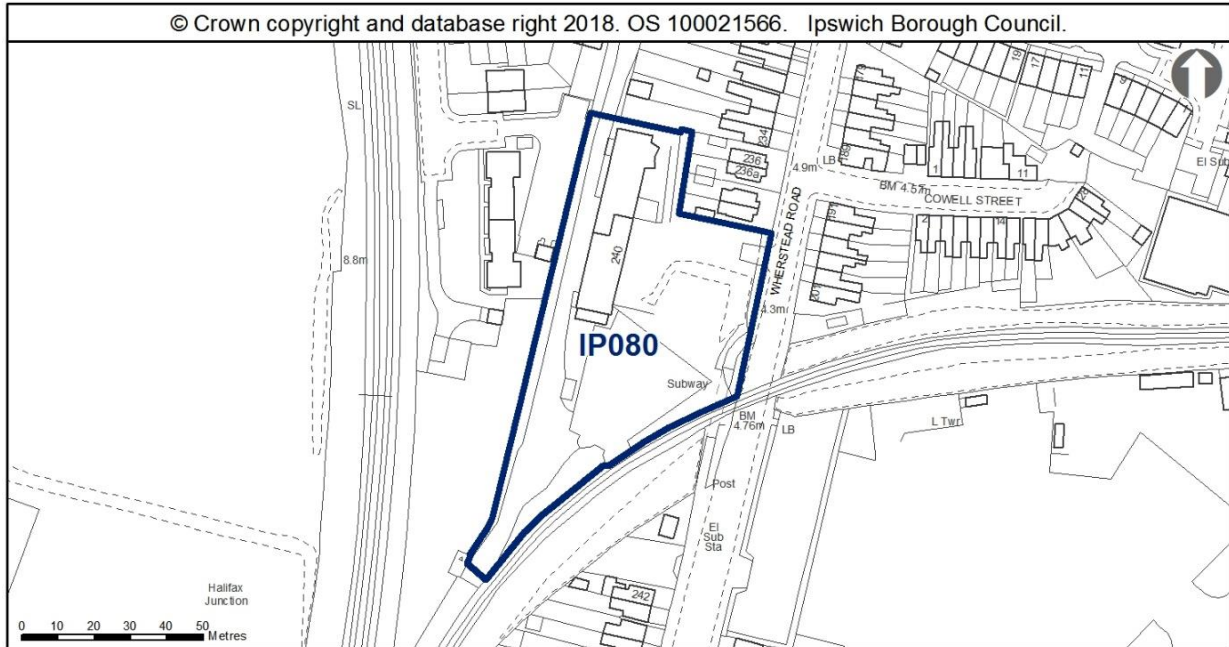


Site Allocations Plan Review: Appendix 3 – Site sheets (Part Two)

Site ref: IP080 (UC085) 240 Wherstead Road

Site area: 0.49ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	27 (55dph*)

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

Adopted Plan 2017

As above

Current use

Vacant land and buildings.

Development constraints / issues

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 layout should support the wildlife corridor function of the railway line. There is an opportunity to strengthen the local ecological network by enhancement of onsite habitats adjacent to this feature. As such any residential lighting scheme should be designed to prevent light spillage into this area. An ecological appraisal of this site should be undertaken prior to

any clearance of vegetation, along with any specific surveys highlighted in the report. These are likely to include, but not be limited to, reptiles, bats and badgers. Given the nature of the site this should also encompass the potential for invasive plant species. 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.

Possible contamination and adjacent to a flood zone. Also noise from the adjacent railway line. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

There is no archaeological objection in principle to development, but any permission may require an archaeological condition, subject to development details. This site is in the vicinity of Palaeolithic deposits, including the SSSI of the Stoke Bone Bed (IPS 163, IPS 468). It will require desk-based assessment in the first instance.

Development to explore the possibility of providing a pedestrian and cycle link through to Wherstead Road from the existing housing to the west.

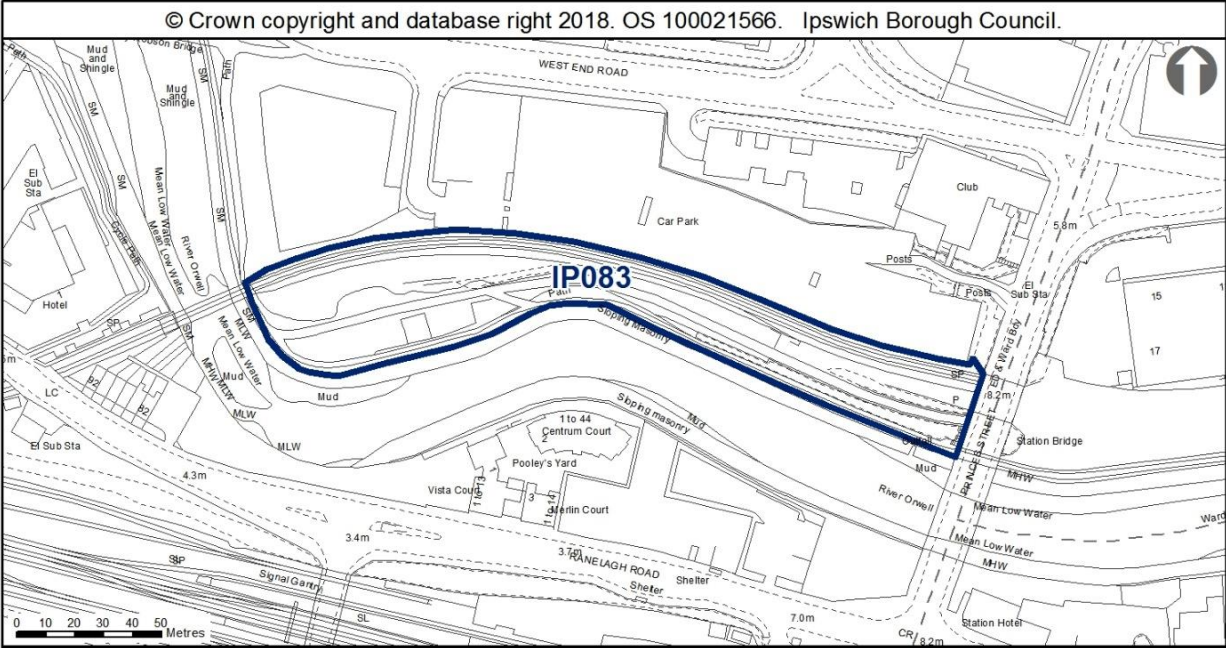
The site is close to uses which are safeguarded through the Suffolk Minerals Core Strategy. The allocation is within 250m of the access to the safeguarded minerals facility, rather than the facility itself. The relationship with the safeguarded facility would need to be considered as part of the masterplanning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

The site features a steep rise in topography from Wherstead Road, which would require careful consideration in the development of this site, to avoid the erection of buildings on site levels which would overshadow or dominate the existing development.

Development of this allocation site should look to improve the appearance of the subway, and the area of landscaping which surrounds it.

Site ref: IP083 (UC089) Banks of river upriver from Princes Street

Site area: 0.76ha



Allocation Policy SP6

Use(s)		Indicative capacity
Primary	Public open space	-

Adopted Plan 2017

As above.

Current use

River path, overgrown areas, disused railway tracks.

Development constraints / issues

The site is close to a County Wildlife Site (the River). A survey for reptiles is recommended if any suitable habitat is to be impacted by development. There is an opportunity to strengthen the local ecological network by encouraging further growth of scrub and grassland habitat in species poor amenity grassland areas offsite to the west. To achieve biodiversity net gain, the recommendations of the Ipswich Wildlife Audit 2019 could be incorporated, unless other means of biodiversity enhancement are appropriate.

Depending on the nature of groundworks, there may be a requirement for a condition relating to archaeological works on this land on the edge of the river.

The design will need to avoid light spillage in the river corridor.

A cycle path should be provided through the southern part of the site as part of a continuous path along the River Gipping. FP61 is recorded along the site's southern and western boundaries. In accordance with the aspiration to provide cycling along the River Path, the development should support the upgrade to BR or conversion to cycle track. Sections of the route may also need physically widening.

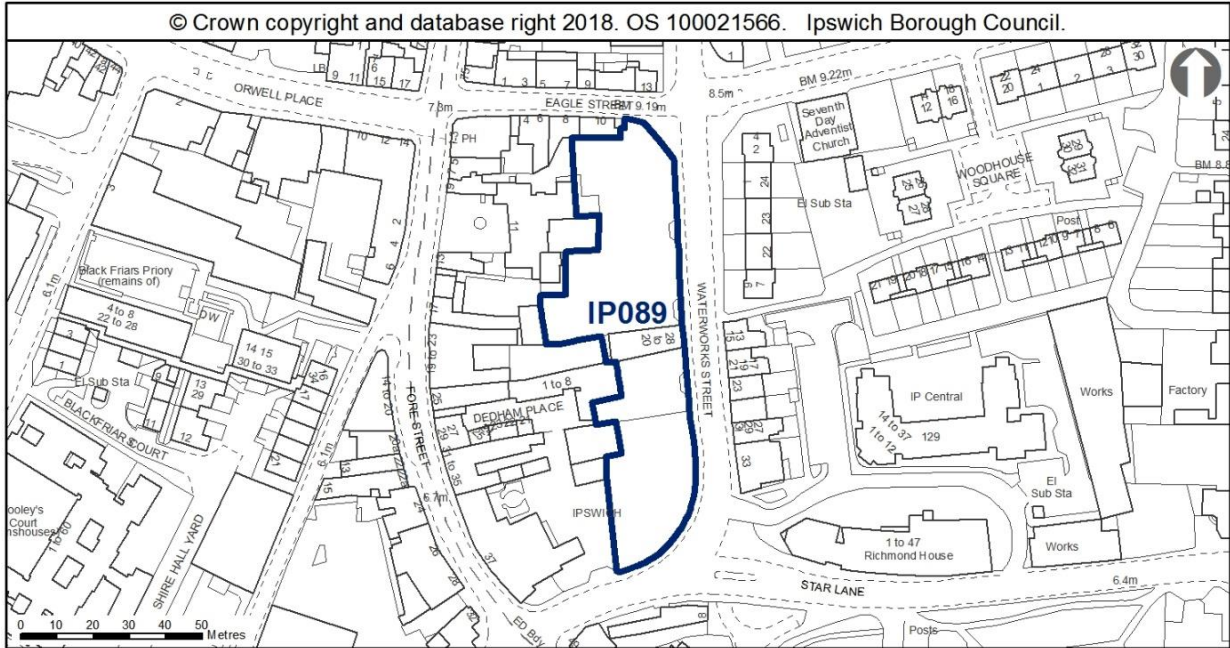
Replacing the retaining walls covered by graffiti in particular would be encouraged, whilst wider footpaths with improved lighting and access from Princes Street bridge would also be beneficial to the appearance and amenity value of the river path.

There is presently a piece a public art, The Navigator, which occupies the western section of the site, which would need to retained or moved to the lower river path, with the space around the public art landscaped to improve the experience of the sculpture.

DRAFT

Site ref: IP089 (UC096) Waterworks Street

Site area: 0.3ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	23 (90dph* less 5 existing houses)

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

Adopted Plan 2017

As above

Current use

Car park

Development constraints / issues

The site is partly within Central Conservation Area and adjacent to listed buildings. It contains a fragment of the Ipswich Ragged School, founded in 1849.

TPOs on site (an application for Tree Works may be needed), possible contamination and close to an Air Quality Management Area. May need to incorporate some parking at northern end of site to Co-op Education Centre. 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 a large area in the Anglo-Saxon and Medieval core and within 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.

Sections of this allocation site are located within the Central Conservation Area, with the excluded areas falling within the setting of the Conservation Area. The site includes the façade of the Boys Ragged School, a Victorian building, although this has been principally demolished and extended. The site is bounded to the west by the rear ranges of numerous listed buildings along Fore Street, and to the east 13-33 Waterworks Street, which is a grade II listed terrace.

More modern development generally exists to the east of the allocation site, and so this site is an important transitional area between the historic core of the town and the 20th century redevelopment of the edges of the town centre. Development proposals therefore must have regard for the sensitive historic context of this allocation site.

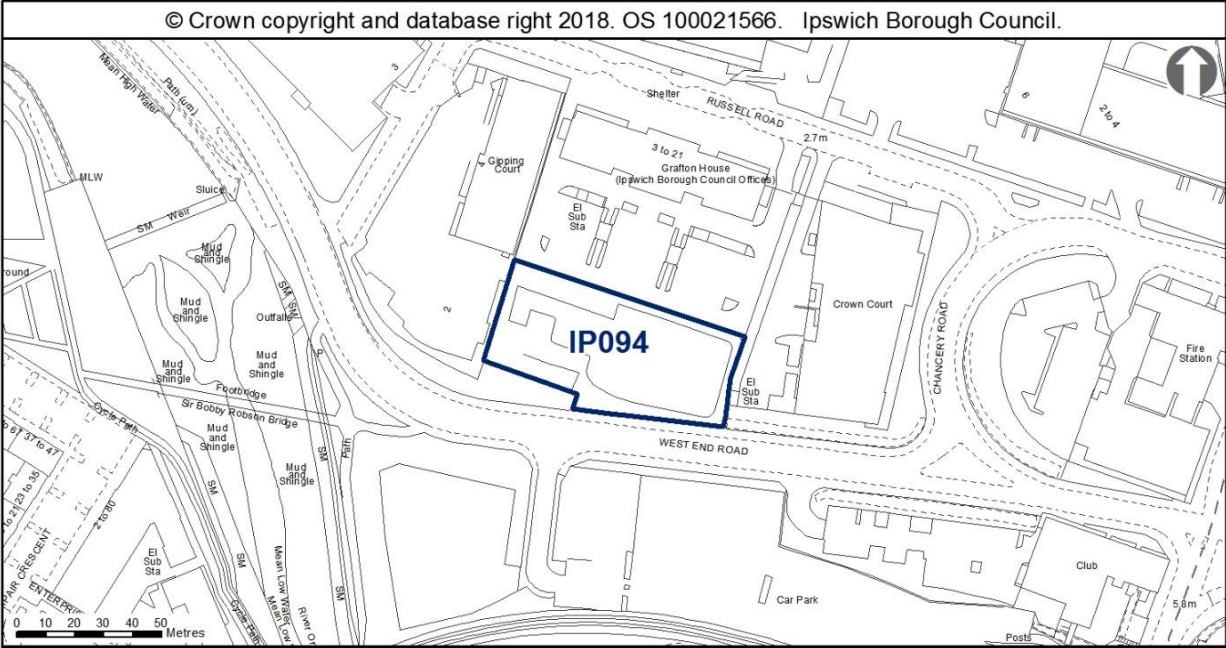
Development should look to reinstate a building frontage to Waterworks Street, respecting the 2-2.5 storey scale of surrounding development. The former ragged school should be integrated into development proposals, although a more modern design approach would be encouraged, perhaps using traditional materials in a more contemporary way. The north and south corner plots could both accommodate more of a landmark building to frame the development, however should still be of a scale which respects the scale of adjacent buildings, and historic character of the area.

