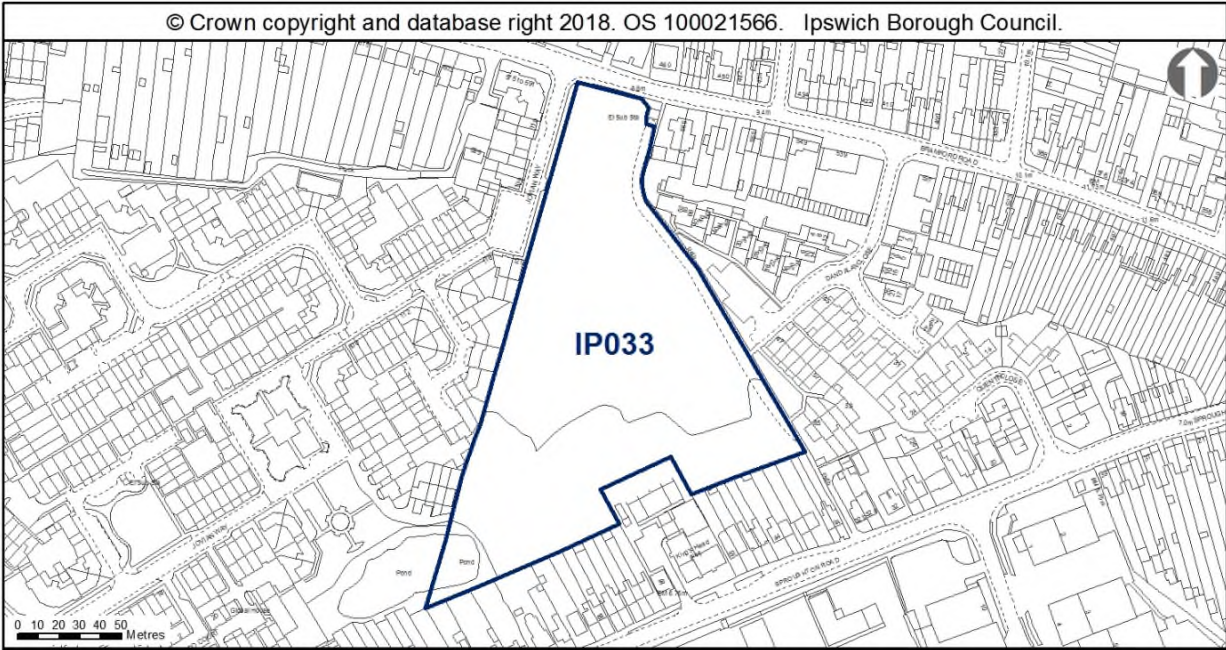
106 money via a recent appeal to fund a mitigation scheme. Further contributions may be required to mitigate the impact from this site.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Due to the presence of rough grassland around the margins a reptile survey should be carried out prior to any removal of vegetation. New development should retain as much of the higher value existing habitat as possible, for example the hedgerows, and integrate it within a landscaping scheme, to deliver locally accessible natural greenspace. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP033 (UC034) Land at Bramford Road (Stocks site)**

**Site area: 2.03ha**



**Allocation Policies SP2 & SP6**

Use(s)		Indicative capacity
Primary	Residential	55 (55dph on 50% of site*)
	Amenity green space (on 50% of site)	1.02ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Local Plan 2017**

As above.

**Current use**

Open land (fenced).

**Development constraints / issues**

Possible access constraints, possible contamination (former landfill) to the south of the site which should form the public open space area with the housing element forming the northern area, local wildlife site. There are substantial changes in level which will need to be addressed and the design should ensure that there are links from the site to the existing footpath links bounding the site. An ecological (including breeding birds, great crested newt, bats and badgers) and reptile survey will be needed prior to any vegetation clearance and mitigation where appropriate. Development should retain a thick, scrubby buffer around the pond. To

achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

In terms of archaeology, there were gravel pits across part of the site. Bronze Age and Neolithic finds were recovered (IP018), and Saxon remains were recorded to the south (IPS 499). Evaluation is needed to identify the impact of past land use. There are Saxon sites between this one and the river (IPS 395). There is no objection in principle to development but any permission will require a condition relating to archaeological investigation attached to any planning consent. Early evaluation is advisable.

This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.

A transport assessment and travel plan will be required. Access visibility and junction spacing along Bramford Road will need to be considered.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

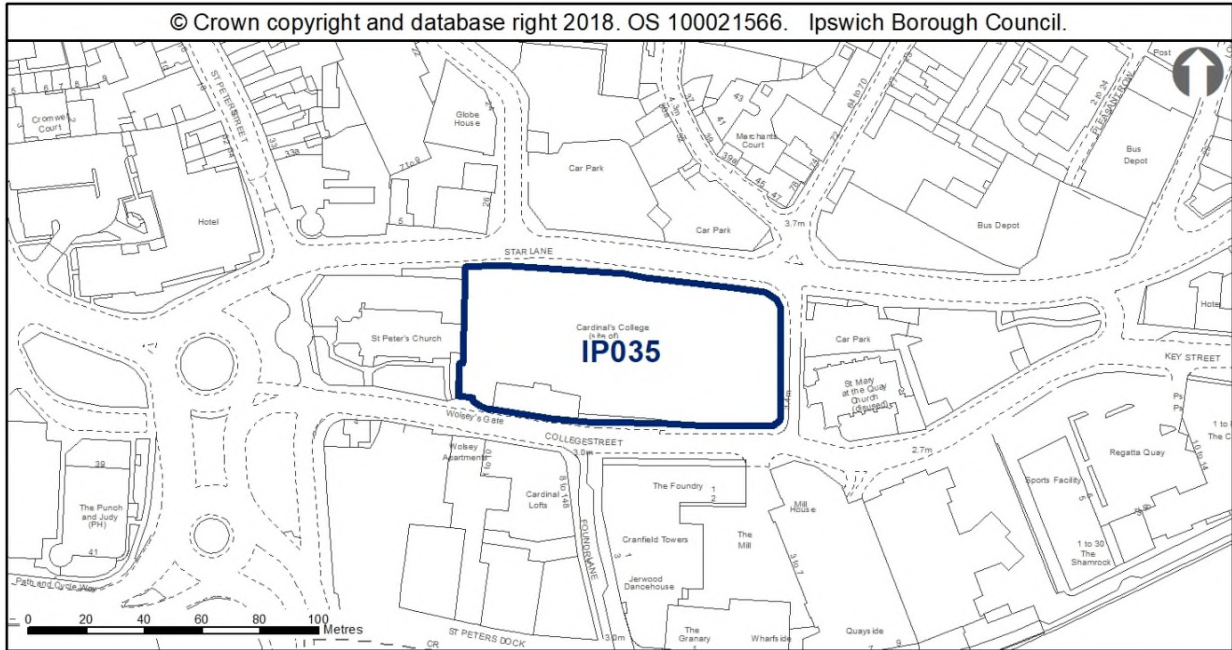
This allocation site is a former gravel and sand pit, now vacant and covered by vegetation. The allocation site is a wedge shaped piece of land, enclosed by residential development on its three main boundaries. The surrounding residential development is varied, with houses along Sproughton Road to the south being earliest, principally dating from the 1930s, the development off Dandalan Close to the east dating from the 1970s, and housing to the west being more recent off Jovian Way.

The allocation site is thus bounded by varied 20th century approaches to domestic architecture, although the existing access off Jovian Way would appear to be the principal access to the site, and so a design which would relate to the more contemporary development would probably be most appropriate, but perhaps with a more distinctive appearance than the development off Jovian Way.

Proposals should look to provide active and engaging frontages onto Bramford Road and Jovian Way, with a layout and design bespoke to the shape of the site.

**Site ref: IP035 (UC036) Key Street / Star Lane / Burtons (St Peter’s Port)**

**Site area: 0.54ha**



**Allocation Policy SP2**

Use(s)		Indicative capacity
Primary	Residential	86 (200dph on 80% of site)
Secondary	Office, Leisure or Retail (small scale)	Some individual units up to 200sqm – subject to Core Strategy policy DM32

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

Allocation under SP5 for Employment (B1 uses such as offices/Hotel/Leisure/Small scale Retail and car parking) – 2000sqm

**Current use**

Vacant land apart from the grade II listed 1-5 College Street on south side.

**Development constraints / issues**

Access constraints, within an Air Quality Management Area, possible contamination, in a flood zone and listed buildings on or adjacent to the site. The site contains the grade II listed 1-5 College Street, adjoins the grade 1 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 St Mary at the Quay).

Development principles for the Merchant Quarter, within which this site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B').

This site, the former Cardinal Works, is one of the most important remaining sites in Ipswich with the potential to address major research questions about the origin and development of the town. The site lies on the remains of St Peter's Priory, within the historic core of Ipswich and close to the Anglo-Saxon and medieval waterfront. Evidence for the Priory and preceding Anglo-Saxon occupation was revealed during evaluation (IPS 455). There is high potential for archaeological remains of possible national significance, such as important waterlogged remains and evidence of the later Wolsey's College, and a Quaker burial ground.

Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the scope of required assessment, the principle of development and to inform designs (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Where appropriate to development impacts, total archaeological excavation of any development footprint prior to development will be required. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.

This very sensitive site forms part of the transition area from the town centre to the waterfront where development needs to reflect this transition in terms of design and scale etc. Wolsey's Gate is a scheduled monument (List Entry No. 1006071). Proposals impacting upon its setting would require detailed pre-application discussions. The site presents opportunities for enhancing the setting of this scheduled monument. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

Development proposals should look to find a long term use for 1-5 College Street, which has been on the borough's Buildings at Risk Register since 1995. If development is approved on the wider site, a Section 106 Agreement would be expected to require the repairs to 1-5 College Street to facilitate a use.

Proposed development around 1-5 College Street should look to enhance the setting of the listed building and the surroundings in which the building is enjoyed, and should not sit in the shadow of new, over scaled development.

More generally, the scheme should look to introduce active frontages to all four of its boundaries to provide an engaging scheme which contributes to the street scene. A contemporary design approach would be welcomed, to positively contrast the historic buildings on and around the allocation site. Development should look to retain intervisibility between St Mary at the Quay and St Peters Churches, whose settings and relationship with one another are important contributors to the significance of these grade II\* listed buildings.