Owing to the setback position of 11 Fore Street, and that the land to the east of this building has historically been undeveloped and used as the garden to the listed building, development around to the rear of this building requires particular attention, and should provide a respectable buffer to allow for breathing room between new development and the listed building.

Although this site is currently of low wildlife value, we strongly recommend the retention of the mature trees on site. In addition, the buildings could support bats and consequently further surveys are recommended. The lime tree should also be assessed for potential bat roosting features. 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: IP094 (UC104) Land to rear of Grafton House

Site area: 0.31ha



Allocation Policy SP5

Use(s)	Indicative capacity
B1a (office)	3,000sqm

Adopted Plan 2017

As above

Current use

Vacant site

Development constraints / issues

Access constraints, possible contamination, flood risk and there is a TPO adjacent to the site (an application for Tree Works may be needed). 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. An alternative link to Constantine Road should be investigated with a potential opening up of the West End Road/ Constantine Road junction to address possible access issues from West End Road. There is no archaeological objection in principle to development, but any permission may require a condition relating to archaeological investigation, depending on the nature of the groundworks.

This site is used as car parking and for the temporary storage of building materials, and is bounded to the south by hoardings and scrub. To the south east of this building is the grade II listed Paul's Maltings, prominent in the landscape owing to its long façade and kiln. Development of this site must therefore have regard for the setting of this listed building.

The development of this site should look to enhance West End Road with an active and engaging frontage, which reflects the contemporary character and appearance of the more recent introductions to the Portman Quarter area.

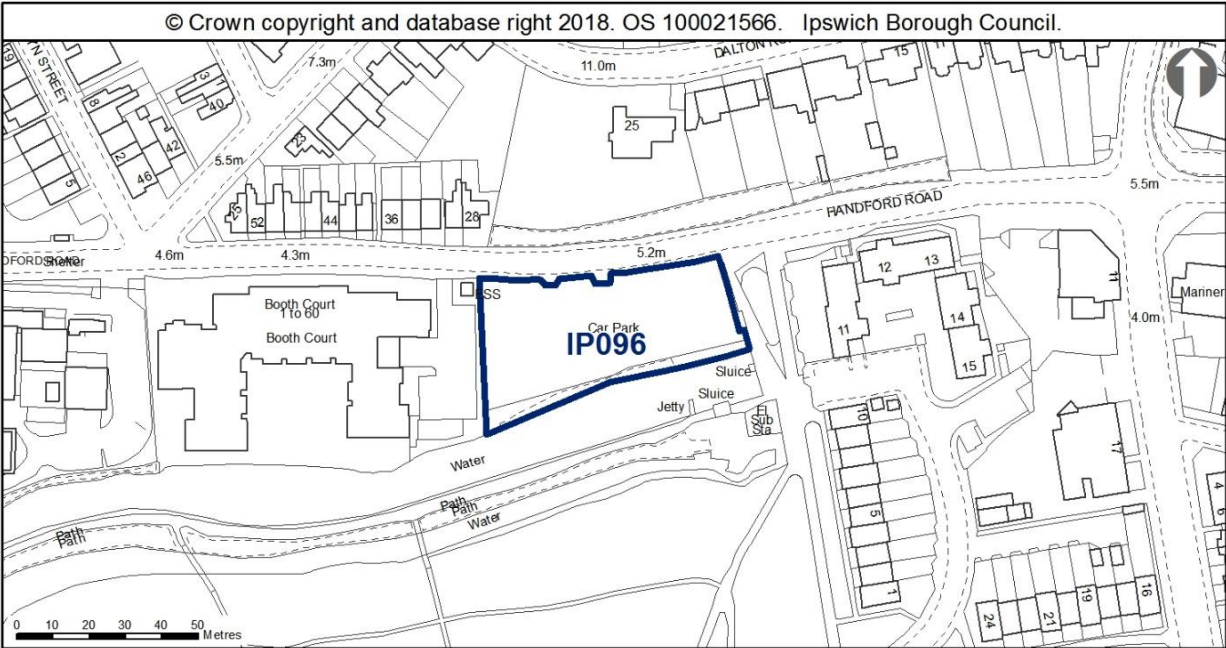
Parking should be concentrated to the rear of the site to allow the built development to have a greater street scene presence, rather than being set back by car parking.

Proposals should be sensitively designed to relate to Grafton House, so as not to completely obscure the outlook and appearance of this dual frontage building.

An ecology survey should be completed and submitted alongside an application for development.

Site ref: IP096 (UC109) Car Park, Handford Road East

Site area: 0.22ha



Allocation Policy SP2.

Use(s)	Indicative capacity
Residential	22 (100dph*)

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

Adopted Plan 2017

As above

Current use

Car park (temporary permission 18/00384/FUL).

Development constraints / issues

Within the Portman Quarter, housing densities should be high (Policy DM23) therefore the capacity has been increased. The development by McCarthy and Stone on the site to the west also suggests that high density may be appropriate here. Design and layout would need to support the wildlife corridor function of the canal which is also a County Wildlife Site and Local Nature Reserve. The site is part within the flood plain. There is also possible contamination on site. 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 Roman, Anglo-Saxon and prehistoric excavated sites. It has a high potential for archaeological remains. 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 opposite Burlington Road Conservation Area.

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

The site is located to the south of the Burlington Road Conservation Area, and is an important route when travelling into Ipswich from the west, marking the entrance to the more built up part of the town.

The north of Handford Road is generally well landscaped gardens associated with the large late 19th and early C20th dwellings built on Dalton Road, including the grounds of the grade II listed Firbank. The red brick boundary walls to the rear of the properties on Dalton Road run the length of Handford Road. The south side of Handford Road comprises more recent buildings, generally 3 storey apartment brick buildings. To the south of the application site is the canal and Alderman Road Recreation Ground. The site is bounded to the east by an area of public space which cuts through to the park, which is contemporary in its approach with a geometric central space and modern lighting scheme.

Development of the allocation site is welcomed, as a building would contribute to the street scene and infill an otherwise vacant plot.

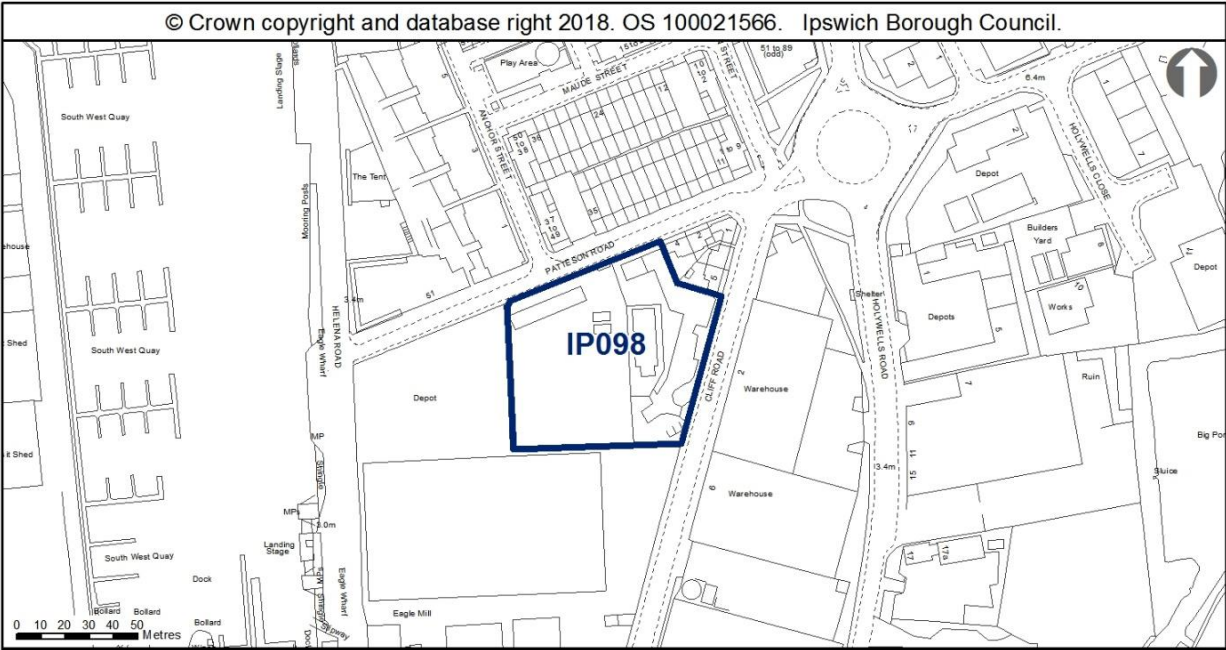
There is scope for a more contemporary design of landmark status on this site, particularly as the site occupies a prominent corner plot. The area of public space to the east lends itself to a more modern architectural approach in the design of the building. Care should also be taken to ensure that the proposed building addresses the elevation to the east onto Alderman Road which should contribute positively to the public space. A contemporary, expressive design would have a greater contribution to the street scene, and contrast the more regular designs of adjacent C20th architecture.

In designing the appearance and layout of the building, care should also be taken to utilise the canal to the south, addressing the canal with an expressive frontage which would be visible in views from the canal side walk.

New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, particularly the tree belt along the southern boundary adjacent to the Alderman Canal CWS. The trees along the southern boundary should be assessed for their potential to support bat roost. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

Site ref: IP098 (UC111) Transco south of Patteson Road

Site area: 0.57ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	62 (110dph DM23 higher end of range)

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

Adopted Plan 2017

As above

Current use

Gas governor.

Development constraints / issues

Need to relocate the existing gas governor first.

Flood risk, contamination and close to an Air Quality Management Area. Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

This site lies on the edge of the channel of the Orwell. There is potential for buried historic deposits. There is no archaeological objection in principle to development, but any permission will require a condition relating to archaeological investigation.

The site is close to uses which are safeguarded through the Suffolk Minerals Core Strategy.

This allocation site is located to the east of the Wet Dock Conservation Area, and to the west of the Holywells Park Conservation Area. The site currently holds low amenity value, with the western half containing the gas converter, and east used as a builders yard, and is bounded by a high brick wall.

The site occupies frontages onto Cliff Road and Patteson Road, with the corner of these roads being occupied by early 20th century ex-gas worker's cottages (which fall outside of the allocation site). To the north of the allocation site is a recent development which utilises traditional building forms, polychrome brick banding and timber weatherboarding which has introduced interesting architectural detailing to the area, which the development of this site should look to respond to. The use of masonry utilising textured and polychromatic brick bonds in the redevelopment of this allocation site would allow for the site to be distinctive whilst also relating to the existing development to the north.

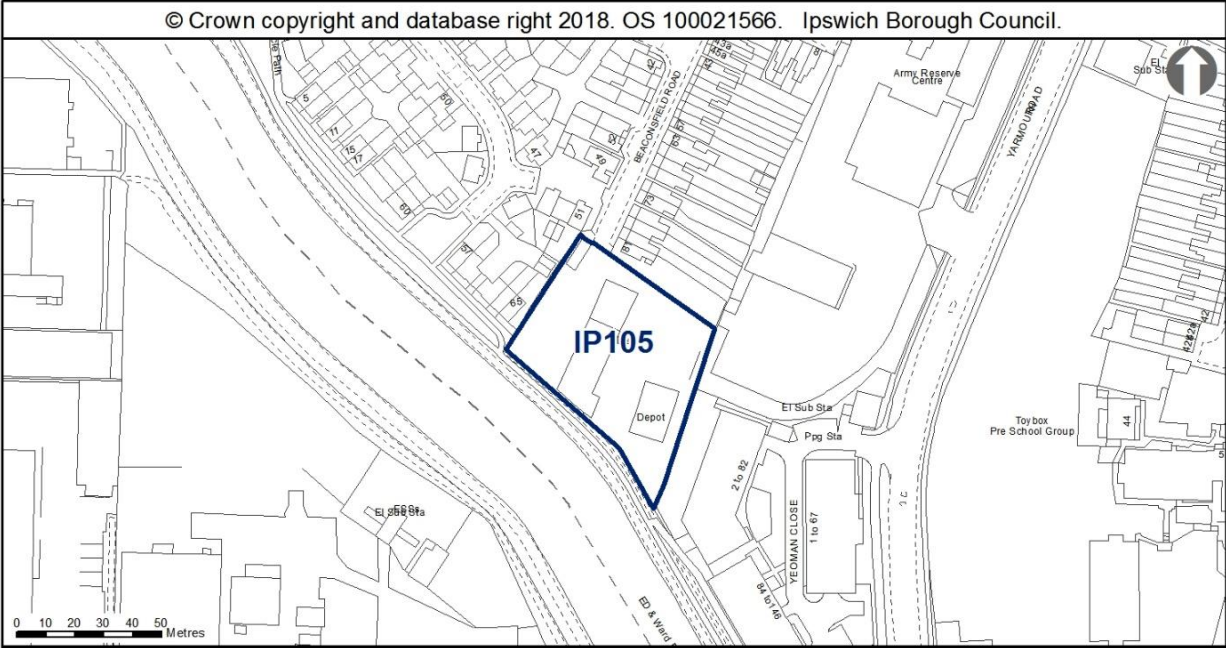
Proposals should ensure that new buildings have active elevations to both Patteson Road and Cliff Road which provide visual interest to the street scene, avoiding repetitive fenestration schemes and external finishes.

High quality design and finish of development is expected to respond positively to the character of the area, and enhance the setting of the adjacent Conservation Areas.

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: IP105 (UC129) Depot, Beaconsfield Road

Site area: 0.33ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	15 (45dph*)

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

Adopted Plan 2017

As above

Current use

Depot.

Development constraints / issues

Need to relocate the existing business first.

The site lies within a flood zone and a Landfill Consultation Zone. Possible contamination. The design and layout would need to address the river frontage and support its 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.

This site affects an area of archaeological interest, on land formerly in the low lying plains of the River Gipping. There is potential for palaeo-environmental remains to exist. Saxon remains were recorded at IPS 395 in a similar topographic location to the site, 250m to the west. There is no objection in principle to development, but any permission will require a

condition relating to archaeological investigation. A desk-based assessment in the first instance will establish impacts of past land use.

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 cycle path should be provided along the south west boundary of the site, linking with the existing riverside cycle paths to the north and south of the site.