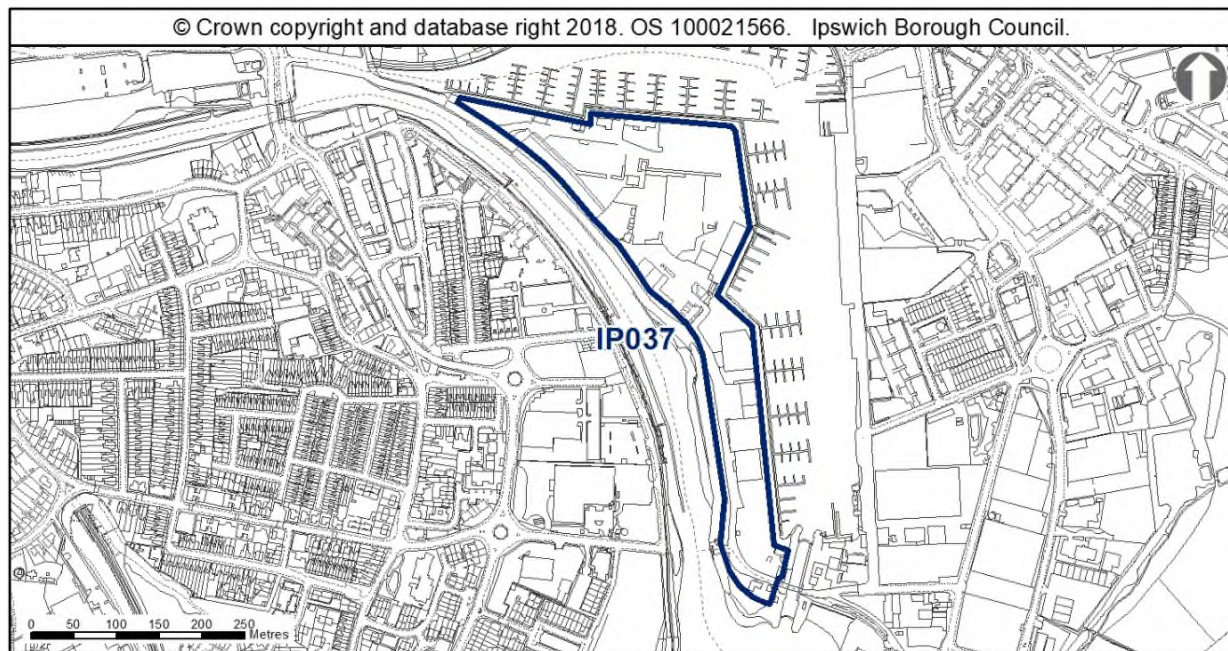


Owing to the strategic importance of the site, development should look to improve public access through the site and encourage pedestrian movement across Star Lane and College Street, between the town centre and waterfront. This should also incorporate an area to the north of Wolsey's Gate for formal landscaping to improve access to this nationally important heritage asset.

Further detailed bat surveys will be required on the building as well as potentially detailed invertebrate surveys. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP037 (UC038) Island Site**

**Site area: 6.02ha**



**Allocation Policies SP2, SP6, SP15 & SP16**

Use(s)		Indicative capacity
Primary	Residential	421 (100dph on 70% of site*)
Secondary	Amenity green space (minimum of 15%)  Employment and leisure relating to Ipswich Haven Marina (as existing and additional as may be proposed) and enterprise zone.  Restaurant and small retail (as existing)  Early years education.	0.90ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

50% Housing at high density – 271 dwellings. Open Space at 0.90ha.

**Current use**

Mix of uses – boat building, fitting and servicing, pub/restaurant, industrial uses.

## **Development constraints / issues**

Redevelopment will be dependent on the intentions of existing businesses. The aim would be to retain and incorporate the existing boat-related uses and leisure uses. Development would require the provision of additional vehicular and pedestrian/cycle access (see Policy SP9), designed to be in keeping with the Conservation Area, including the provision of access for emergency vehicles as a priority. Any additional access would need to be risk assessed. RB36 and BY38/RB38 (New Cut West) are recorded on either site of the Island. Part of the Island Site now has Enterprise Zone status.

It is close to an AQMA, is in flood zones 2 and 3, and close to the Orwell Estuary Special Protection Area. The site is in close proximity to the Stour and Orwell SPA/ Ramsar site. Information to inform a project level HRA will be required to demonstrate that urbanisation impacts on the site are prevented.. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

Development principles for the Island Site are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area A'). They include, for example, retaining and refurbishing historic structures such as the local keeper's cottages and harbour master's house. The site will need to be master planned given its importance, and the master plan will need to address the development principles set out in the plan.

This site is within the Area of Archaeological Importance (IPS 413). There may be archaeological issues in relation to industrial heritage. Historic buildings should be assessed. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment. The Island site and channel were partly reclaimed from marsh. Previous assessment has shown that the island comprises up to 4.8m of made ground that either seals intact river deposits or lies directly onto river terrace gravels where the channel was previously dredged. Generally, these depths are too deep for conventional mitigation and generally sensitive remains will stay well protected, but historic and waterlogged deposits may survive, including remains of boats and structures. The Island area has palaeo-environmental potential. Made ground includes residual material from other parts of Ipswich.

Development of this site should be of a scale, massing and design which respects the character and appearance of the Wet Dock Conservation Area, and avoid creating a visual barrier which could cut off the buildings to the west of the waterfront to those on the east.

The masterplan should consider 'zones' for the various uses proposed at the allocation site, perhaps focussing the employment uses to the south of the site, and residential development to the north. The amenity space could be located around the Harbour Master's House and Lock Keepers Cottages to enhance the settings of these buildings, possibly utilising these buildings for a public use. A high quality public realm should complement the development of

this allocation site, and look for opportunities to reinstate the promenade which once occupied the south of the island with a tree lined pedestrian boulevard.

The site forms a large part of the Wet Dock Conservation Area.

In respect of water supply and waste water treatment, infrastructure and / or treatment upgrades will be required to serve the proposed growth, or diversion of assets may be required.

The scale of residential development expected at the Island site would be sufficient to require early years provision. Its location would need to accord with the Council's Flood Risk and Development SPD.

A transport assessment and travel plan will be required. Traffic impact especially on Bridge Street will need to be considered.

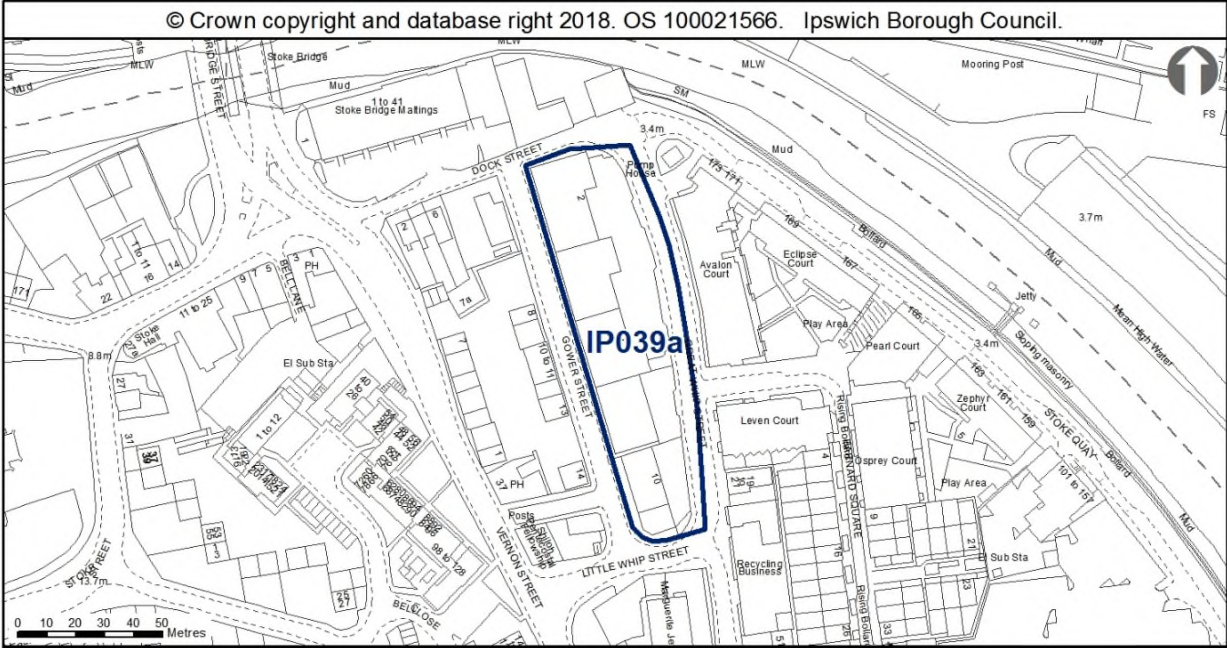
The site is close to uses which are safeguarded through the Suffolk Minerals Core Strategy. The relationship with the safeguarded minerals facility (within 250m) would need to be considered as part of the masterplanning and design.

Potential contaminated land. Therefore an assessment would be required. Potential for indirect impacts from water contamination, particularly during construction.

Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell, for example through the provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities, where practicable. Development must take account of the River Corridor Buffer (10m) where no development should take place, wherever practicable.

**Site ref: IP039a (UC040 part) Land between Gower Street & Great Whip Street**

**Site area: 0.48ha**



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	45 (95dph*)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

As above

**Current use**

Part vacant industrial buildings.

**Development constraints / issues**

In a flood zone, close to an Air Quality Management Area, and possible contamination. Development principles for the Island Site Opportunity Area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area A').

The site is immediately adjacent to a large area of Anglo-Saxon and Medieval occupation at Stoke Quay core (IPS 683) and the Area of Archaeological Importance (IPS 413). There is high potential for Middle Saxon archaeology. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or

appropriate programmes of work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.

This allocation site is located near to the waterfront to the south of the town centre, adjacent to both the Stoke and Wet Dock Conservation Areas, and is found immediately south of the grade II listed Stoke Bridge Maltings. The allocation site is currently occupied by utilitarian warehousing and bounded by metal security fencing. The site therefore makes little contribution to the street scene, nor setting of adjacent Conservation Areas.

Stoke was once a small hamlet independent of Ipswich, occupied by only a few buildings. The area around Stoke has been developed throughout the 19th century as the town grew and prospered, yet the area to the west is principally a domestic scale. Development to the east is more modern, and reflects the more industrial scale of maltings which once occupied the site. The allocation site is visible in key views out of the Stoke Conservation Area towards the waterfront, and indeed from the Wet Dock Conservation Area towards Stoke. The development of this allocation site therefore needs to respect the transition between the more built up character of the quay to the east, and more human, domestic scale of architecture to the west. Development should therefore balance the provision of housing units without being of a scale which would cause harm to the surrounding historic environment.

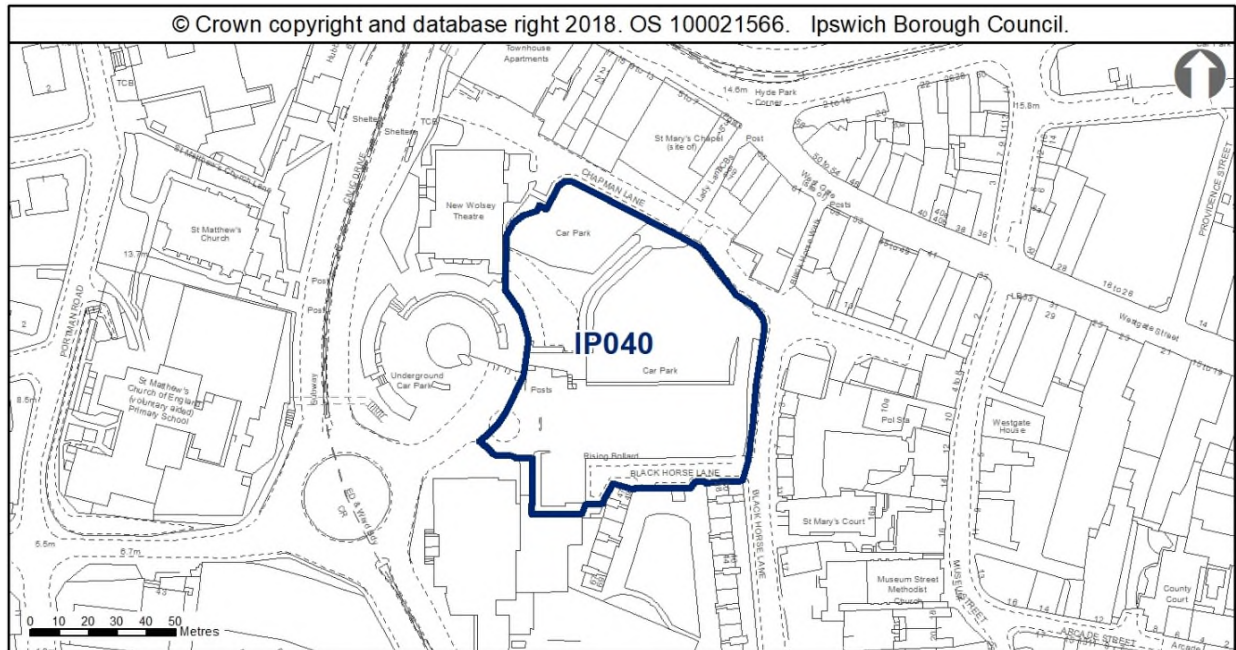
Development should look to adopt a contemporary architectural approach, and address all four of its boundaries with active and engaging frontages, utilising varied materials and pattern of fenestration to provide visual interest, whilst breaking up the massing of proposed development.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP040 (UC041) Former Civic Centre, Civic Drive (Westgate)**

**Site area: 0.73ha**



**Allocation Policies SP2 & SP10 – IP040**

Use(s)		Indicative capacity
Primary	Residential	59 (90dph on 90% of site)
Secondary	Retail A1  Restaurant (A3) and Theatre-related uses	2,050 sq m (10%)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Local Plan**

Allocated with IP041 and existing housing to the south for retail-led mixed use.