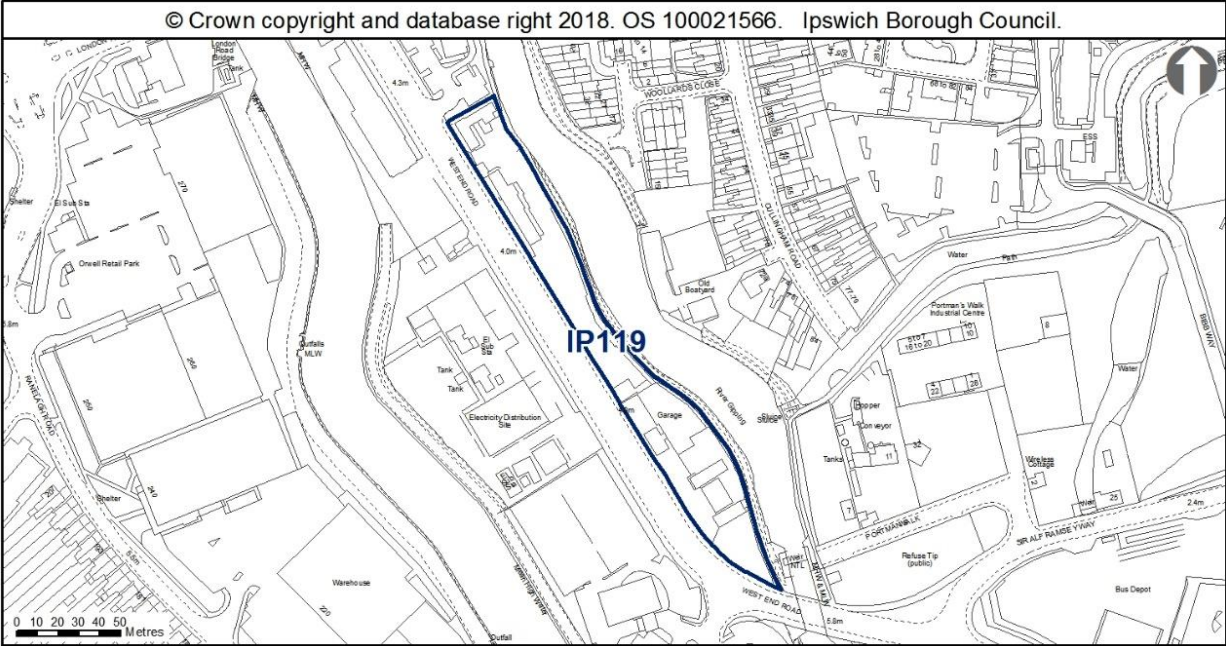
Development must take account of the River Corridor Buffer (10m) where no development should take place.

This allocation site is a depot located at the end of the principally residential Beaconsfield Road, an area of early 20th terraces housing to the east and more recent development to the west.

A residential use of this allocation site would be more in keeping with the character of the area, and should contribute positively to the streetscene, as well as provide an active frontage to the River Gipping, improving the southern boundary of the allocation site and its appearance from the river path.

Site ref: IP119 Land east of West End Road

Site area: 0.61ha



Allocation Policies SP2

Use(s)		Indicative capacity
Primary	Residential	28 (100dph on 45% of site)
Secondary	Leisure	40% of site
	Employment	15% of site

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

Adopted Plan 2017

N/A – New site (See Preferred Options 2007 UC199 for 100% medium density housing, 51 homes)

Current use

Car sales and vacant site.

Development constraints / issues

Residential capacity calculated on the basis of 45% of the site being developed to allow the layout to take account of substation opposite to the west and provide visual buffering. It is likely to come forward on the southern portion of the site. Development must address river frontage and enhance public access to the river. An indicative capacity of 40% of what is likely to be the central element of the site has been allocated for leisure use which is likely to be in

the form of a river-related activity given the ability to access the river at this specific location. 15% of the site is allocated for employment uses and this is likely to come forward on the northern-most part of the site.

A bat survey should be carried out before any works commence. If the site is left for any significant period of time so that the northern part of the site becomes more vegetated, then a reptile survey should also be undertaken. However, woody vegetation clearance must take place outside bird nesting season (March – end of August inclusive), unless immediately preceded by a nesting bird check undertaken by a suitably qualified ecologist. 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.

Depending on the nature of proposed groundworks, a condition relating to a programme of archaeological work may be applied to planning consents, with desk-based assessment and palaeoenvironmental assessment in the first instance.

Part of the site is located in Flood Zone 3 but benefits from flood defences. A Flood Risk assessment would be required for any new development on site.

Riverside cycle paths to the north and south of the site. For Development Guidelines see Opportunity Area G. FP62 is recorded running along the entire length of the site's eastern boundary.

Development must take account of the River Corridor Buffer (10m) where no development should take place. Development in this location should seek to enable greater recreational, leisure and sports use of the River Gipping, for example through the provision of 'portage' easy river access and facilities including possible canoe/ kayak/ boat storage facilities. Given the fairly static and relatively unclean quality of the water here, efforts to minimise refuse and food waste should be considered as part of this to make this section of the river more amenable to recreational and leisure use.

This site is partially vacant, with the southern area used for car showrooms and industrial uses. West End Road is an important arterial route into and out of the town, and so the comprehensive redevelopment of this site is encouraged, and should make a positive architectural statement.

Proposals should consider the long principal frontage onto West End Road, and avoid a single scale and repetitive approach to fenestration directly adjacent to the highway. A varied approach to design and scale should help break up the massing of the proposed development, utilising smaller scale modules, fenestration and a varied finish to provide a visually interesting scheme which would not dominate the street scene.

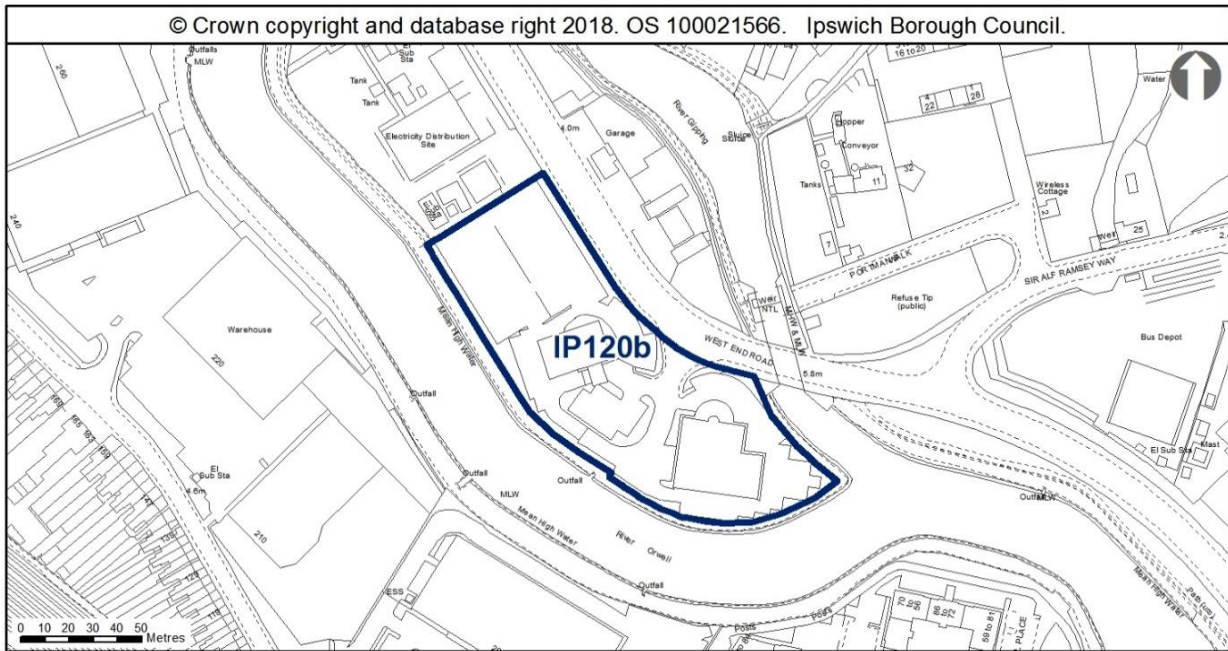
This site also backs onto the River Gipping Riverside Walk, and so development proposals should address this east elevation with an active and engaging frontage which contributes positively to the riverside walk and to the enjoyment of users of the river.

Development of this site should also look to incorporate biodiversity enhancements.

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Site ref: IP120b Land west of West End Road

Site area: 1.03ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	103 (125dph on 80% of the site)

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

Adopted Plan 2017

N/A – New site. Considered at Preferred Options 2007 site UC201 for 100% housing at medium density (57 dwellings).

Current use

Car showrooms.

Development constraints / issues

Existing uses would need to relocate.

Part of the site is located in Flood Zone 3 but benefits from flood defences. A Flood Risk assessment would be required for any new development on site.

Providing access to the river frontage, and relating well to nearby residential developments across the river will be requirements. For Development Guidelines see Opportunity Area G.

The adjacent River is a County Wildlife Site. It is also a key part of the Wildlife Network. There is an opportunity to strengthen the local ecological network by enhancement of onsite

habitats adjacent to this feature. The scrub along the river provides valuable habitat for birds and as much as possible should be retained. Further bird surveys should 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. Potential contamination on the site. 80% of the site assumed available to allow the layout to visually buffer the nearby substation.

Depending on the nature of proposed groundworks, a condition relating to a programme of archaeological work may be applied to planning consents, with desk-based assessment and palaeoenvironmental assessment in the first instance.

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

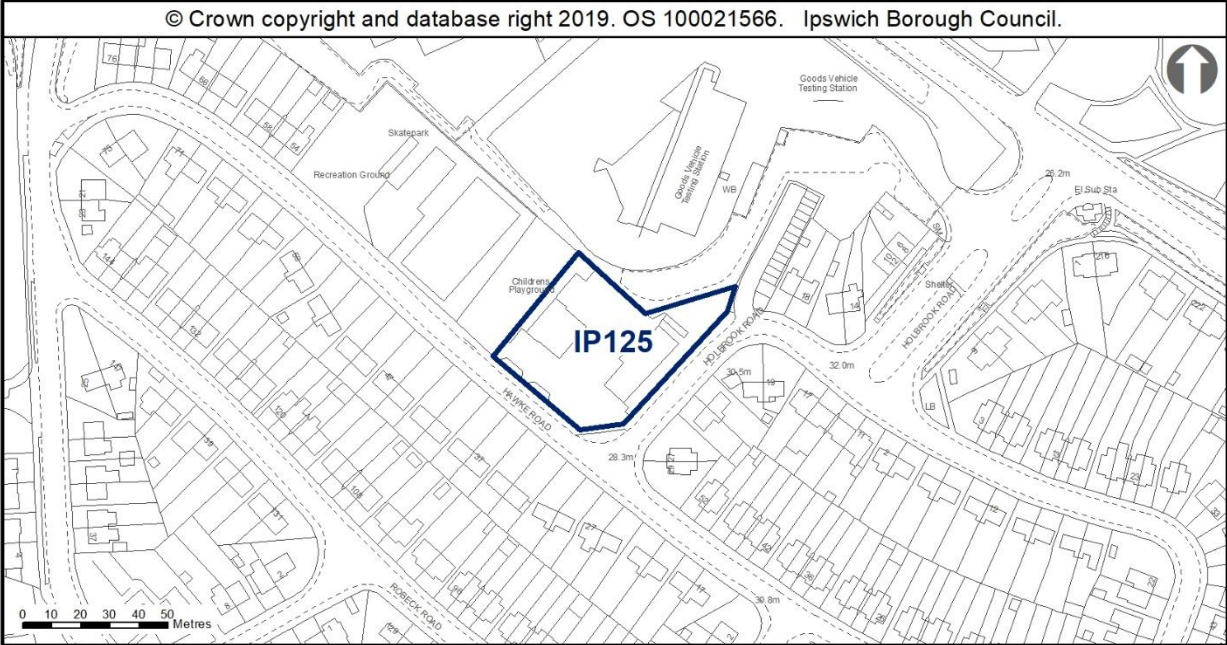
The allocation site has the potential for a contemporary landmark residential development at the southern point where the two rivers meet. Proposals would need to address both principal frontages, maximising the relationship with the River Orwell. The repetitive design and single volume massing of the flats opposite on Ranelagh Road should be avoided, with a more bespoke approach design approach being employed for this landmark site.

The electricity substation should be integrated into development proposals and be screened by a well-designed enclosure so as not to detract from the residential development of the allocation site.

A scheme should look for opportunities for biodiversity enhancements and provide a riverside walk along the Orwell to provide an island loop for pedestrian access.

Site ref: IP125 Corner of Hawke Road and Holbrook Road

Site area: 0.25ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	15 (60dph)

* see Core Strategy policy DM23 for minimum and average densities

Adopted Plan 2017

N/A – new site

Current use

The site is currently leased for business use, but this lease is coming to an end, providing an opportunity for the site to come forward for residential use.

Development constraints/issues

Land to the rear has been granted permission for use as a builder’s yard, therefore it is important that existing boundary trees are retained to the rear and supplemented, and consideration is given to noise reduction measures if required.

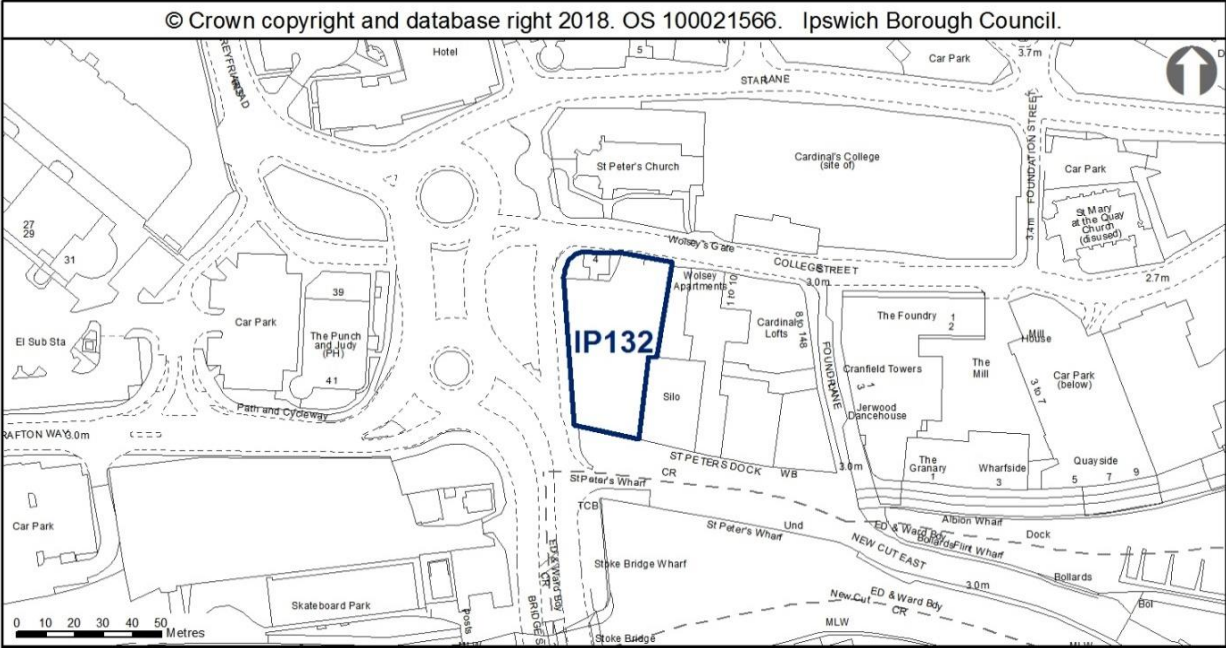
New Planning Regulations require that the biodiversity connected with the site should be increased by 10% and that this is incorporated into any biodiversity statement and landscaping scheme connected with site development. Site development will require contribution to upgrading the adjacent play area to the site.