10-15,000sqm Retail

20% housing at 100dph – 32 dwellings

**Current use**

Vacant development site, former Civic Centre, currently used as temporary car park.

**Development constraints / issues**

All the previous non-residential uses have now been relocated from this site. There is possible contamination. Residential use could be located above or adjacent to retail uses. The

residential element of the development should be designed and located so as not to be adversely affected by noise from the Wolsey Theatre.

The site is adjacent to the Central Conservation Area and the Burlington Road Conservation Area lies a little further away to the west. grade II\* St Matthews Church also lies to the west. Development principles for Westgate Opportunity Area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area E').

Development on this site should seek to introduce development which addresses Chapman Lane to improve this street scene. Improvements to the public realm along Chapman Lane should also be incorporated to make this a more useable and welcoming street, which is currently dominated by the rears of the 20th century buildings along St Matthews Street. Development along Chapman Lane would also be visible from Westgate Street through Lady Lane, a now much shortened passageway but historically significant as a site of pilgrimage to the shrine of Our Lady of Grace. The views towards the allocation site through Lady Lane should seek to make a positive architectural statement and encourage pedestrian passage along Lady Lane.

The allocation site includes an increase in level to the north of the site. The design of development needs to address this change in topography, in order to prevent the development to the north of the site becoming too dominant, or overshadowing that to the south.

Development should also seek to respond to the remaining pattern of development along Black Horse Lane and reinstate a continuous frontage to the east of the site, the scale of which should respond positively to the existing housing along Black Horse Lane.

The allocation site wraps around the edge of the Spiral Car Park to the west, which has a more contemporary character than the eastern boundary. A contemporary design approach which responds to the curve of the adjacent Spiral Car Park and improves the public realm around the site would be encouraged.

This site is within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413). Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.

A transport assessment and travel plan will be required.

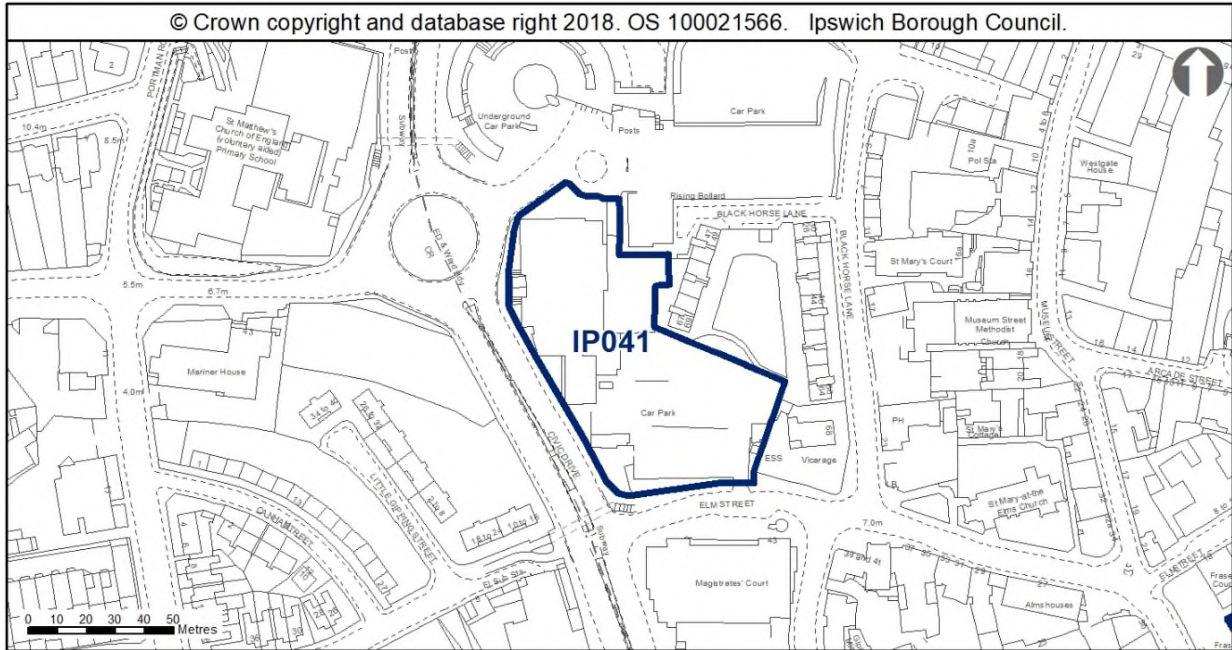
Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.



**Site ref: IP041 (UC042) Former Police Station, Civic Drive**

**Site area: 0.52ha**



**Allocation Policy SP2**

Use(s)		Indicative capacity
Primary	Residential	58 (110dph)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

Allocated with IP040 and adjacent housing to the east for retail-led mixed use.

10-15,000sqm Retail

20% housing at 100dph – 32 dwellings

**Current use**

Vacant site currently used as temporary car park, former county court.

**Development constraints / issues**

All the previous non-residential uses have now been relocated from this site. There is possible contamination. Residential development should be designed so as not to be adversely affected by noise from the Wolsey Theatre.

The site is adjacent to the Central Conservation Area and the Burlington Road Conservation Area lies a little further away to the west. grade II\* St Matthews Church also lies to the west.

Development principles for Westgate Opportunity Area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area E').

The existing building on site has interesting architectural aspects, including the glazed entrance and is illustrative of approaches to civic architecture in the mid 20th century. In this regard, the former County Court is important to the more recent history of the town, illustrating the perception of civic improvements to towns and cities in the 1960s and 70s, focusing on car users and providing new municipal centres. Civic Drive illustrates the road widening associated with this movement, whilst the former court represents the architectural approach to civic building at this time. This building could be reused and converted into residential use to provide some of the housing capacity suggested at this site, enhancing the building's architectural features.

The southern part of the site was occupied by the former Suffolk Constabulary Offices, now demolished. Development along Elm Street should therefore look to reinstate a building line to the south, although set back so that development would not harm views into the Central Conservation Area of St Mary at the Elms Church.

Improvements to the public realm which bound the site should also be incorporated into the development of this allocation site, to enhance the surroundings in which this area can be experienced, and indeed enhance the entrance to the Central Conservation Area and historic town centre to the east.

This site is within the Anglo-Saxon and medieval core and the Area of Archaeological Importance (IPS 413). Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to inform design (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Archaeological remains may be complex and important and mitigation could involve significant costs and timescales.

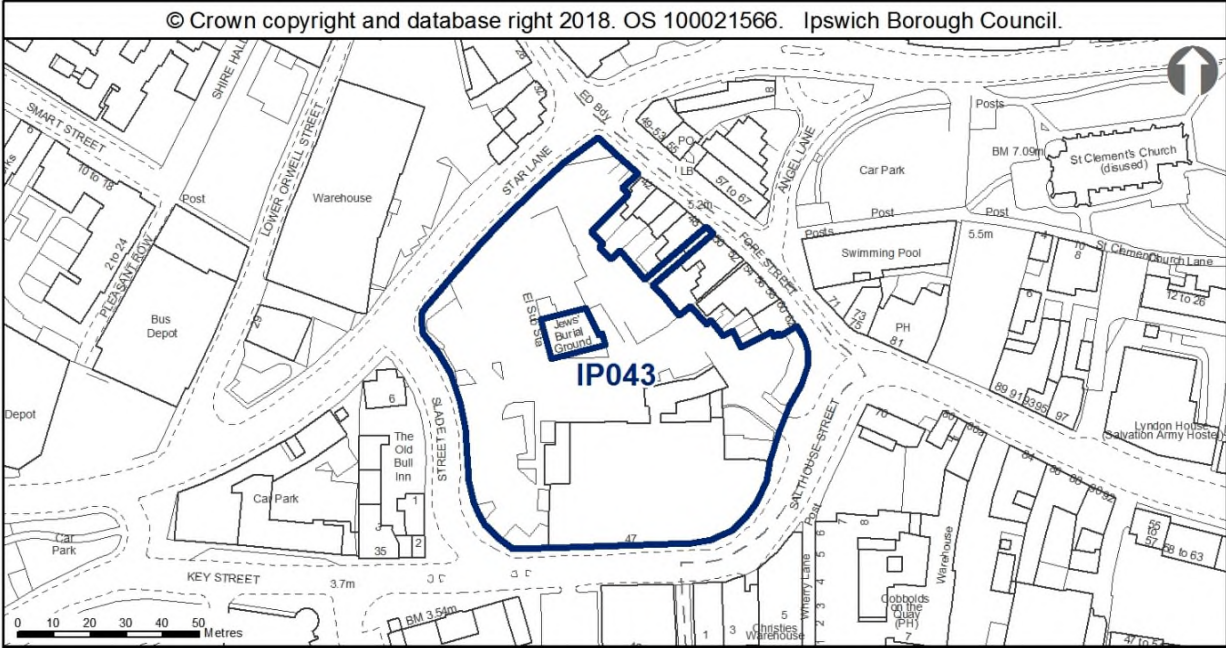
A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP043 (UC044) Commercial Buildings, Star Lane**

**Site area: 0.70ha**



**Allocation Policies SP2 & SP5**

Use(s)		Indicative capacity
Primary	Residential	50 (90dph on 80% of site*)
Secondary	Employment (B1 uses such as offices, research & development, light industrial uses appropriate in a residential area)	1,000sqm

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

As above

**Current use**

Vacant site, Jewish Burial Ground

**Development constraints / issues**

Access constraints, within an Air Quality Management Area and a flood risk area.

This site is located partly within the Central Conservation Area; it contains grade II listed buildings and adjoins others, including the grade II\* 54-58 Fore Street to the north-east, the grade II\* Old Custom House to the south-west and the complex of highly graded buildings at

Isaac Lord to the south-east. The site lies within an area of archaeological importance. The site presents opportunities for enhancing the setting of the Jewish burial ground which needs to be carefully respected by any development proposal. Any development proposal needs to ensure that adequate arrangements to access the Jewish Burial Ground are retained.

It is considered unlikely to come forward for student accommodation as per an extant permission for the site (11/00267/FUL), hence its inclusion in policy. Development principles for the Merchant Quarter, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area B').

This allocation site is therefore in a highly sensitive historic setting, includes numerous heritage assets, and falls within the setting of a high volume of listed buildings. Development on this site therefore requires careful consideration to avoid causing harm to the historic environment through the introduction of development within their setting, whilst also considering the present intervisibility between heritage assets, key views of listed buildings into and out of the Conservation Area.

The development approved under IP/11/00267/FUL for a student village at this site has lapsed. However, refreshed policy and guidance with regard to the protection and enhancement of the historic environment has been issued since the 2011 application was approved, including the 2018 NPPF, Ipswich Development and Archaeology Supplementary Planning Document SPD adopted 2018, Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3.

Owing to the highly sensitive historic environment which this allocation site has the potential to affect, a bespoke, master planned scheme should be prepared for this site so that the heritage constraints can be positively enhanced and/or preserved by the development of this site.

Development should retain the 1930s building along Key Street/Salthouse Street, possibly utilising this for the secondary employment use.

New development should look to establish building lines along Slade Street and Star Lane, providing active frontages to enhance these routes. The scale of new development should respect the human scale of historic buildings along Fore Street, taking a contemporary approach to design, whilst using the influences of adjacent architecture to respond to the historic context of the allocation site.

Public access through the site to improve permeability and pedestrian routes between the town centre and waterfront should also be provided. This should also include a landscaped courtyard in the centre of the site around the listed walls of the Jewish burial ground to provide a setting in which the listed walls can be experienced, possibly incorporating some heritage interpretation and/or public art relevant to the Jewish history of Ipswich.

This site is within the urban core and area of archaeological importance (IPS 413) and previous archaeological evaluation and limited excavation has revealed Anglo-Saxon and Medieval

remains in particular (IPS 639, 371,372, 358). There is outstanding post-excavation work under IP/11/00267} and further work would be needed across the site. There is potential for archaeological remains of possible national significance. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the scope of required assessment, the principle of development and to inform design. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.

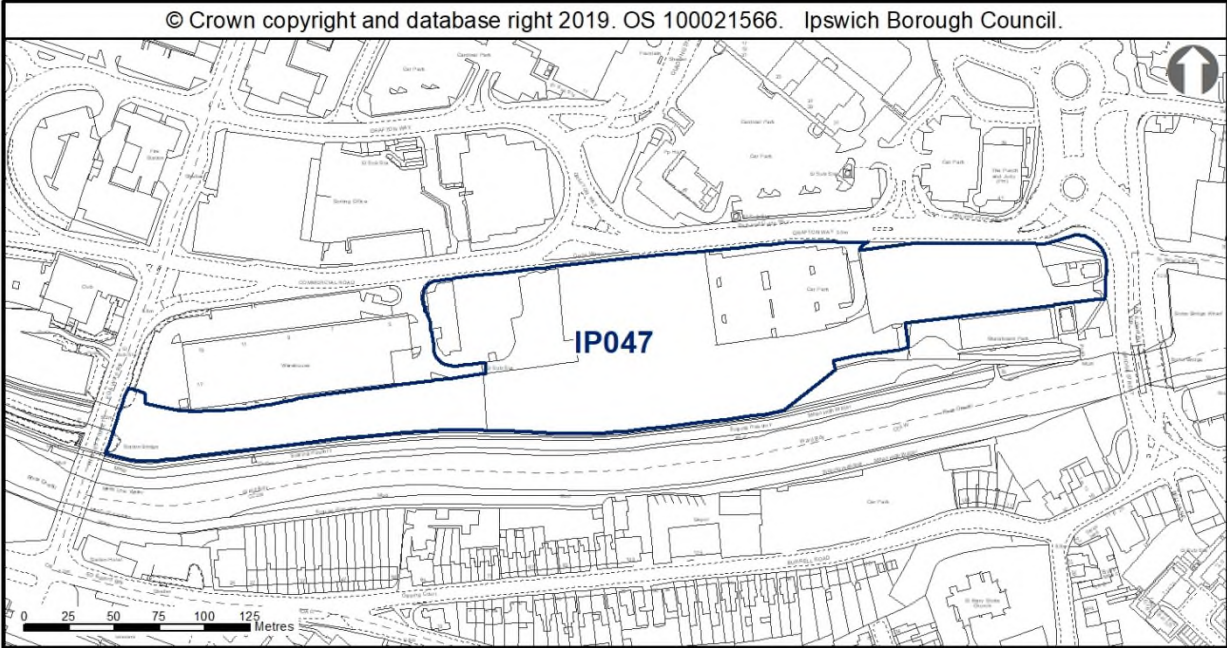
A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Although this site is currently of low wildlife value, the older buildings could support bats and consequently further surveys are recommended. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site Ref: IP047 Land at Commercial Road**

**Site area: 3.11ha**



**Allocated Policies SP2 & SP6**

Use(s)		Indicative capacity
Primary	Residential	173 (55dph on 80% of site based on pending application 19/00148/OUT)
Secondary	Hotel/ Leisure/ Retail  Public open space and enhanced river path on the southern boundary	Min 15% of the site to form public open space and enhanced river path – 0.5ha

**Adopted Plan 2017**

As above

**Current use**

Temporary car park, vacant land

**Development constraints/issues**

Adjacent to Area of Archaeological Importance.

Previous planning permissions (e.g. 08/00953/FUL) have had a condition attached requiring archaeological investigation, which could include archaeological monitoring and recording of initial groundworks with contingency for fuller archaeological recording if deemed necessary; recording the remaining railway features; checking whether any trace of the dock tramway survives; and a palaeoenvironmental sampling strategy.

In a Flood Zone and adjacent to an AQMA. Possible contamination.

Contains trees protected by a TPO (an application for tree works may be required).

Adjacent to the river which forms a continuous green corridor and ecological network and is a County Wildlife Site. Public open space provision should be sited on the southern boundary to enhance the existing wildlife corridor. A survey for reptiles is recommended prior to any vegetation clearance and if present they should ideally be retained within existing habitat on site, or on enhanced habitat adjacent to the site. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

FP61 (River Path) is recorded abutting most of the southern edge of the site. The developer should ensure there are high-quality cycle and pedestrian links through the site which help connect the Princes Street Bridge area to the Waterfront area.

Development principles for the River and Princes Street Corridor, within which this site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area F').

A transport assessment will be needed for this site due to its scale, location and the proposed uses, and it may identify the need to contribute towards significant off-site highway mitigation, depending on the detail of the scheme.

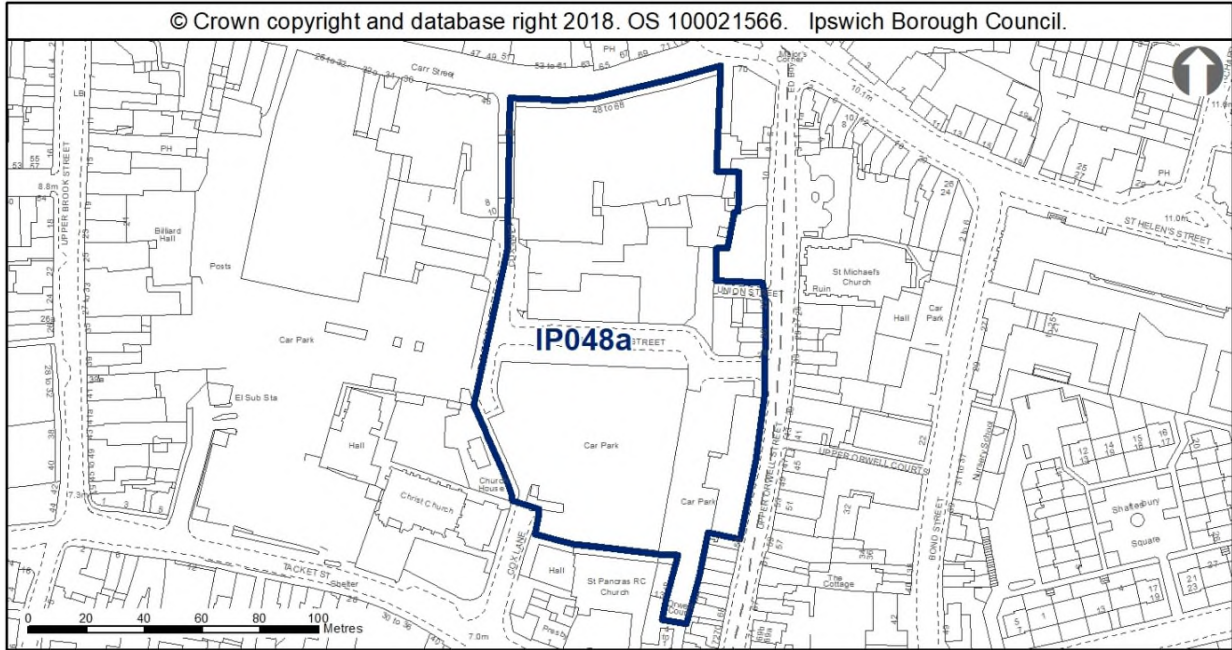
The site is expected to require improvements to the existing water supply and foul sewerage networks to enable development.

Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping and River Orwell, for example through the provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities, where practicable.

Development must take account of the River Corridor Buffer (10m) where no development should take place, wherever practicable.

**Site ref: IP048a (UC051) Mint Quarter / Cox Lane East Regeneration Area**

**Site area: 1.33ha**



**Allocation Policies SP2, SP6, SP7 & SP17**

Use(s)		Indicative capacity
Primary	Primary School  Amenity green space & short stay multi-storey car parking 40%	-
Secondary	Residential 40%	53 (100dph on 40% of the site)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

60% Residential – 72 dwellings

Amenity green space & short stay multi-storey car parking 40%

**Current use**

Surface level short stay car parking, vacant shops

**Development constraints / issues**

Short stay parking for shoppers needed and the provision of public open space within the site, however part of these could span Cox Lane into the west part of the site also. A development



brief for the whole site (east and west of Cox Lane) will be prepared but development may come forward incrementally.

The identification of the north part of this site for a primary school has replaced the adopted Local Plan allocation IP258 as part of the Education Quarter.

Close to an Air Quality Management Area, possible contamination and TPOs on site or nearby (an application for tree works may be needed). The façade to Carr Street is locally listed. The site lies within an area of archaeological importance, contains a large scheduled monument and is adjacent to the Central Conservation Area, two grade II listed churches (Christ Church and St Pancras) and other listed buildings to the south.

Development principles for the Mint Quarter / Cox Lane regeneration area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies development plan document (see 'Opportunity Area C'). FP89 and FP241 are recorded along the western edge of site IP048a. Opportunities should be explored to see if a north-south cycling link can be provided between Carr Street and Tacket Street.

Much of this site is surface level car park which does not contribute to the appearance or general amenity of the area, nor does it encourage pedestrian footfall through the site. The sensitive development of this is therefore welcomed, and has the potential to enhance the setting of the Conservation Area. However as above, the site does fall within the setting of numerous listed buildings, with the surface level car parks reading as open space and so the introduction of development on this allocation has the potential to harm the historic environment, if not designed carefully and with regard to the surrounding heritage.

The buildings along Carr Street are heritage assets included on the Local List SPD, and should be retained and incorporated into development proposals if feasible. These buildings form an important gateway to the town centre, represent the growth and prominence of the Co-operative movement in Ipswich, as well as illustrate early 20th century architectural approaches to commercial development, being formed of four distinctive phases and designs. The removal of the heavy fascia across the front of these buildings would be encouraged, as would the sensitive replacement of the late 20th ground floor shop fronts.

The redevelopment of the site should look to improve views along Cox Lane and create a more welcoming pedestrian route from north to south. Removing the stepped pedestrian footbridge which overhangs Cox Lane between 46 and 48 Cox Lane would assist with this, as would a reduction in the scale of the footbridge between the later phases of the buildings, to open up views to the south. The mosaic to Cox Lane should be retained, or reused in the redevelopment of the site, if it can be removed without causing damage.