The site may be subject to site contamination connected with previous site uses which will require further investigation.

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Site ref: IP132 Former St Peter’s Warehouse, 4 Bridge Street

Site area: 0.18ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	73 (high end of high density range expected)
Secondary	Offices (B1a) Leisure / Retail (small scale)	Subject to layout of site - assume commercial uses on 2 lower floors

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

Adopted Plan 2017

As above

Current use

Temporary car park.

Development constraints / issues

The site contains the grade II listed No. 4 College Street and lies within an area of archaeological importance and the Central Conservation Area. It is located adjacent to the Wet Dock Conservation Area and close to, and within the setting of, the grade II* listed Church of St Peter and the scheduled monument of Wolsey’s Gate.

The site lies in an area of archaeological importance (IPS 413), on the Anglo-Saxon and medieval waterfront of Ipswich. This site potentially represents that last surviving section of

'early' waterfront. There is high potential for archaeological remains of possible national significance, such as important waterlogged remains and the potential remains of bridges dating from at least the 10th century.

Detailed early pre-application discussion 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 and important and mitigation could involve significant costs and timescales.

The site is within Flood Zones 2 and 3 and within the Air Quality Management Area.

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

This allocation site includes the grade II listed 4 College Street, which has been on the County's Buildings at Risk Register for a considerable period of time. Development of this site which would facilitate the repair and reuse of 4 College Street is therefore encouraged, and proposals for the development of this allocated site should include a comprehensive scheme of repairs for this building.

In designing a scheme for this allocation site, attention should be paid to its sensitive location, which not only includes the grade II listed 4 College Street, but also sits to the immediate south of several highly significant heritage assets including the grade II* listed St Peter's Church, grade I and Scheduled Ancient Monument of the Gateway to Wolsey's College, the grade II 1-5 College Street. In addition, the site is located within the Central Conservation Area, adjacent to the Stoke Conservation Area and the gateway to the waterfront and Wet Dock Conservation Areas. This allocation site is thus in a particularly sensitive position, and development on the site will have the potential to affect the significance of numerous heritage assets through introducing development within their setting. As such, a sensitive approach to design, scale and massing would be required in the development of a proposal.

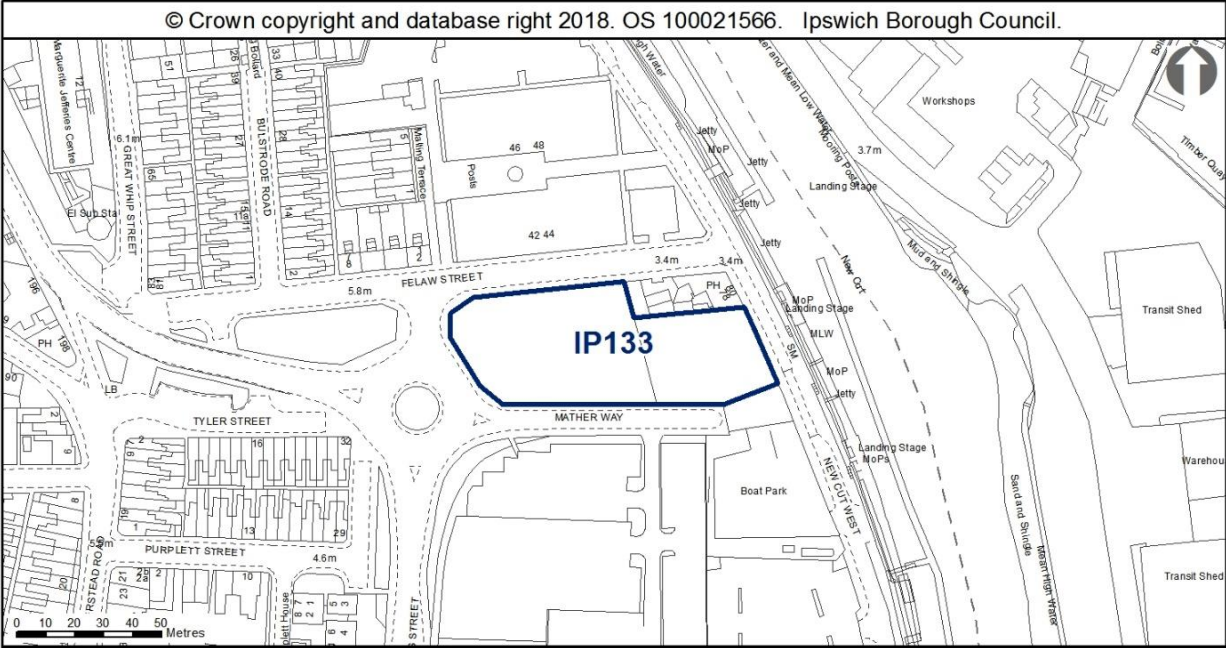
A smaller scale development to the north of the site onto College Street would be encouraged, to reinstate an active frontage which would respect the scale of the 1-5 and 4 College Street. The development could then increase in scale southwards towards the waterfront. Any future proposals should also offer 4 College Street breathing space, and avoid overdevelopment which would give the listed building a contrived curtilage, or being dominated by over scaled development to the south.

The scheme should present active frontages which address the west elevation, as well as those which would front onto College Street and the waterfront, and make a positive architectural statement acting as a landmark development which signals the gateway to the waterfront.

Development of this site should also consider the heritage and design comments provided on the allocated site references IP136 and IP035.

Site ref: IP133 (N/A) South of Felaw Street

Site area: 0.37ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	45 (120dph based on 10/00418/VC for 47 dwellings expired Feb 2014 & pre-application discussions)

DM23 Adopted Plan 2017

As above

Current use

Grassed area.

Development constraints / issues

Site previously had permission for 47 flats and ground and first floor commercial uses B1, A3 and retail with underground car park (now lapsed). Site lies within the Ipswich Waterfront in Flood Zones 2 and 3.

This site is located adjacent to the River Orwell CWS. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme. Greenspaces should be interlinked to provide functional ecological corridors for a range of species and as much as possible they should connect with wider offsite ecological networks, particularly the River Orwell CWS. 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 adjacent to the Wet Dock Conservation Area. The grade II listed Felaw Maltings is also located to the north of the site, occupying a prominent position on the west bank of the waterfront, whilst adjacent to the maltings is the 1914 Wm Paul Tenement Trust row of cottages. The site also wraps around the Steamboat Tavern, an early 20th century public house, which is also within the Wet Dock Conservation Area.

This site lies close to Anglo-Saxon remains (IPS 683, IPS 230) and within 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.

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

On-site open space provision will be required in accordance with policy DM6.

The site is close to uses which are safeguarded through the Suffolk Minerals Core Strategy.

Development principles for the Island Site (incorporating part of the 'Over Stoke' area) are set out in chapter 6 of the plan (see Opportunity Area A).

A contemporary design approach for the development of this site would be encouraged, taking design influences from the modern architectural precedent from recent development along the west bank of the waterfront.

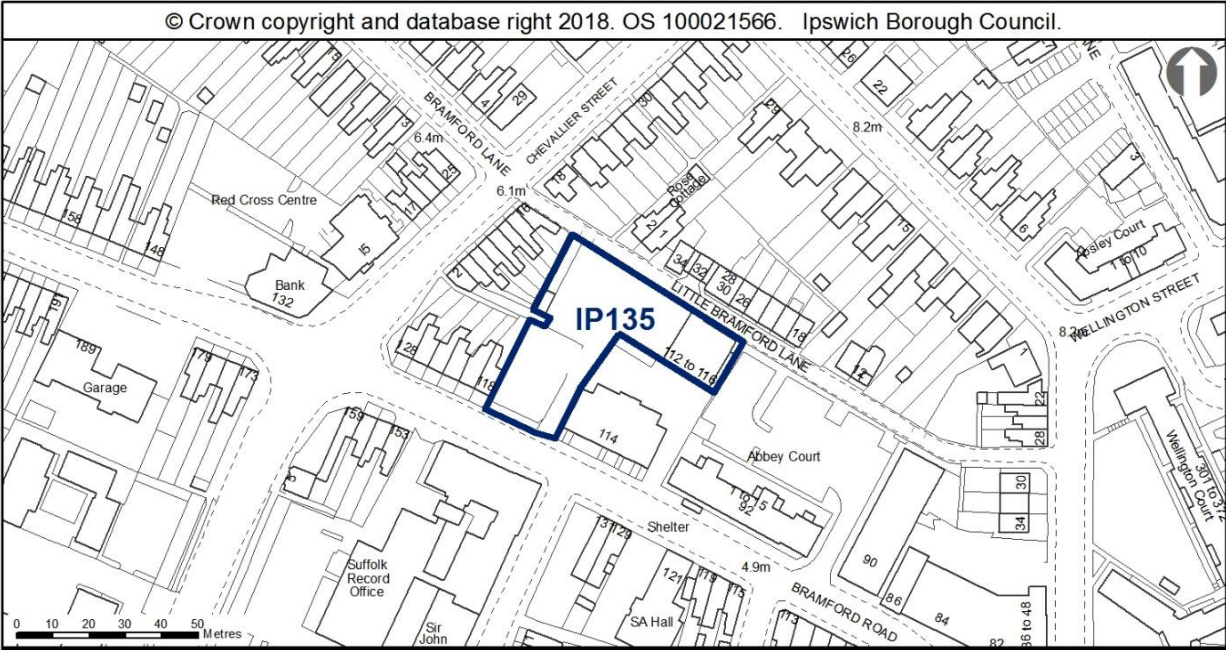
A bespoke approach to design of development on this site will be required, to both respect the height of the Steamboat Tavern which the site wraps around, whilst also being of a scale and design which has a presence which contributes positively to the appearance of the Wet Dock, visible in views across the Conservation Area. Perhaps a stepped approach to the scale of development to break up the massing of development would assist with this. If the scheme were to include a modest tower element, then perhaps the indicative housing density could be increased.

Development must also respond to the grade II maltings to the north, and be of an appropriate scale so as not to provide a tunnel effect to Felaw Street, nor harm the significance of the listed building through the introduction of development which would compete with the maltings' prominence.

The design of new development should also address Mather Way and the roundabout to the west with a distinctive, landmark design which contributes positively to the street scene and setting of the Wet Dock Conservation Area.

Site ref: IP135 (UC 250) 112-116 Bramford Road

Site area: 0.17 ha



Allocation Policy SP2

Use(s)		Indicative capacity*
Primary	Residential	19 (110dph based on location within Local Centre)

* see Core Strategy policy DM23 for minimum and average densities

Adopted Plan 2017

As above

Current use

Car sales

Development constraints / issues

No requirement for archaeology. Previous monitoring revealed disturbance and clean sands.

Opposite a listed building.

TPOs on the site (an application for tree works may be required). Possible contamination.

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

This allocation site is located opposite the grade II listed Suffolk Record Office on Bramford/Gatacre Road, a 19th century former school building with prominent street frontages utilising polychromatic brickwork with decorative terracotta detailing. The allocation site also includes TPO hornbeams along the Bramford Road frontage of the site.

Development of this allocation site should provide a frontage to Little Bramford Lane, as well as Bramford Road with expressive facades which contribute positively to the street scene. The design and layout of the buildings should reflect the linear layout of adjacent development, whilst the scale should reflect the existing domestic scale of adjacent terraced housing.

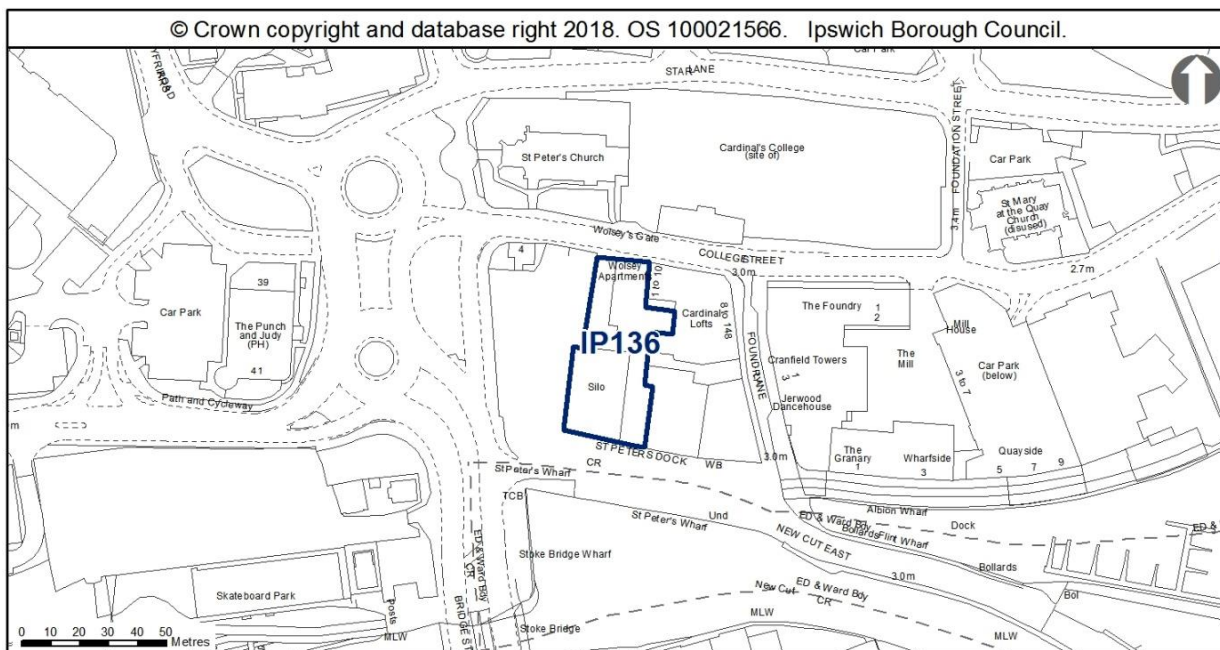
The TPOs to the front of the site will need to be integrated into the design proposals, ensuring that any new development along Bramford Road has an attractive outlook.

A contemporary design approach would be welcomed, perhaps interpreting the architectural influences of the Suffolk Record Office, particularly with regard to masonry and decorative/textured brickwork bonds to provide visual interest to the proposed development.

DRAFT

Site ref: IP136 (UC251) Silo, College Street

Site area: 0.16ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	48 (assumed 10 storey building with c. 6 flats per floor and commercial on lower two floors)
Secondary	Offices (B1a) / Leisure / Retail (small scale)	Scale of office and leisure accommodation subject to layout of site Some individual retail units up to 200sqm – subject to Core Strategy policy DM32

Adopted Plan 2017

As above

Current use

Vacant building, temporary car park.

Development constraints / issues

Access constraints, Air Quality Management Area, possible contamination, and flood risk. The site is within Central and Wet Dock Conservation Areas and opposite the grade I listed and scheduled Wolsey Gate.

This site lies in an area of international archaeological importance, on the Anglo-Saxon and medieval waterfront of Ipswich and within the Area of Archaeological Importance (IPS 413). Ground works could involve surviving sections of 'early' waterfront. There is a potential for nationally important archaeological remains outside of scheduled areas. 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. Pedestrian capacity along College St footways, and the one-way traffic system 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. There is a Flood Incident Report for this site.