Proposals should look to establish a legible layout which will encourage pedestrian access though the site, continuing Cox Lane through the site to reinstate this historic route. Development principles should also look to provide active building frontages which engage with Upper Orwell Street and Tacket Street. The scale of development should respect the existing scale of commercial and residential buildings around the allocation site, perhaps

taking a stepped approach to address the transition from town centre to periphery shopping areas of lower scale.

Development should look to reinstate the building line along Upper Orwell Street, respecting the existing scale of development. The existing terrace at 22-28 Upper Orwell Street should be retained and incorporated into the development of the site, taking opportunities to reinstate timber windows and provide shop fronts more sympathetic to the age and character of these buildings.

The site lies within the area of archaeological importance (IPS 413) and much of it lies within a scheduled monument relating to the Middle and Late Saxon town, preserved under current car parks (List entry No 1005983). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

There is also potential for nationally important archaeological remains outside the scheduled areas. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the principle of development and inform designs (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Excavations and interventions have taken place in parts of the site and revealed evidence for occupation and activity from the Middle Saxon period onwards - the rest of the site is undisturbed from modern development under car parks and is anticipated to contain rich and well preserved archaeological remains. Development would require full assessment prior to the granting of consent to any proposals - desk based assessment, building survey and field evaluation. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.

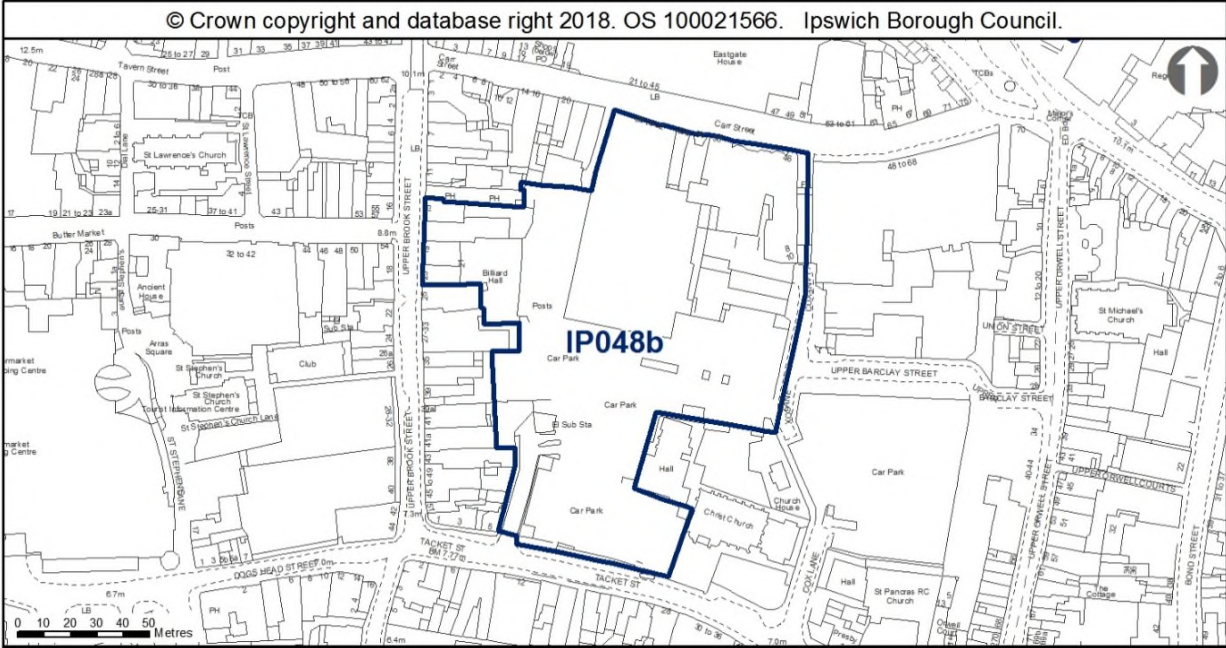
A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP048b Mint Quarter / Cox Lane West Regeneration Area**

**Site area: 1.34ha**



**Allocation Policies SP2, SP6, SP10 & SP17**

Use(s)		Indicative capacity
Primary	Retail Short Stay Car Park Open Space	4,800sqm
Secondary	Residential	36 (90dph on 30% of the site)*

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

Secondary Shopping Frontage Zone within the Central Shopping Area.

**Current use**

Surface level short stay car parking, vacant and occupied shops

**Development constraints / issues**

Short stay parking for shoppers needed and the provision of public open space within the site, however part of these could span Cox Lane into the east part of the site also. A development brief for the whole site (east and west of Cox Lane) will be prepared but development may come forward incrementally.

Close to an Air Quality Management Area, possible contamination and TPOs on site or nearby (an application for tree works may be needed). The site lies within an area of archaeological importance, contains a large scheduled monument and is adjacent to the Central Conservation Area, two grade II listed churches (Christ Church and St Pancras) and other listed buildings to the south.

Development principles for the Mint Quarter / Cox Lane regeneration area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies development plan document (see 'Opportunity Area C'). FP89 and FP241 are recorded along the western edge of site IP048a. Opportunities should be explored to see if a north-south cycling link can be provided between Carr Street and Tacket Street.

Development should look to improve pedestrian permeability through the site, providing a north/south route through the site, whilst also enhancing the pedestrian thoroughfare from Upper Brook Street. In this regard, development should look to provide active and engaging frontages to the pedestrian routes across the site, addressing existing development whilst also being contemporary in appearance, with thoughtful design influenced by the setting of the allocation site.

Proposals should look to respect the scale of existing development of 2-3 storey development along Upper Brook Street and Tacket Street, with the possibility of increasing the scale of development towards the centre of the site around the existing late C20th Co-op building. If the late C20th Co-op building is proposed for retention, then improvements to the external appearance of this building should be included in the redevelopment scheme.

The open space should be incorporated into development proposals, and should look to improve the setting of Christ Church and its associated hall and vicarage. The design of this space could be informed by the archaeological excavations which would be required prior to the development of this site, perhaps including interpretation and/or public art to illustrate the archaeological significance of the area.

The site lies within the area of archaeological importance (IPS 413) and much of it lies within a scheduled monument relating to the Middle and Late Saxon town, preserved under current car parks (List entry No 1005983). Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

There is also potential for nationally important archaeological remains outside the scheduled areas. Detailed early pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the principle of development and inform designs (e.g. to allow for preservation in-situ of deposits or appropriate programmes of work). Excavations and interventions have taken place in parts of the site and revealed evidence for occupation and activity from the Middle Saxon period onwards - the

rest of the site is undisturbed from modern development under car parks and is anticipated to contain rich and well preserved archaeological remains. Development would require full assessment prior to the granting of consent to any proposals - desk based assessment, building survey and field evaluation. Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.

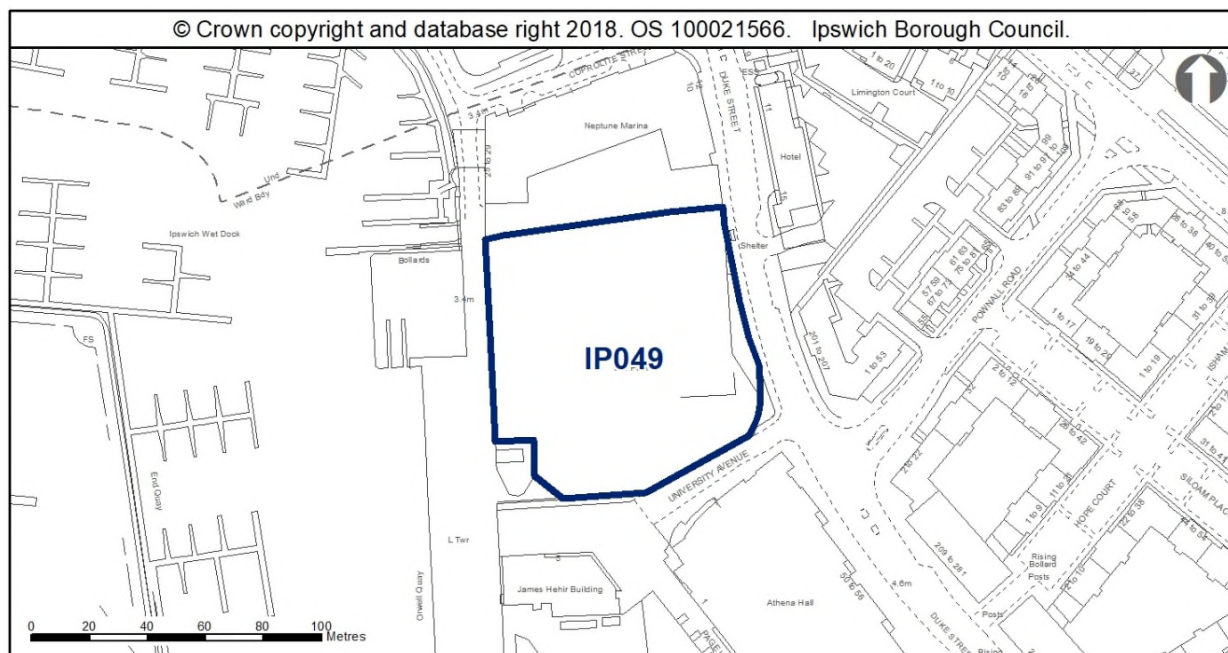
A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP049 (UC052) No. 8 Shed, Orwell Quay**

**Site area: 0.76ha**



**Allocation Policy SP12 and SP17**

Use(s)		Indicative capacity
Primary	Education / Waterfront uses  Public long stay car parking	-  -
Secondary	Ancillary uses to university (e.g. GP surgery)	-

**Adopted Plan 2017**

As above

**Current use**

Temporary surface level long stay car parking.

**Development constraints / issues**

Within a flood zone, close to an Air Quality Management Area and there may be contamination. It is adjacent to the Wet Dock Conservation Area. RB36 is recorded along the site's western boundary.

Although not located within the Conservation Area boundary, the site does contribute to the setting of the Conservation Area, with views of the waterfront across the site being obtained from Dock Street. Development of this site therefore has the potential to affect the character and special interest of the Wet Dock Conservation Area, and therefore requires careful consideration.

Development should look to make a positive, bold architectural statement, continuing the contemporary design influences of the nearby University of Suffolk building, to create an interesting, intriguing, landmark building which would draw pedestrian movement around the waterfront.

The development of this site should look to respect the existing scale of development, with taller building elements onto the Waterfront, and then stepping down towards Duke Street. Elevations should be sure to address Neptune Quay, University Avenue and Duke Street, providing active frontages which engage positively with the street scene. The public realm surrounding the allocation site should be high quality and encourage pedestrian movement between the waterfront and Duke Street.