The northern half of this allocation site is located within the Central Conservation Area, whilst the southern half occupied by the silo is found within the Wet Dock Conservation Area. The site is located to the immediate south of the grade I Scheduled Ancient Monument of Wolsey's Gate, and falls within the setting of numerous other listed buildings, including 4 College Street, St Peters Church, 1-5 College Street, and occupies an important position on the waterfront. This site is therefore highly sensitive to development and must consider the historic environment which surrounds this allocation site.

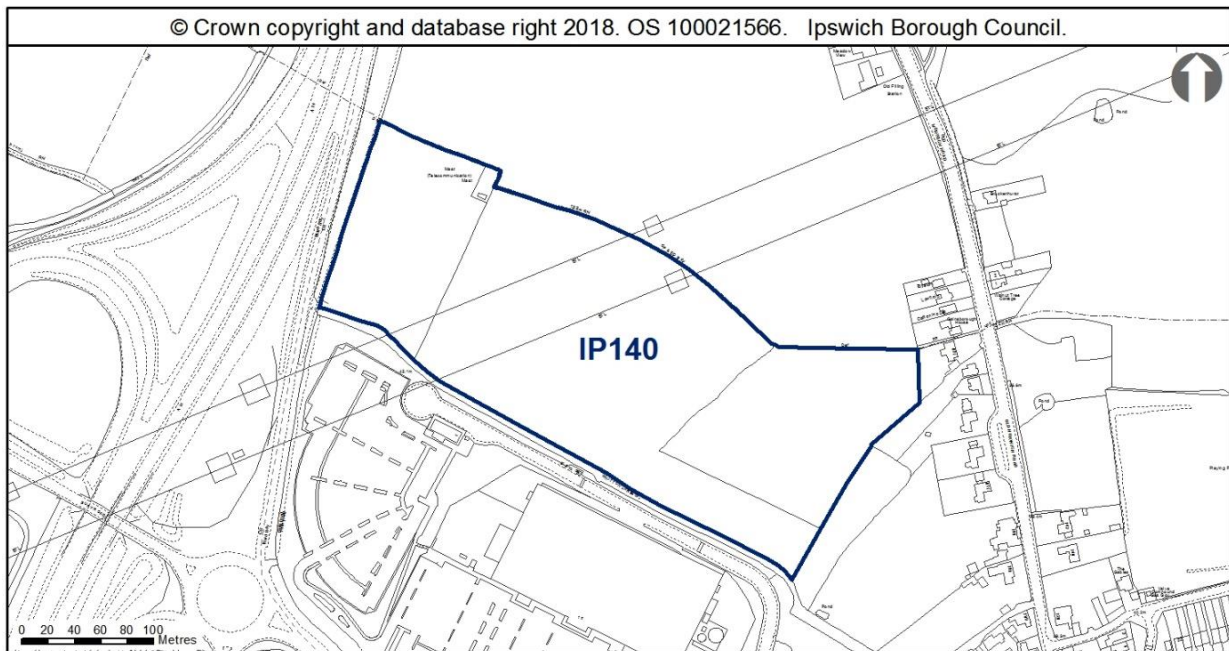
It is anticipated that the existing silo will be reused in the redevelopment of this site. The silo features the lettering R & W Paul Ltd in a mosaic tile which overlooks the waterfront and is a relic of the industrial use of the port. It is recommended that this lettering is retained in the redevelopment of this site. Other improvements to the external appearance of the building should be made, possibly with a high quality cladding system and introduction of additional fenestration, whilst still respecting the utilitarian character of the existing building and former industrial use of the area.

Development onto College Street would need to be a much more modest scale to respect the historic grouping of heritage assets which bound the site to the north. Development along College Street in particular will affect the setting of Wolsey's Gate, and the surroundings in which the gateway is experienced. A modest scale development sensitive to this historic context should therefore be employed along College Street and contribute positively to the character and appearance of the area.

Improved pedestrian access through the site should also be incorporated into development proposals to improve permeability between the waterfront and town centre. A central courtyard could perhaps be provided, possibly featuring a piece of public art/sculpture (perhaps reimagining the Digby on the side of the building).

Site ref: IP140 (UC257) Land North of Whitton Lane

Site area: 6.93ha



Allocation Policy SP5

Use(s)		Indicative capacity
Primary	Employment Park Business (B1 including offices B1a) Other B class and appropriate employment-generating sui generis uses as defined through policy DM33	10,000 sq m 10,000 sq m

Adopted Plan 2017

As above

Current use

Grassland.

Development constraints / issues

Access constraints and need to consider impacts on rights of way. Old Norwich Road/ Bury Road and Whitton Church Lane junctions both have contributions from the recent appeal site.

It is likely that this site will need to contribute to a larger mitigation package for these junctions. Development will need to consider noise from the A14 and the need to support wildlife ecological network and recreational green corridor functions associated with the 'green trail' (see e.g. Core Strategy Policies CS16, DM8 and DM10). Detailed and up-to-date surveys are required for flora, bats, hazel dormouse, reptiles and amphibians, breeding birds and Priority species. 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 adjacent to the Whitton Conservation Area. Any cumulative impacts on the conservation area with the development of sites IP005 and IP032 will need to be taken into account.

Roman, Medieval and Anglo-Saxon finds are recorded in the vicinity of the site area (IPS 093). The site has been subject to geophysical survey and trenching, which has confirmed that crop marks visible on it relate to Bronze Age and Iron Age archaeological remains in particular, including a settlement with some Roman activity. Conditions on any consent would be required to secure programmes of archaeological investigation, analysis, archiving and public dissemination of information. Suffolk County Council Archaeological Service can advise on the scope of works.

A comprehensive planning approach is required with land north of the site within Mid Suffolk District.

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.

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.

A pipeline traverses the site. It could affect the layout or require diversion. National Grid will need to be consulted on any development proposals for the site.

This allocation site is located to the immediate west of the Whitton Conservation Area which includes numerous listed and non-designated heritage assets in the historic settlement of Whitton. The north of this allocation site marks the borough boundary with the neighbouring Mid Suffolk District Council. To the south of the allocation site is an existing retail park which is separated from this allocation site by a public right of way, and to the west is the A14.

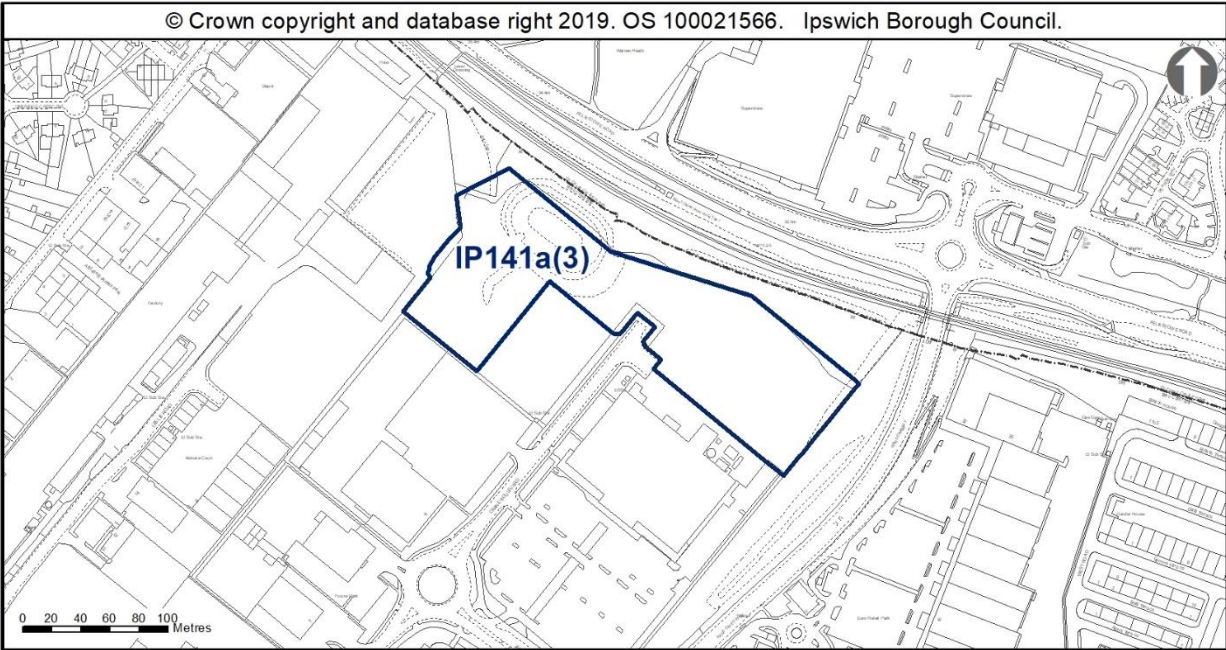
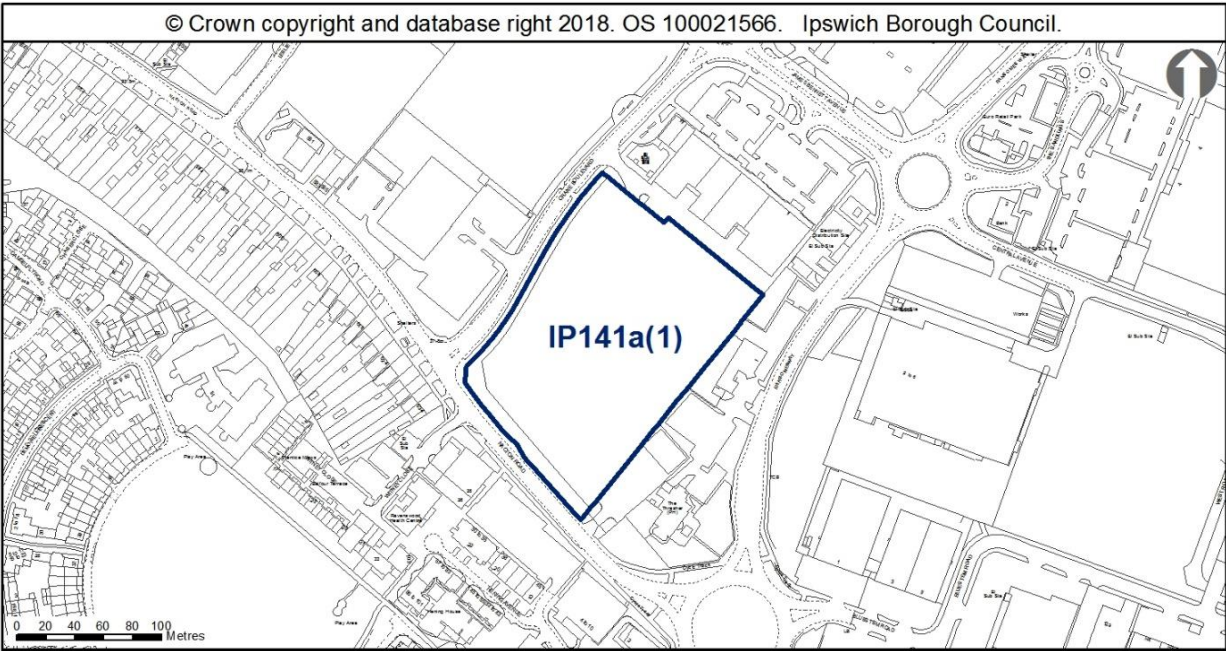
Owing to the rural setting of the allocation site, a sympathetic design approach could be to look at clustering smaller units to provide a layout that might be expected on an agricultural holding, such as 1.5-2 storey 'U' shaped units around courtyards, with additional linear units. Materials such as traditional clay roof tiles, red brick and timber weatherboarding would soften the impact of the development of this site on the Whitton Conservation Area.

A development scheme would need to include a comprehensive landscaping strategy to help screen new development from Whitton Conservation Area, whilst also respond to the open landscape of the neighbouring Mid Suffolk District to the north.

DRAFT

Site ref: IP141a (UC258) Land at Futura Park, Nacton Road (formerly the Cranes Site)

Site area: 4.78ha



Allocation Policy SP5

Use(s)	Indicative capacity	
Primary	B-Class uses (excluding office use B1a) and appropriate employment-	18,000 sq m

	generating sui generis uses as defined through policy DM33	
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Adopted Plan

As above, but third site IP141a(2) now removed

Current use

Vacant employment land (previously allocated as a strategic employment site).

Development constraints / issues

TPOs nearby fronting Nacton Road (an application for tree works may be required). Possible contamination. Adjacent to railway wildlife corridor and buffer. Surveys for reptiles, bats and detailed terrestrial invertebrate surveys are required. 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 expected to require improvements to the existing water supply and foul sewerage networks to enable development.

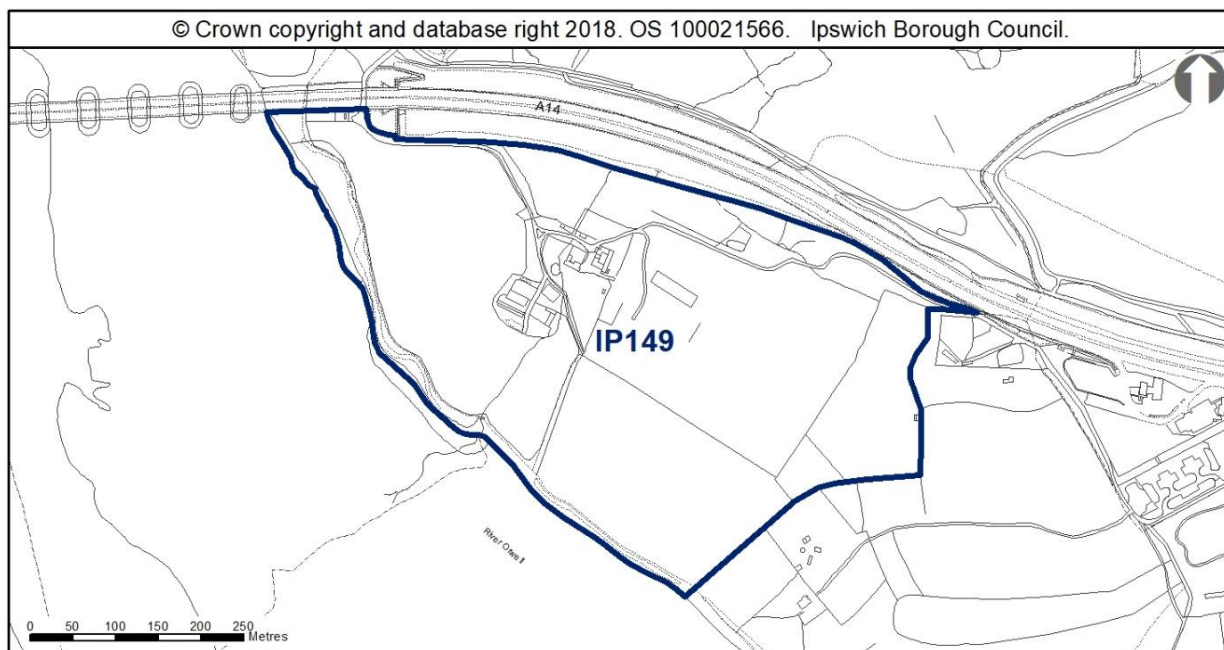
The site is likely to require junction capacity enhancements from the A1189 / Nacton Road to A1156 Warren Heath junctions. A transport assessment and travel plan will be required.