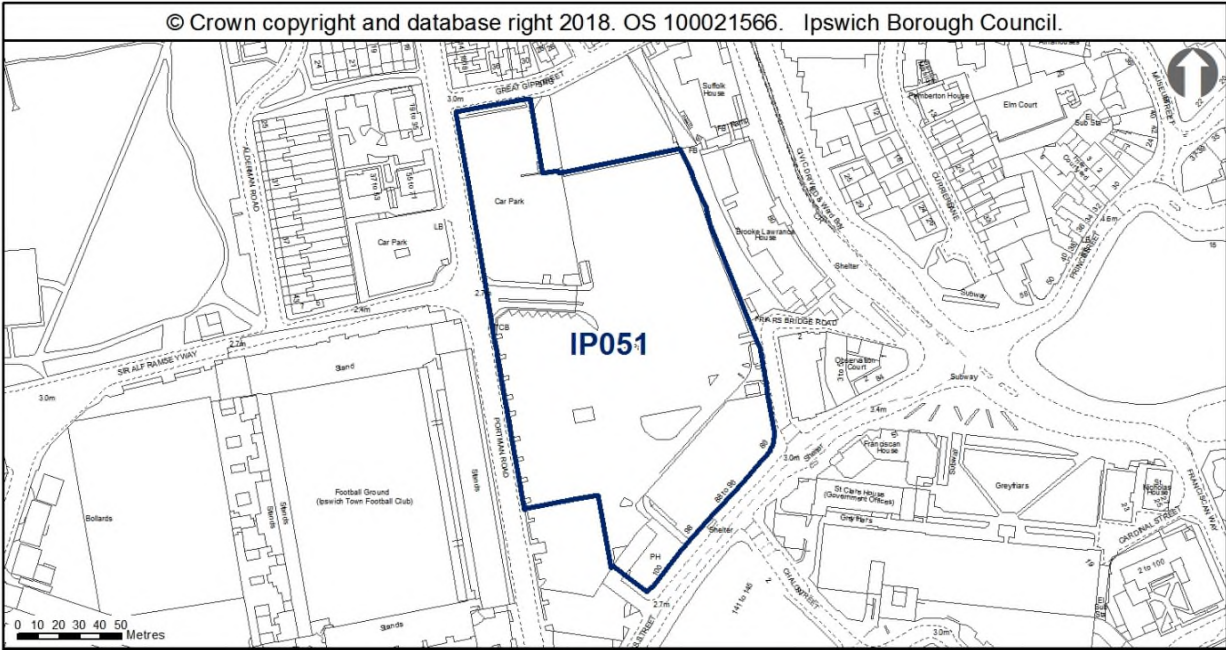
A multi-storey car park in this location could be acceptable, however would need to be of a high quality design, finished with quality materials so that the structure is a feature building which contributes positively to the character of the area, and of a height which would not dominate the scale of existing development.

The site is within the Area of Archaeological Importance (IPS413). This site has potential for evidence relating to exploitation of the foreshore from the Middle Saxon period onwards, as well as potential for remains relating to medieval and post-medieval shipyards. Buildings on the site should be assessed. Detailed early pre-application discussions with Suffolk County Council Archaeological Service would be required to agree the scope of required assessment and to ensure that archaeological mitigation can be factored in to project designs.

Development must take account of the River Corridor Buffer (10m) where no development should take place, wherever practicable.

**Site ref: IP051 (UC054) Old Cattle Market, Portman Road - South**

**Site area: 2.21ha**



**Allocation Policy SP5 & SP17**

Use(s)		Indicative capacity
Primary	Offices (B1a)	20,000sqm
Secondary	Hotel / Leisure (and possible long stay car parking)	-

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Local Plan**

As above.

**Current use**

Surface level long stay car parking, vacant former car showroom, vehicle repair workshop.

**Development constraints / issues**

There may be a need to provide replacement car parking on site before the site can be redeveloped and/or this may be accommodated at the site on West End Road (IP015). Possible contamination and in a flood zone. Development principles for River Corridor and Princes Street Corridor Opportunity Area, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies plan (see 'Opportunity Area F'). They include creating a new townscape of well defined blocks east of Portman Road.



This allocation site is principally surface level car parking located to the east of Portman Road, and to the rear of buildings along Civic Drive. The site is in a transitional area between the town centre and river valley, located adjacent to Ipswich Town Football Club. There is an increase in topography to the north of the site, with land to the north being covered by the Burlington Road Conservation Area, views of which can be seen from Portman Road, in particular the rears of domestic properties along Dalton Road, and the prominent spire of the International Church on Barrack Corner.

New development should look to continue the existing building line along Princes Street, providing buildings of a high quality design and appearance which would contribute to the character of Princes Street corridor, and make a positive architectural statement to welcome visitors to the town centre when approaching from the train station.

Improvements to the public realm should also be incorporated into development proposals, and should also look to improve pedestrian permeability east/west through the site, perhaps providing a pedestrian link across the site between Sir Alf Ramsey Way and Friars Bridge Road.

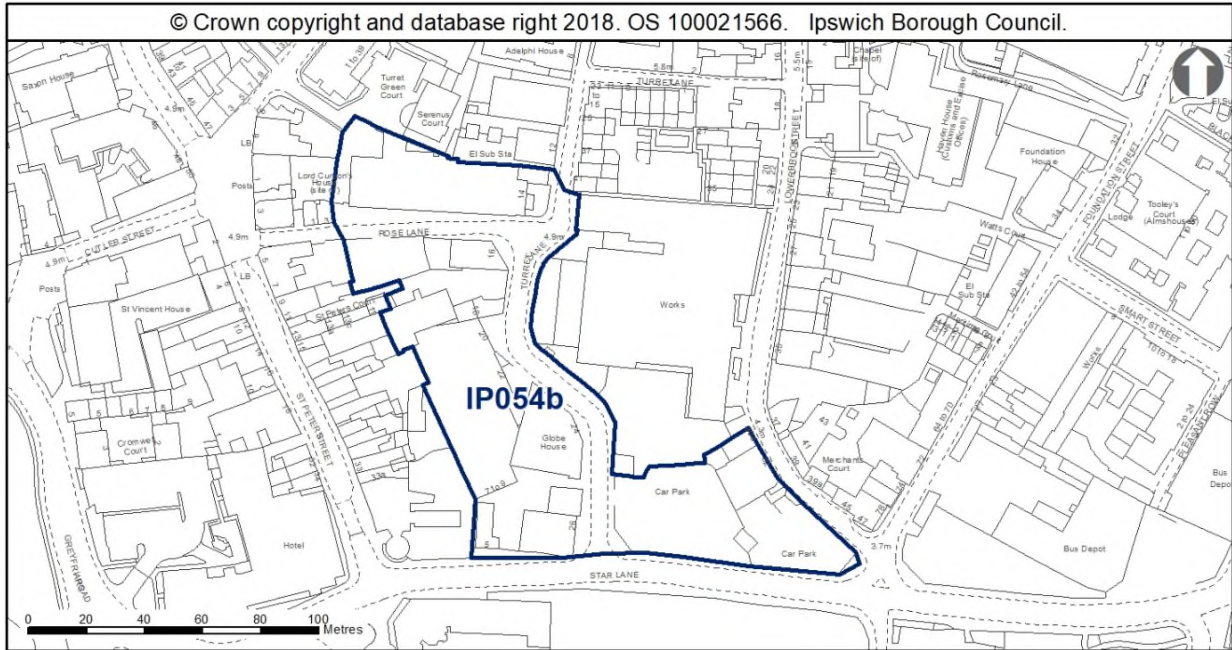
The Bobby Robson Statue is located in this allocation site, and development would need to carefully consider the relocation of this statue, with regard to the football ground. The scheme could perhaps incorporate a public space or plaza along the Portman Road frontage which would provide the statue with a planned setting, which would improve the surroundings in which the statue can be experienced.

Ancillary to the B1 use of this allocation site, secondary uses such as bars and eateries could be accommodated, possibly around the public space at ground floor, providing residential/office accommodation above.

In terms of archaeology, this site has potential for palaeo-environmental and waterlogged remains. There may be potential for waterlogged remains relating to the waterfront, and Friar's Bridge (IP260). A desk-based assessment should be undertaken, with an appropriate level of field evaluation that is informed by its results.

**Site ref: IP054b (UC057) Land between Old Cattle Market & Star Lane**

**Site area: 1.08ha**



**Allocation Policies SP2**

Use(s)		Indicative capacity
Primary	Housing	40 (60dph on 60% of site)
Secondary	Small scale retail  Electricity sub-station	Some individual units up to 200sqm – subject to Core Strategy policy DM32

\* lower than policy minimum assumed due to locational characteristics

**Adopted Plan 2017**

Larger site allocated incorporating the former print works. As above but residential 28 dwellings and possible public car parking included.

**Current use**

To the west of Turret Lane, various employment uses, car parking. To the east of Turret Lane, car parking.

**Development constraints / issues**

The site is within or close to an Air Quality Management Area and part within a flood zone at the southern end of the site. There are TPOs on site or nearby (an application for Tree Works may be needed). The site is also within an area of archaeological importance, partly within the

Central Conservation Area, contains a scheduled monument and two grade II listed buildings (30A and 32 Lower Brook Street). The site is flanked by the rest of the Central conservation area and several listed buildings, with two grade II\* churches to the south.

Whilst much of this area is not located in the Conservation Area, the allocation site nonetheless is located in the setting of the Central Conservation Area, responds to several historic ranges and outbuildings along St Peters Street, and located on land of archaeological significance. The application site is thus in a historically significant location, contributing to the setting of heritage assets, as well as being in a prominent position in the historic north/south route onto Turret Lane.

Development should look to respect the domestic scale of existing architecture along St Peters Street, and should allow breathing space between these listed buildings and new development. The winding nature of Turret Lane should be incorporated into development proposals, and should reveal the design of the scheme as users turn the corner of Turret Lane, and be of a high quality design which would help link the town centre and the waterfront.

The corner of Star Lane and Turret Lane should look to introduce a landmark building to provide interest to the street scene. The adjacent cylindrical building at the junction of St Peters Street and Star Lane serves as an example that a landmark building need not necessarily be tall or overscaled.

Development should introduce a frontage to Star Lane, although must have regard for the highly graded listed buildings to the south, and incorporate the trees which are covered by TPOs in the eastern corner of the allocation site at Star Lane. This area could perhaps be a pocket of open/amenity space, which would allow for a break in new development and the listed buildings on Lower Brook Street.

If retail units are to be incorporated into the development of this allocation site, then perhaps focussing these along Rose Lane would be most appropriate, to continue the commercial character of St Peter's Street.

Redevelopment will be dependent on the intentions of existing businesses.

Development principles for the Merchant Quarter, within which the site is located, are set out in Chapter 6 of the Site Allocations and Policies development plan document (see 'Opportunity Area B'). They include, for example, a layout to relate to the historic street pattern and enhanced pedestrian linkage between the town centre and the Waterfront. It is a key principle for the development of this site that connectivity is built in to ensure linkages with surrounding development.

There is a need to protect land for an extension to the electricity sub-station or new provision within the site. The route of Turret Lane should be protected in development proposals.

This site lies within the area of archaeological importance (IPS 413) and contains a scheduled monument (split over two separate areas) relating to the Anglo-Saxon and medieval town of Ipswich (List Entry No 1005987). Parts of the area have been investigated (IPS 214), IPS 369,

and IPS 574). The latter found a wood-lined well with an assemblage of boar tusks, demonstrating good potential for the survival of wet and well preserved organic deposits. Scheduled Monument Consent (SMC) is a legal requirement for any development which might affect a monument either above or below ground level. Historic England administers the SMC application process on behalf of the Secretary of State for Digital, Culture, Media and Sport and should be consulted at the earliest opportunity to discuss the nature of the development. SMC is a separate process from the planning system.

There is also a potential for nationally important archaeological remains outside the scheduled areas. Detailed pre-application discussions with Suffolk County Council Archaeological Service and Historic England would be required in order to agree the principle of development and inform design (e.g. to allow preservation in-situ of deposits or appropriate programmes of work). Where development is accepted in principle, archaeological remains will be complex and important, and mitigation could involve significant costs and timescales.