These allocation sites are located on Futura Park, an out of town industrial/retail park to the south east of Ipswich. Recent development of Futura Park has been to a high architectural standard, with units generally being illustrative of quality design, using varied cladding systems, canopies, and fenestration. It is recommended that the design of new buildings continues this architectural precedent, and avoids utilitarian single volume warehousing.

Development along IP141a should address both Nacton Road and Crane Boulevard with active frontages, and avoid being set back from the highway by extensive car parking to allow for a greater street scene impact. Development along Nacton Road should include a landscape buffer to contribute to the leafy, suburban character of the area to the west.

Site ref: IP149 (UC266) Pond Hall Farm

Site area: 24.7ha



Allocation Policy SP8

Use(s)	Indicative capacity
Country Park extension	-

Adopted Plan 2017

As above

Current use

Farm land

Development constraints / issues

Access constraints, possible contamination, adjacent to a Ramsar Site and Special Protection Area for birds. The site would need to be master planned and measures put in place to manage public usage and link routes with neighbouring sites. The impacts of proposals on the SPA will be tested.

This land lies on a slope overlooking the Orwell Estuary, close to prehistoric sites and in a topographically favourable location in archaeological terms. Suffolk County Council Archaeology Service should be consulted up front on proposals for ground works or formal landscaping.

This site allocation for the extension of the Country Park includes the grade II listed Pond Hall, several historic outbuildings listed in curtilage to Pond Hall, and also some more modern structures associated with the former use of the site for farming. The hall itself is a rendered timber framed building which dates from at least the 16th century, and is a rare survival of a remote farmhouse within the borough which has retained its intended isolated setting.

Pond Hall is presently unoccupied, and the adjacent farm buildings are also vacant and are deteriorating in condition. A new use for Pond Hall and its associated outbuildings which would complement the Country Park extension would be encouraged, even if only an informal or infrequent use, such as a field study or visitors centre.

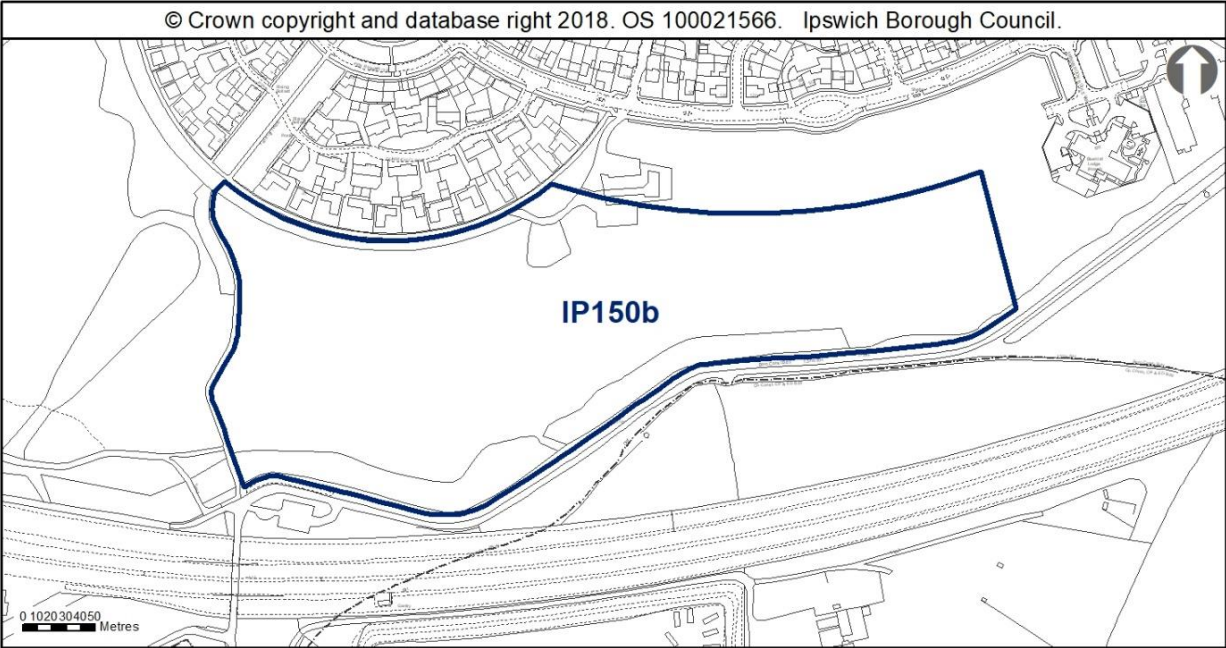
The use of this site for the Country Park extension should look to enhance the significance of Pond Hall, through removing the modern 20th century farm buildings located within the setting of the listed building, and allow for the farmstead to be interpreted as a historic cluster buildings which illustrate the expansion of the farm throughout the 19th century.

Pedestrian routes through the Country Park extension should look to guide public access across the Pond Hall site and its associated outbuildings, to encourage a level of natural surveillance of the buildings to protect these heritage assets from damage and decay which could arise from the isolated setting of these buildings.

The proposal should be supported by an ecological appraisal and detailed surveys including, but not confined to flora, breeding birds, overwintering birds, reptiles and bats and should encompass both the farmhouse and associated buildings and surrounding land.

Site ref: IP150b (UC267 part) Land south of Ravenswood

Site area: 7.8ha



Allocation Policy SP7

Use(s)	Indicative capacity
Sports Park	

Adopted Plan 2017

As above on larger site.

Current use

Vacant land, informal open space.

Development constraints / issues

Access constraints – The site will need to be master planned comprehensively with the Ravenswood allocations IP150b through to IP150e and the Airport Farm Kennels site to the south to satisfactorily address potential significant impact on junctions which are already under strain and identify any junction (capacity) enhancements needed to avoid cumulative residual severe impact. Opportunities for sustainable access improvements should also be identified, and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich. It should link into cycling and pedestrian route networks. Possible drainage constraints.

The site has potential wildlife interest – ecological surveys including breeding birds, reptiles and invertebrates 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. Also part of wildlife network and existing wildlife corridors should be safeguarded within future proposals.

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.

This large site lies in the vicinity of Prehistoric remains and cropmarks, and as such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process.

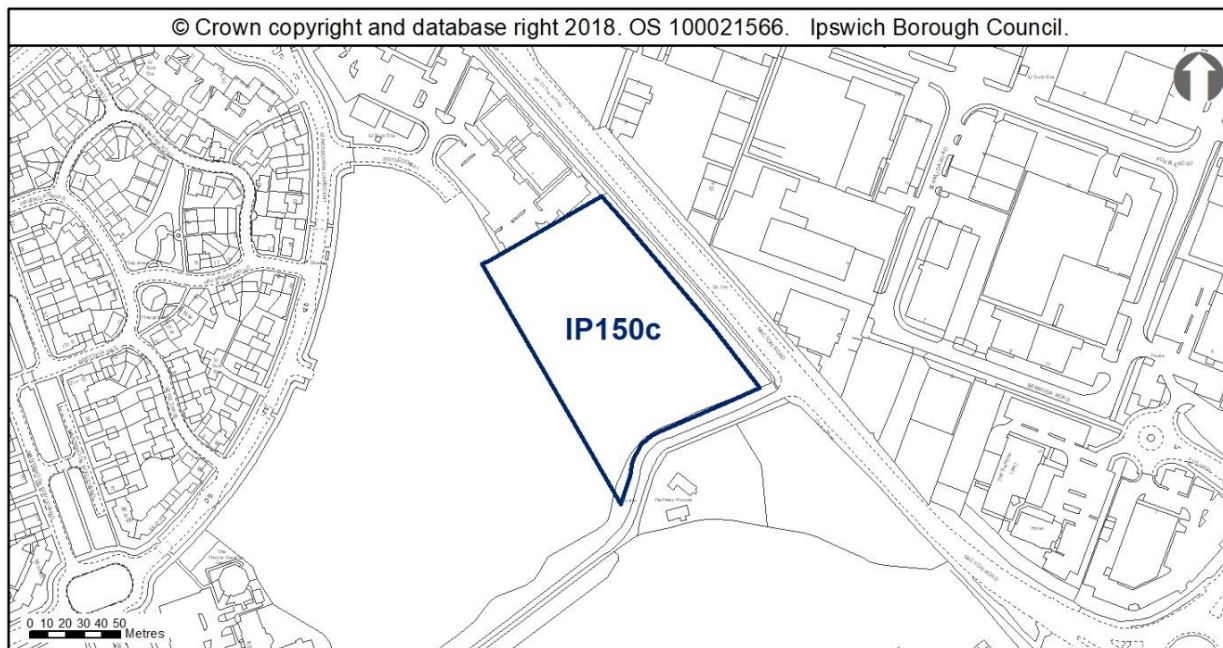
Surface water flooding local to site - will need to be considered at planning application stage. See Appendix 1 of the Ipswich SFRA.

A transport assessment and travel plan will be required.

Ravenswood has a distinctive spoke and wheel layout which allows for the residential development to blend comfortably into the heathy landscape of Ravenswood Park. The curved design of the estate acts as a soft edge to the development, leading to the rural edge of the borough. Introducing development which would reduce the distinctive legibility of Ravenswood and its relationship with this rural edge therefore requires careful consideration.

Site ref: IP150c (UC267) Land south of Ravenswood

Site area: 1.18ha



Allocation Policy SP5

Use(s)		Indicative capacity
Employment	B1 uses (research & development, light industrial uses appropriate in a residential area, excluding office use B1a) and appropriate employment-generating sui generis uses as defined through policy DM33 (subject to policy DM18)	11,000sqm

Adopted Plan

20,000sqm of Employment on larger allocation.

Current use

Vacant land, informal open space.

Development constraints / issues

Access constraints – The site will need to be master planned comprehensively with the Ravenswood allocations IP150b through to IP150e and the Airport Farm Kennels site to the south to satisfactorily address potential significant impact on junctions which are already under strain and identify any junction (capacity) enhancements needed to avoid cumulative residual severe impact. Opportunities for sustainable access improvements should also be identified, and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich.

Drainage 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 and travel plan will be required.

It should link into cycling and pedestrian route networks.

The site has potential wildlife interest – ecological, reptile and invertebrate surveys will be required 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.

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.

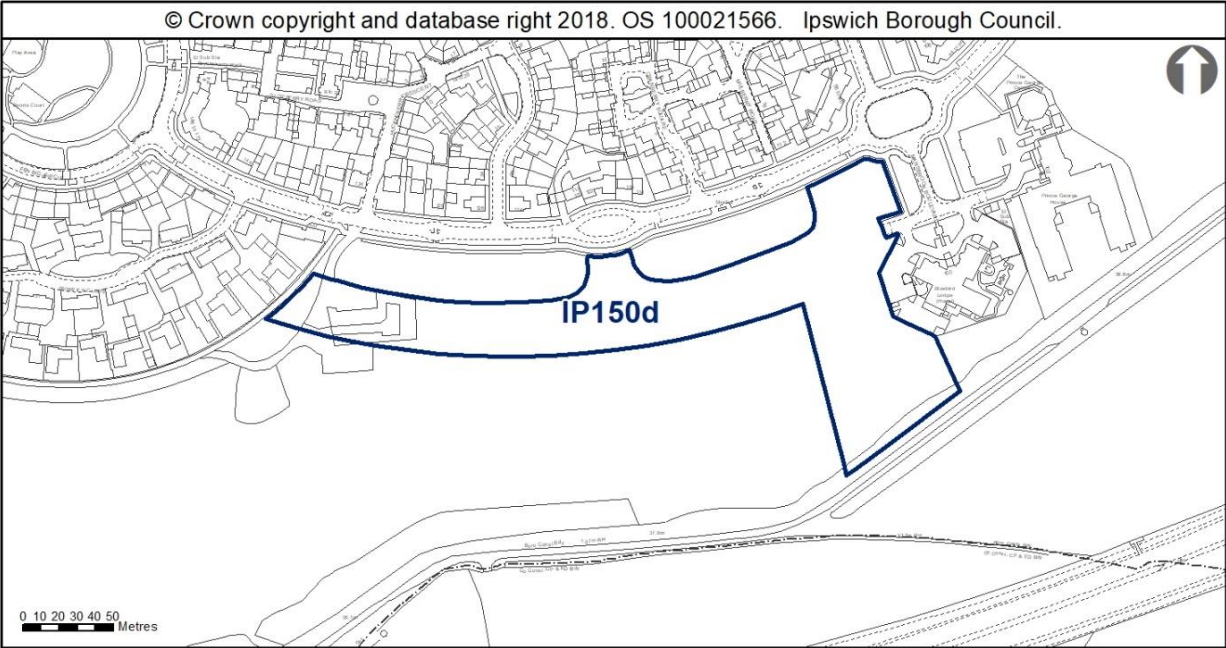
This site lies in the vicinity of Prehistoric remains and crop marks, and as such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process.

Development proposals should look to address Nacton Road with an active frontage which makes a positive architectural statement to signal the entrance to the town from the east, and avoid a design and layout which turns its back to Nacton Road (like those to the north of the allocation site).

Proposals should also consider the relationship of the allocation site with IP150e, addressing any new residential development to the southwest with an engaging façade and landscaping.

Site ref: IP150d (UC267) Land south of Ravenswood

Site area: 1.8ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	34 (35dph on around 50% of site)

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

Adopted Plan 2017

In adopted plan as the whole of IP150b allocated as sports park

Current use

Vacant land, informal open space.

Development constraints / issues

Access constraints – The site will need to be master planned comprehensively with the Ravenswood allocations IP150b through to IP150e and the Airport Farm Kennels site to the south to satisfactorily address potential significant impact on junctions which are already under strain and identify any junction (capacity) enhancements needed to avoid cumulative residual severe impact. Opportunities for sustainable access improvements should also be identified, and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich. Drainage constraints.

The site has potential wildlife interest – ecological, reptile and invertebrate surveys 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. Also forms part of wildlife network.

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.

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.

It should link into cycling and pedestrian route networks.

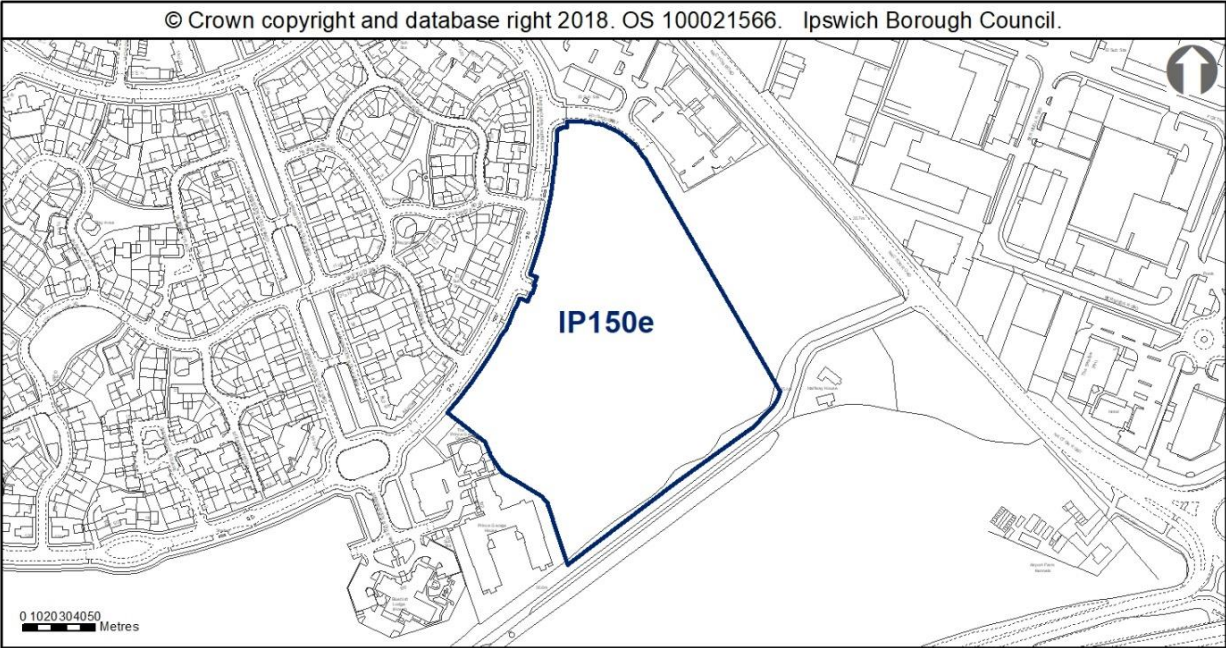
This site lies in the vicinity of Prehistoric remains and crop marks, and as such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process.

New residential development could occupy the arc to the south of Alnesbourne Close, mimicking the spoke and wheel layout of much of the Ravenswood estate. These units would need to be low density, one plot deep to reflect the character of the area.

Ravenswood features distinctive pockets of development, utilising varied architectural approaches and palette of materials which gives the estate an interesting character, such as dwellings along Downham Boulevard and Cranberry Square. This individual approach should be employed on this allocation site to provide a bespoke design which contributes to the character of Ravenswood and avoid replicating some of the plainer neo-Georgian design of Alnesbourne Close to the north.

Site ref: IP150e (UC267) Land south of Ravenswood

Site area: 3.6ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	126 (35dph on 100% of site)

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

Adopted Plan 2017

Previously formed part of site IP150c which was allocated for employment.

Current use

Vacant land, informal open space.

Development constraints / issues

Access constraints – should be master planned comprehensively with the Airport Farm Kennels site to the south and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich.

Drainage 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 and travel plan will be required. It should link into cycling and pedestrian route networks.

The site has potential wildlife interest – ecological, reptile and invertebrate surveys will be required 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. It also forms part of the wildlife network and existing wildlife corridors should be safeguarded within future proposals.

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.

This site lies in the vicinity of Prehistoric remains and crop marks, and as such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process.

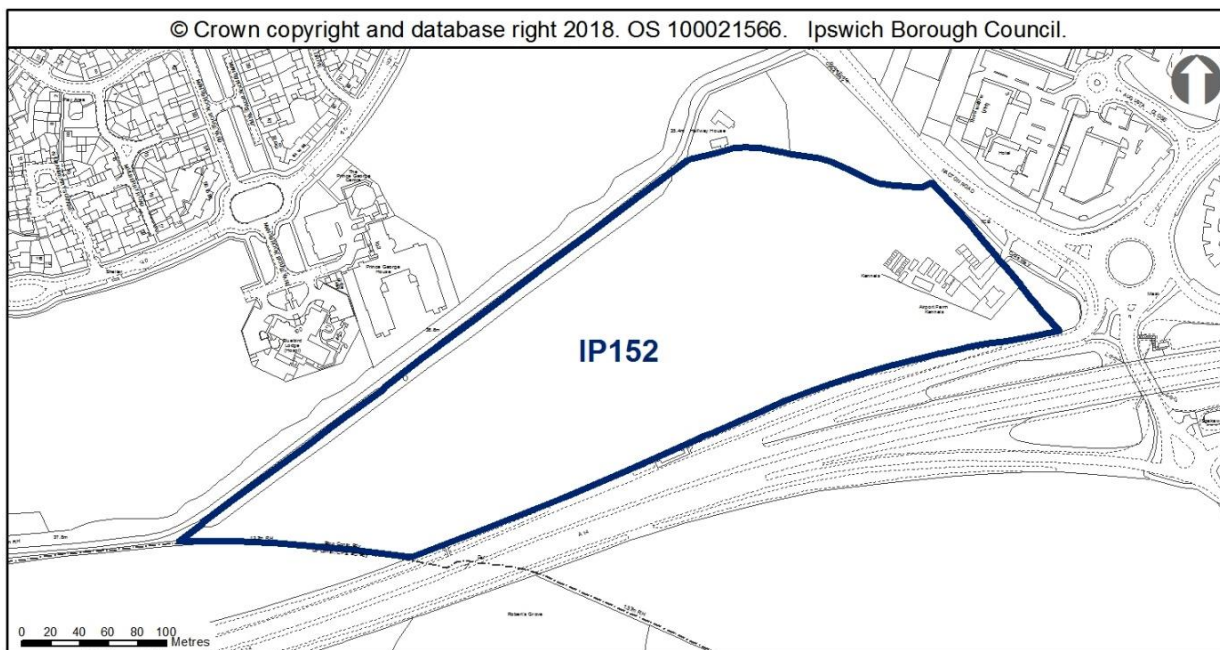
Development should respect the architectural approaches and principles previously established at Ravenswood, with its distinctive spoke and wheel layout which provides long ranging sightlines along runways, illustrating the former airport use of the site.

Ravenswood features distinctive pockets of development, utilising varied architectural approaches and palette of materials which gives the estate an interesting character. This individual approach should be employed on this allocation site to provide a bespoke design which contributes to the character of Ravenswood and avoid replicating some of the plainer neo-Georgian design of Alnesbourne Close to the north.

Ravenswood benefits from several sculptures and public art commissions, which enhance the environment in which the estate is experienced, and responds to the high quality design and aspirations of the Ravenswood development. Development of this allocation site should look to introduce further public art to well designed and integrated public space to the allocation site.

Site ref: IP152 (UC269) Airport Farm Kennels, north of the A14

Site area: 7.37ha



Allocation Policy SP5 & SP9

Use(s)		Indicative capacity
Primary	B1, B2, B8 excluding B1a offices Appropriate employment-generating sui generis uses as defined through policy DM33	20,000sqm
Secondary	Feasibility of small section for Park & Ride to be explored	

Adopted Local Plan 2017

As above apart from park and ride. Park and ride was previously considered at this site through the First Deposit Draft Local Plan in 2001.

Current use

Farm land.

Development constraints / issues

Access constraints – should be master planned comprehensively with the Ravenswood site to the north (IP150e) and improvements to this part of the Nacton Road corridor between junction 57 and the Ransomes Way/Nacton Road junction to create an attractive gateway to Ipswich. A transport assessment and travel plan would be a requirement for any future planning application to clarify and address highway issues.

Possible area of archaeological importance, possible contamination, TPO on site or nearby, Area of Outstanding Natural Beauty on part and noise from the A14. Development will be subject to the preparation of a development brief, which will be expected to address a range of matters including impact on landscape and the purpose of conserving and enhancing the natural beauty of the Area of Outstanding Natural Beauty.

The site has potential wildlife interest – an ecological appraisal and detailed surveys for bats, badgers, invertebrates, breeding birds and reptiles will be required prior to any vegetation clearance, and mitigation where appropriate. Mature oaks and hedges should be retained. New development should retain as much of the existing habitat as possible and integrate it within a landscaping scheme, in particular the hedgerows and mature trees along the boundaries. 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.

This site includes a known Bronze Age barrow (IPS 027). This indicates that there are other prehistoric archaeological remains of high importance in the vicinity. As such any necessary mitigation measures for archaeology should be addressed at an appropriate stage in the planning process, ahead of submitting any planning application.

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

This allocation site is located to the south of Ravenswood and north of the A14. The site wraps around Halfway House, one of few remaining buildings in the South East Urban Character Area which pre-date the 20th century.

This site is bounded to the north by trees which are covered by TPOs, as well as further TPOs within the site, which will need to be considered in development proposals.

Proposals for a park and ride would need to include extensive landscaping to soften the impact of extensive hardstanding associated with car parking and bus terminals, perhaps laid out in concentric rings rather than a grid, to reflect the spoke and wheel character of the southeast of the town (seen at Ravenswood and the Nacton estate).

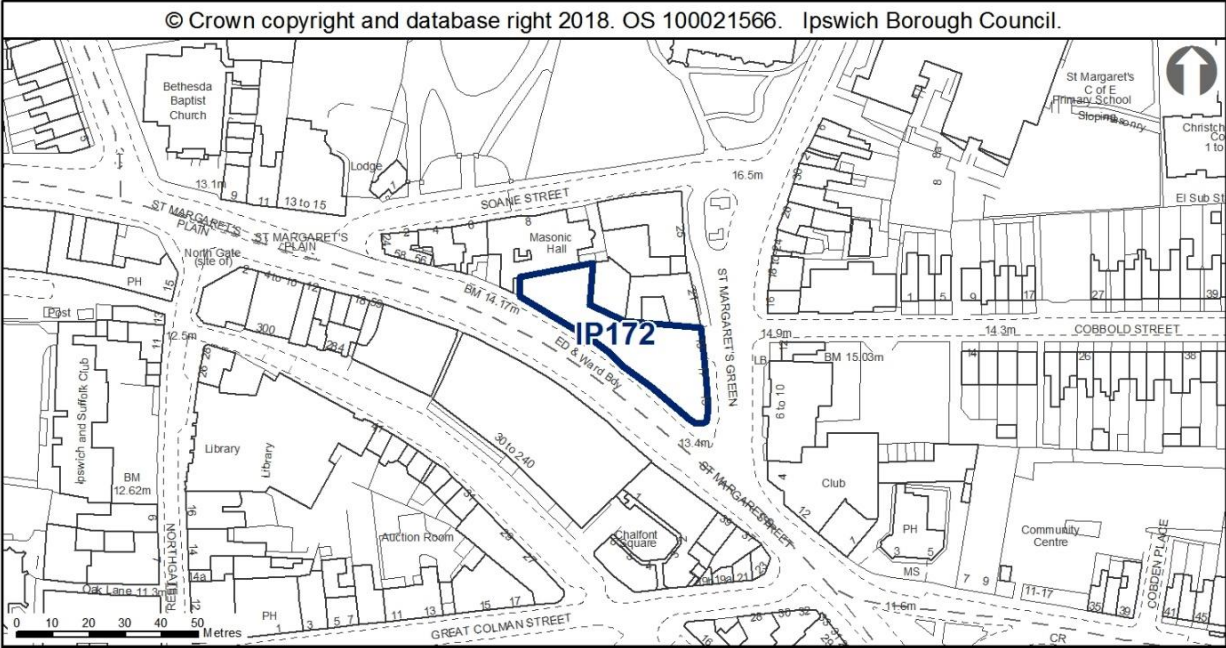
B1, B2 and B8 development should be well designed and make a positive architectural statement, as they are likely to be the first buildings users of the Park and Ride will see when

entering Ipswich from the east. Development should respect the adjacent Halfway House, and should have a layout which allows for a buffer between this existing dwellinghouse and new development.

DRAFT

Site ref: IP172 (UC088) 15-19 St Margaret's Green

Site area: 0.08ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	9 (110dph)

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

Adopted Plan 2017

As above

Current use

Vacant land.

Development constraints / issues

Previous permissions have not been implemented (for flats and student accommodation). The site is below the threshold size for allocation but because of its prominent location, it is considered appropriate to plan positively for the site. It is within an Air Quality Management Area and may have possible contamination. The site is within the Central Conservation Area, with a nearby scheduled monument, and adjacent listed buildings.

This part of town lies outside the Late Saxon defences, but was part of the Middle Anglo-Saxon town and is within the Area of Archaeological Importance (IPS 413) and close to a scheduled monument (NHLE 1005989). 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.

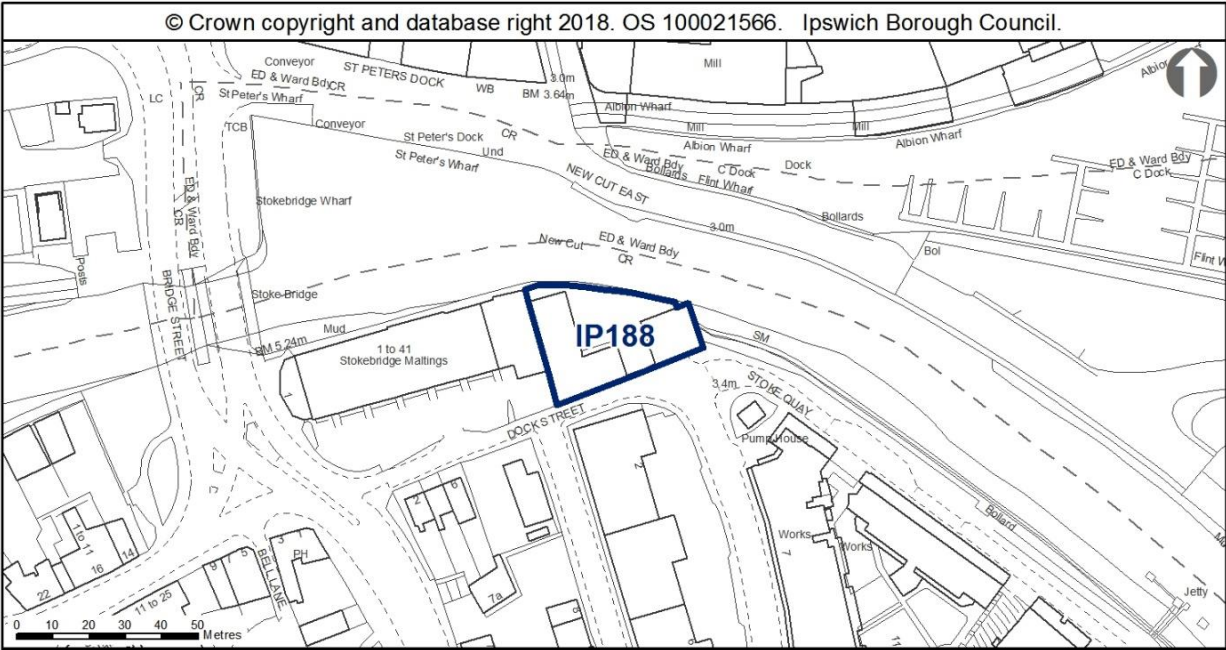
This allocation site is located within the Central Conservation Area and within the setting of numerous listed buildings, and occupies a prominent corner position on St Margaret's Green with considerable street scene potential. Development of this allocation site therefore has the potential to affect the setting of a number of designated heritage assets, as well as the character and appearance of the Conservation Area.