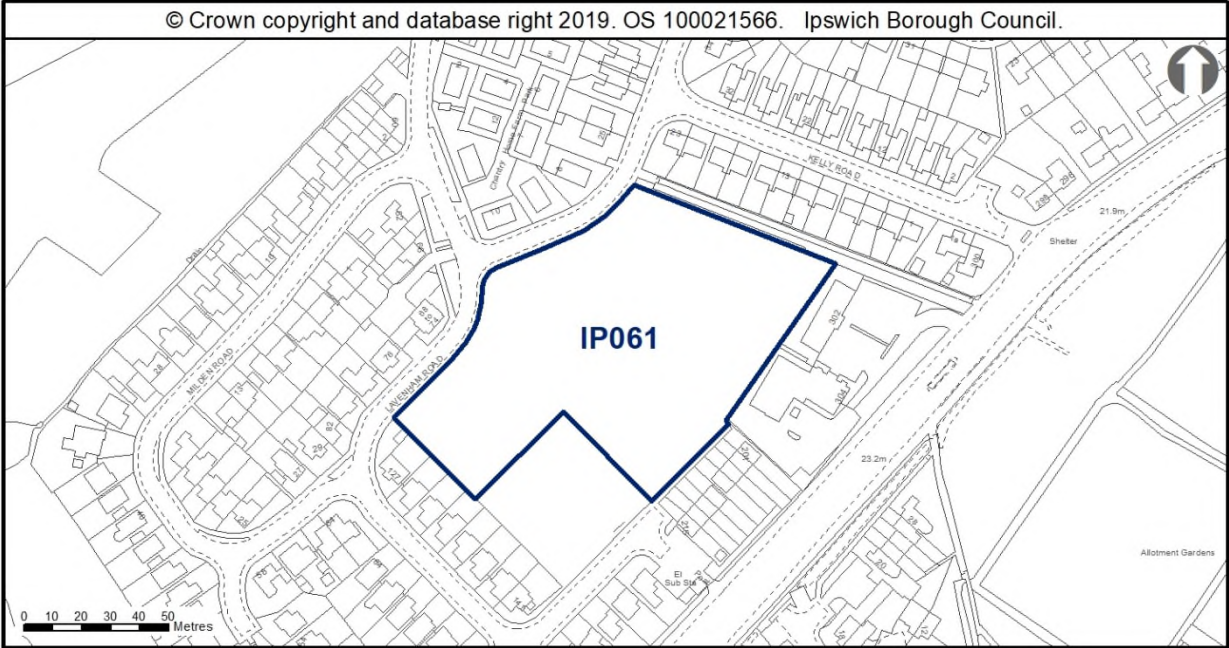
A transport assessment and travel plan will be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

Although this site is currently of low wildlife value, there is a potential risk that buildings could support bats and consequently an internal inspection by a suitably qualified ecologist is recommended, which will also encompass nesting birds. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP061 (UC064) Former School Site, Lavenham Road**

**Site area: 0.9ha**



**Allocation Policies SP2 & SP6**

Use(s)		Indicative capacity
Primary	Residential	23 (40dph on 60% of site*)
Secondary	Amenity green space (on 40% of site)	0.32ha

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

Larger site area (1.08ha) with residential capacity of 30 dwellings (40dph on 70% of site) and 0.32ha of amenity green space on (on 30% of site).

**Current use**

Open space.

**Development constraints / issues**

The site is no longer required for a new school. The site was identified through the Open Space Sport and Recreation Study (2009) as park and garden and is used for informal recreation. It was identified as a school site through the 1997 Local Plan. The proposal is that 70% of the site is used for housing to improve the remaining open space. The type of open space provision would need to be agreed with the Council’s Parks and Open Spaces Service.

Planning permission (18/00991/FPC) was granted and works have commenced on part of the site (0.18ha) for the development of four general needs housing units and four respite care units with staff and communal areas. Development of the site allocation (0.9ha) will need to ensure that it is compatible with this adjacent permission.

In terms of archaeology, this site is in the vicinity of a Bronze Age cremation (IPS017), and Roman and Iron Age finds (IPS 034, IPS 185). It has been subject to geophysical survey and some follow up test pits which identified areas of recent overburden but did not reveal major archaeological features. Trial trenching of this site should be carried out in order to further characterise archaeological remains. Evaluation should be undertaken early in the project management to allow mitigation and investigation strategies to be developed. Sparse remains might be anticipated.

It is also adjacent to the listed building Crane Hall – development will need to have regard to the setting of the listed building.

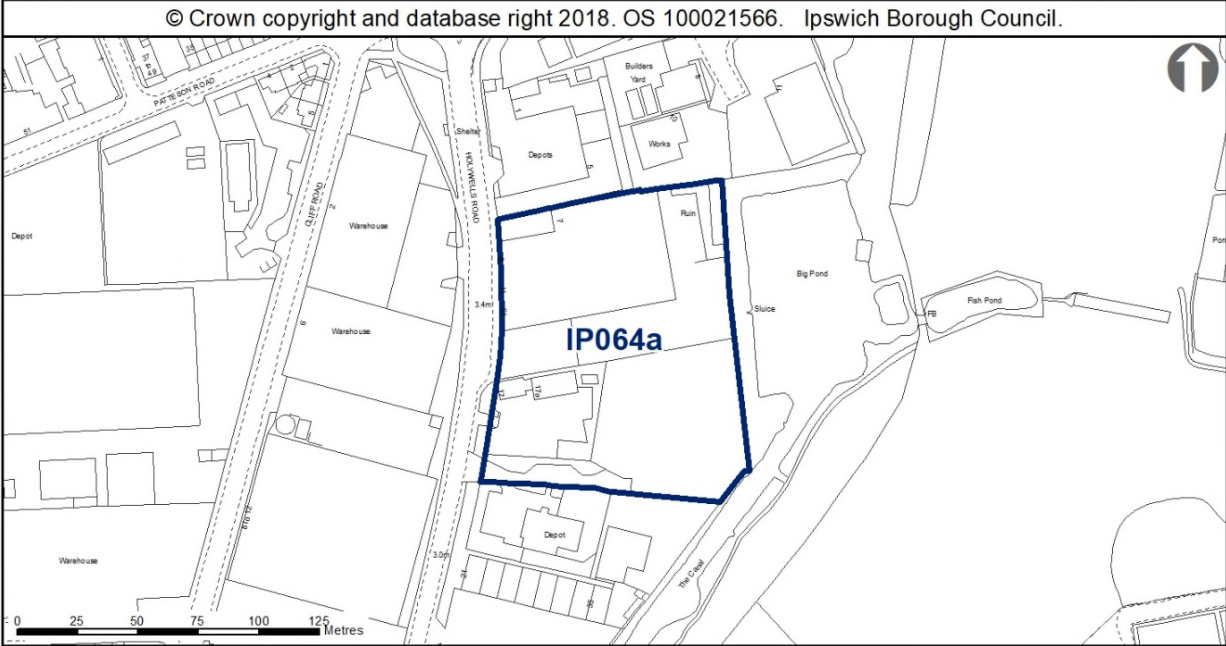
The proposed development should respect the scale and layout of existing residential development around Lavenham Road, and address the topographical changes across the allocation site to provide a distinctive development.

This site falls within the 91.4m height consultation zones surrounding Wattisham airfield, therefore any proposed structures which may exceed this height would need to be reviewed by the Ministry of Defence.

The site provides a valuable stepping-stone habitat between Chantry Park County Wildlife Site and Gippeswyk Park in combination with London Road Allotments. With sensitive landscaping there is the opportunity to improve the quality of this stepping-stone habitat through enhancement on the remaining on-site habitat. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the hedgerow and mature tree along the northern boundary. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

**Site ref: IP064a (UC064) Land between Holywells Road and Holywells Park**

**Site area: 1.2ha**



**Allocation Policies SP2**

Use(s)		Indicative capacity
Primary	Residential	66* (45dph on 100% of site)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

N/A – New site (2007 preferred options UC067 was a larger site put forward for 50% residential and 50% employment uses)

**Current use**

Offices B1(a) and B1(c) Light industry including vehicle workshop and car sales, ancillary retail.

**Development constraints / issues**

The existing non-residential uses are not opposed to relocating.

The site is within an existing Employment allocation (E11) and is among the mid-performing Employment areas within the borough. There are industrial uses immediately to the west of the employment area also proposed for residential use, with vacant land to the east. There are therefore no incompatible uses.

The allocation is within 250m of the access to the safeguarded minerals facility, rather than the facility itself. The relationship with the safeguarded facility would need to be considered as part of the masterplanning and design of the allocation.

Half of E11 is potentially contaminated and therefore a contaminated land assessment would need to be carried out as part of any development. Potential for indirect impacts from water contamination, particularly during construction. The area is within a County Wildlife Site.

Approximately 50% of the site is within Flood Zone 3, although there is potential to mitigate its impact.

This area covers the former site of Fountain Cottage, a fountain, and two ponds, as shown on historic maps, which also show earlier buildings. Documentary evidence suggests that there was a water mill on the site from at least 1580, and possibly earlier (county Historic Environment Record IPS 497). It would appear that the ponds were a continuation of a water management system now within Holywells Park. Historically, the site falls within the manor of Wyx Bishop. The history of the site and the relationship it has to Holywell's Park and the earlier medieval and 16th-18th century landscape should be understood. The impacts of more modern change and use are not known. Setting impacts on Holywells Park should be considered. Desk-based assessment should be undertaken ahead of any planning application, which will inform the nature and timing of any field assessment. Conservation of historic features may be appropriate.

Redevelopment to explore scope for additional access into Holywells Park.

This allocation site is an area of 20th warehousing located to the immediate west of Holywells Park Conservation Area, which bounds the site with a dense covering of mature vegetation to the east. The existing units and use of the site have little street scene or townscape interest, and the redevelopment of this site with a planned development would be welcomed.

Development should be of a domestic scale so as not to be visible in views out of the Holywells Park Conservation Area to the west. The development of the site should introduce an active and engaging frontage to Holywells Road, and should take a contemporary architectural approach in design and should look to borrow architectural influences from successful nearby residential schemes, such as the Patteson Road/John Street development to the northwest. A traditional grid layout would likely be more appropriate than a cul-de-sac.

The development of the site could look to provide a new pedestrian access to Holywells Park for members of the public entering from the west. This route would need to be integral to the design of the redevelopment scheme using hard and soft landscaping to direct users through the site and to the access.

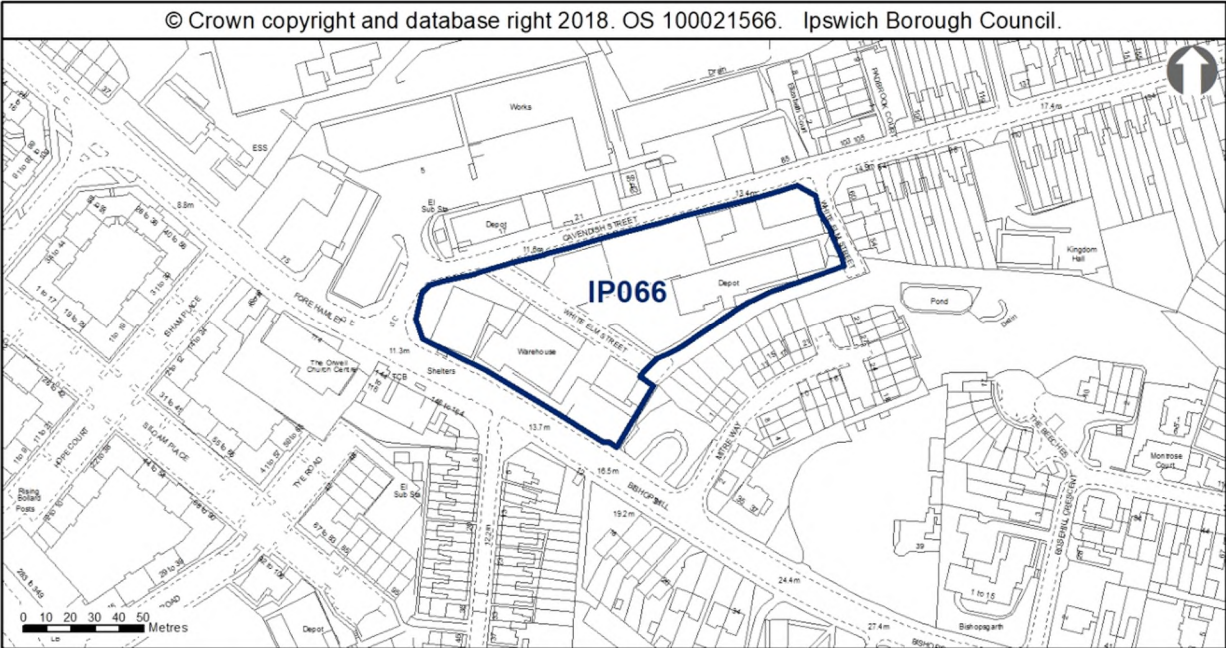
As the site is located adjacent to Holywells Park CWS the eastern boundary should be buffered from any development. There is an opportunity to strengthen the local ecological network by siting any new greenspace adjacent to the Park. Due to the proximity of the park, the lighting scheme should be designed to prevent light spillage into this area. Bats are particularly sensitive to increased light levels, so it is important to maintain dark corridors to support local ecological networks. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate. The site is in close proximity to the Stour and



Orwell SPA/ Ramsar site. Information to inform a project level HRA will be required to demonstrate that urbanisation impacts on the site are prevented.

**Site ref: IP066 (UC069) JJ Wilson, White Elm Street**

**Site area: 0.85ha (includes land adjacent to the east not previously included)**



**Allocation Policy SP2**

Use(s)	Indicative capacity
Residential	55 (65dph)

\* see Core Strategy policy DM23 for minimum and average densities.

**Adopted Plan 2017**

100% housing at medium density – 18 dwellings on portion fronting Bishops Hill only, land to the rear at Cavendish Street is a new site.

**Current use**

Warehousing, car park.

**Development constraints / issues**

Need to relocate the existing businesses first.

Possible contamination and close to an AQMA. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA. Any greenspace provision should be located at the north-eastern end of the site as this is closest the area of offsite, private seminatural habitat. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate. It should be

noted that Japanese Knotweed has been recorded on this site and this should be addressed as a matter of urgency to avoid any worsening of this and prevent spreading to other sites.

This allocation site comprises 20th century warehousing located to the east of the town centre, and bounded by dense, mature vegetation to the east, historically associated with Uplands Gate, a large listed dwellinghouse on Bishop's Hill.

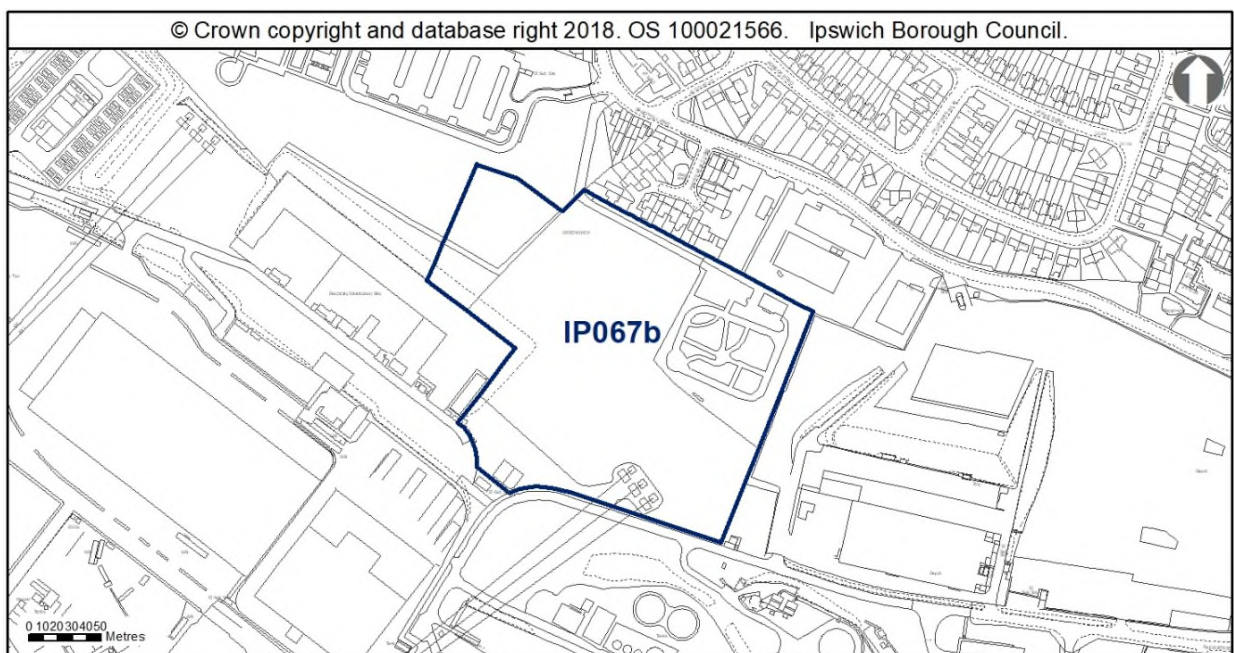
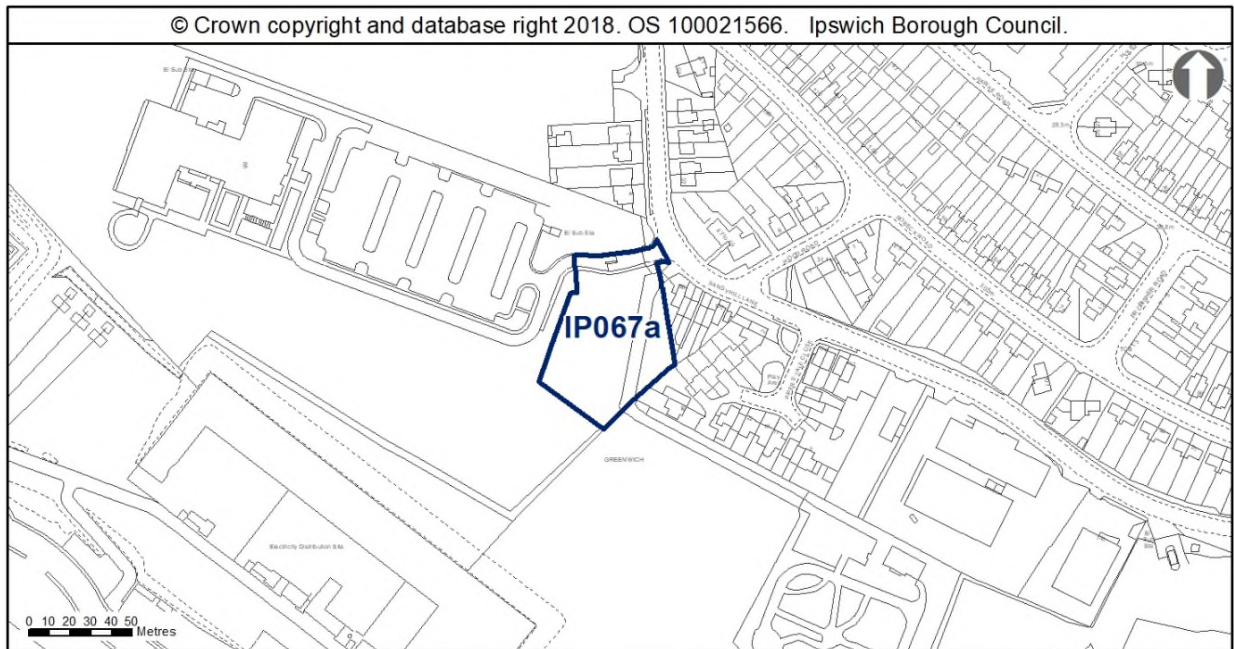
Before developed for warehousing, this allocation site was occupied by terrace housing along Cavendish Street, Bishop's Hill and around White Elm Street, which once formed a grid. Reinstating housing along the historic street pattern would be encouraged in the redevelopment of this site.

Adjacent dwellinghouses are principally laid out in terraces, and so rows of terraces would be recommended, or perhaps shorter rows of 4 units if continuous terracing could not be accommodated. A contemporary design approach would be encouraged, whilst still respecting the character of 19th century terracing which borders the site on Cavendish Street. In this regard, a red brick construction would be encouraged, however the masonry bond could be experimented with to provide textured brickwork to contrast the more traditional terrace design.

Proposals would need to consider the change in topography over the site, particularly along Bishop's Hill to the south east. Stepping the height of the units would help illustrate this topographical change.

**Site ref: IP067a & b (UC070) Former British Energy Site, Cliff Quay**

**Site area: 0.38ha Residential, 4.18ha Industrial**



**Allocation Policy SP2 & SP5**

	<b>Use(s)</b>	<b>Indicative capacity</b>
Primary IP067b	Industrial (B-Class) and appropriate employment-generating sui generis uses as defined through policy DM33	20,000sqm

Secondary IP067a	Residential	17 (45dph)
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\* see Core Strategy policy DM23 for minimum and average densities.

### **Adopted Plan 2017**

Allocated for industrial uses, 20,000sqm. Site has now been split

### **Current use**

Vacant former British Energy Site

### **Development constraints / issues**

Access constraints, odour from the sewage works, possible contamination and the site is within a Landfill Consultation Zone. It is adjacent to a County Wildlife Site, contains part of a Local Wildlife Site and forms part of the ecological network. An ecological and reptile survey will be needed prior to any vegetation clearance and mitigation where appropriate. The site is in close proximity to the Stour and Orwell SPA/ Ramsar site. Information to inform a project level HRA will be required to demonstrate that urbanisation impacts on the site are prevented.

In terms of archaeology, this site overlooks the Orwell, in a topographically favourable location in the vicinity of prehistoric sites, particularly of Palaeolithic date. There is no objection in principle to development but any permission will require a condition relating to archaeological investigation. A desk-based assessment is recommended in the first instance.

Water infrastructure and/or treatment upgrades will be required to serve the proposed growth or diversion of assets may be required.

Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

A transport assessment and travel plan will be required. Development of IP067b is likely to require signal control of Landseer road/ Sandyhill Lane as a means of mitigation. Toucan facilities in signals also represent an opportunity to improve sustainable access.

The site may be suitable for housing at the northern most end, adjacent to the existing housing granted in 1999 for the adjacent site on Pipers Vale Close. This is now fully built out.

The Valley Urban Characterisation Study SPD notes that existing industrial development has encroached on areas of former meadow and foreshore, and that it is important that future development improves access and provides open space and connections to the waterside.

IP067a would be more appropriate to residential development, so that the dwellinghouses will read in the context of existing residential units at Pipers Vale Close and Sandyhill Lane, and reflect the semi-detached layout of the surrounding area.

IP067b would be better suited to larger scale industrial uses. Opportunities for robust modern design which responds to the commercial heritage of the area should be encouraged. The provision of development with green roofs could assist in providing habitats for wildlife, whilst also help softening the often utilitarian character of industrial development, and also the outlook towards the river valley.

Opportunities to create sightlines through the site and across the estuary towards the Orwell Bridge should be incorporated into development proposals where possible.

Prior to any removal of vegetation or excavation, a preliminary ecological appraisal of the site, along with any required species specific surveys will need to be undertaken. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.