Development should reflect the surrounding 2.5-3 storey scale of historic buildings, and should provide an active frontage which engages with both St Margaret's Green and St Margaret's Street, with a distinctive design which turns the corner of the junction to provide a well-designed, landmark building.

Development should interpret adjacent architectural influences and materials to provide a contemporary proposal which responds to the historic setting of the allocation site.

Site ref: IP188 (N/A) Webster’s Saleyard Site, Dock Street

Site area: 0.11ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential	9 (as per approved permission 19/00173/FUL)

Adopted Plan 2017

As above

Current use

Vacant site. Planning permission for 9 flats.

Development constraints / issues

Contamination and flood risk. The site is within the Stoke Conservation Area, with an adjacent listed building. The conservation area is currently on the Heritage at Risk Register.

There is an aspiration for a cycle and pedestrian crossing to St Peter’s Quay/ the Island Site immediately to the east of this site (policy SP15). To enable greater recreational, leisure and sports use of the Gipping and Orwell rivers, provision of Upper River Orwell (tidal) slipway or pontoon access and facilities including boat storage facilities should be considered.

Development would need to address the river frontage and support the wildlife corridor function of the river. 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').

This site lies immediately adjacent to an area of Middle Saxon activity and routes leading to the river, and within the Area of Archaeological Importance (IPS413). 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.

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

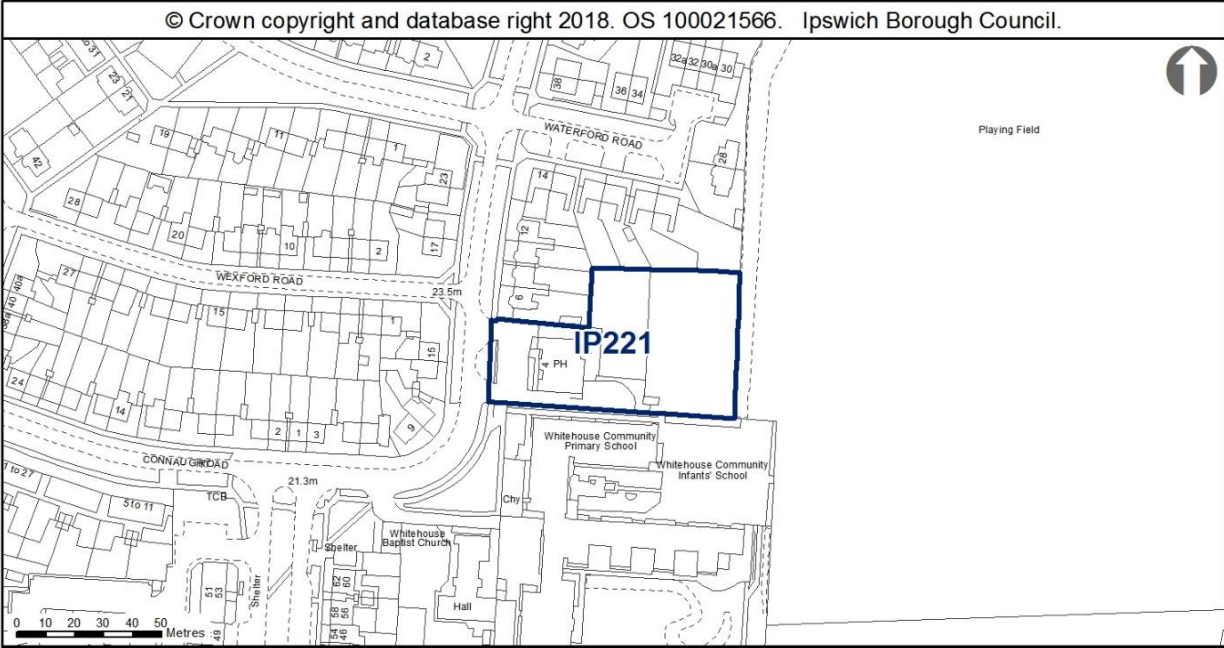
Development must take account of the River Corridor Buffer (10m) where no development should take place, where practicable.

The buildings should be assessed for their bat potential prior to any demolition.

DRAFT

Site ref: IP221 (N/A) The Flying Horse PH, 4 Waterford Road

Site area: 0.35ha



Allocation Policy SP2

Use(s)	Indicative capacity
Residential (retaining the public house)	12 (35dph*)

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

Adopted Plan 2017

12 dwellings at 35dph

Current use

Pub and vacant land.

Development constraints / issues

Previous planning permission for 12 dwellings lapsed.

Possible access constraints, TPO on site or nearby.

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.

This allocation site includes an existing public house and associated backland which is bounded by residential gardens to the north, playing fields to the east, and a school to the south. This site is located within a mid-20th century housing estate, the character of which is

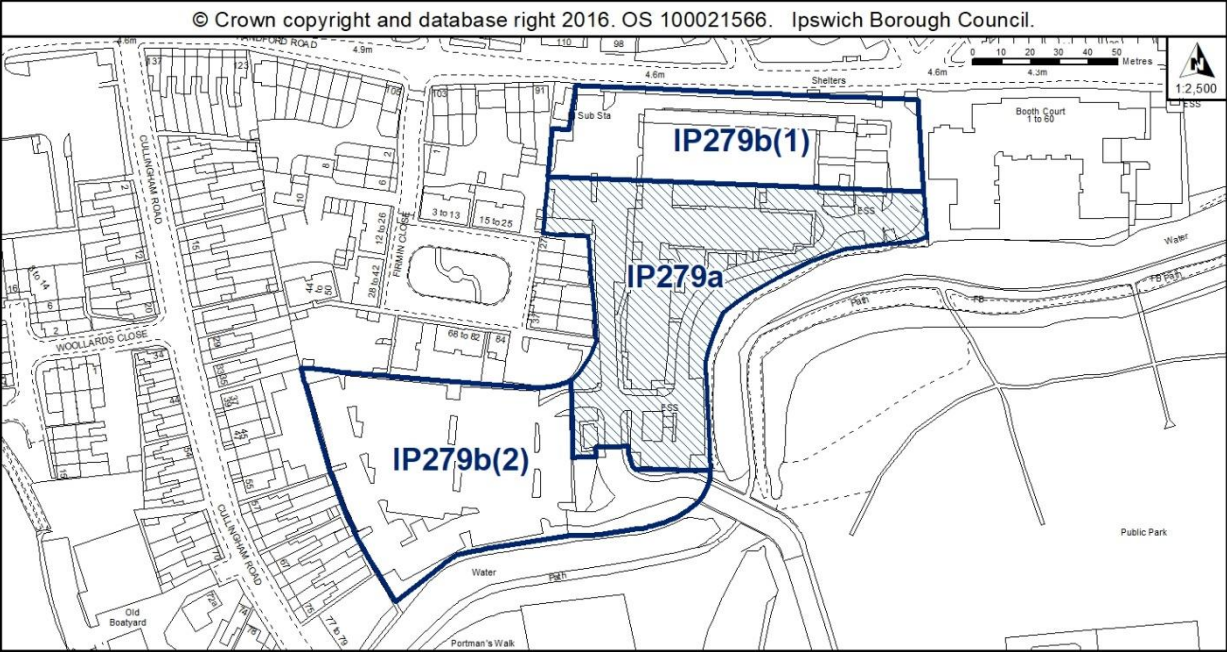
suburban with wide roads, verges and pavements; two-storey semi-detached or short terraces in brown brick with concrete tiled or pantiled roofs. The allocation site includes a willow tree which is the subject of a TPO.

Development of this allocation site should be of a distinctive design, bespoke to this backland plot which provides an interesting design which is visible in views from Waterford Road. Alterations to the public house are likely to be required to provide access to the site. This should look to enhance the appearance of the public house, whilst still respecting the mid-20th character of the building.

Further surveys should be undertaken for reptiles to inform a mitigation strategy, as slow worm is known to be on site. Consideration should also be given to the likely impact of vegetation clearance upon the local hedgehog population and ideally some of the scrub should be retained to preserve the local opportunities for hibernation. As this site is located adjacent to existing open space which in turn links to the wider ecological network, there is an opportunity to strengthen the local ecological network by retention and enhancement of onsite habitats adjacent to this feature. The recommendations of the Ipswich Wildlife Audit 2019 could be incorporated into future development, unless other means of biodiversity enhancement are appropriate.

Site Ref: IP279a, b(1) and b(2) – Former British Telecom Office, Bibb Way

Site area: IP279a 0.63ha, IP279b(1) 0.44ha and IP279b(2) 0.61ha



Allocation Policy SP2, SP3

	Use(s)	Indicative capacity
IP279b(1)	Residential	18 (based on masterplanning work with IP279a and IP279b(2))
IP279b(2)	Residential	29 (based on masterplanning work with IP279a and IP279b(1))
IP279a	Residential (SP3 – Land with planning permission)	104 (18/00470/P3JPA)

Adopted Plan 2017

N/A – New site

Current use

Mostly vacant offices and associated car parking. Prior approval granted on offices for 104 dwellings.

Development constraints / issues

The IP279 site has been split into three sites to reflect the approval of the recent prior approval (18/00470/P3JPA). As the two remaining parcels of land (IP279b(1) and IP279b(2)) are physically separated by the prior approval, they have been sub-divided into two separate sites. The capacities indicated have been formulated on the basis of early masterplanning discussions with the site owner.

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'). These include development addressing the canal frontage appropriately, and providing public cycle and pedestrian access through from Bibb Way to Handford Road.

Part of this site may be contaminated and a contaminated land assessment may be required.

Archaeological sites with remains relating to Prehistoric, Anglo-Saxon and the Roman periods in particular have been excavated in the vicinity of the development site, relating to activity on the higher ground over the town marsh and towards Handford Bridge. Further towards the marsh, deposits may have potential for organic and palaeo-environmental remains. 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 that may survive may be complex and important, with attendant costs and timescales.

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.

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 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 and the design and layout would need to support the wildlife corridor function. 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.

This site contains cotoneaster and members of this group are listed on Schedule 9 of the Wildlife & Countryside Act 1981, as amended, because they can become dominant to the detriment of other species. As such, it is an offence to plant or otherwise cause these species to grow in the wild. If this plant is removed as part of a vegetation clearance programme then it should be disposed of in a way as not to contravene the legislation.

Development of IP279b(2) must take account of the River Corridor Buffer (10m) where no development should take place. Development of IP279b(2) must also include pedestrian/ cycle access along the river to allow for a continuous route to connect to site allocation IP355.

This allocation site is located to the south of the Burlington Road Conservation Area opposite an area of 19th century dwellinghouses. The site is bounded to the south by the River Gipping, and the far west by early 20th century terraced housing. The site was once occupied by Handford Hall, a large detached residence which fronted onto Handford Road situated in large grounds which included a boat house and lake.

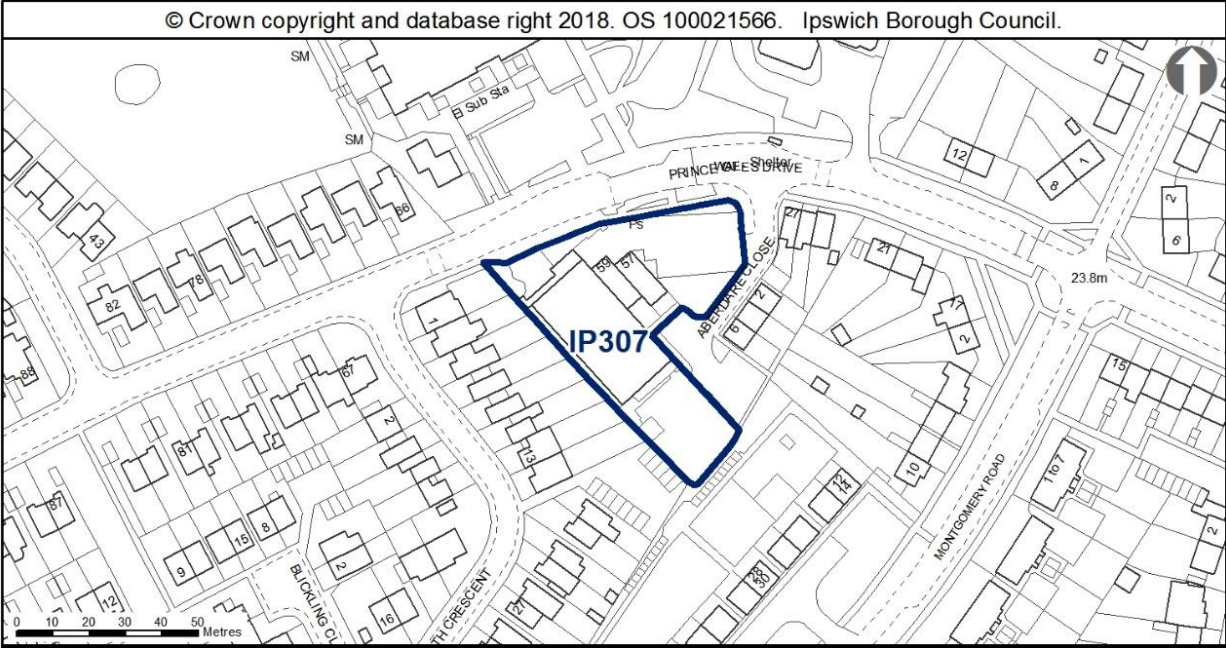
New development should respect the 2-3 storey domestic scale of adjacent buildings, and provide an active frontage onto Handford Road creating a positive architectural statement upon the entrance to the site. Proposals should also address the southern boundary which looks onto the River Gipping, and will be visible in views from the river walk.

A contemporary architectural approach would be encouraged, considering adjacent architectural influences to inform a modern development proposal, maximising views southwards over the river and recreation ground.

Development of this site should improve both pedestrian and vehicular access between Handford Road and Portman's Walk along Bibb Way to improve permeability through the town.

Site Ref: IP307 – Princes of Wales Drive

Site Area: 0.27ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	12 (45dph)

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

Adopted Plan 2017

A designated local centre under DM24. New site for residential.

Current use

Retail units – Partially vacant

Development constraints / issues

A transport assessment and travel plan may be required.

When approaching the allocation site from the west, the existing dwellinghouses on the north side of Prince of Wales Drive are characterised by distinctive monopitched roofs, whilst adjacent on Chatsworth Drive is an unusual design of two storey dwellinghouses with pitched roofs with single storey side ranges which link the houses together at first floor. The architecture surrounding the allocation site therefore includes some attempts at producing distinctive and varied designs. This innovative approach to architectural design would be encouraged in the development of this allocation site.

The position of this allocation site on the curve of Prince of Wales Road opposite Halifax Primary School as land drops away to the east does provide the site with opportunity to provide a more distinctive, landmark scheme, which would contribute to the varied architectural character of the area.

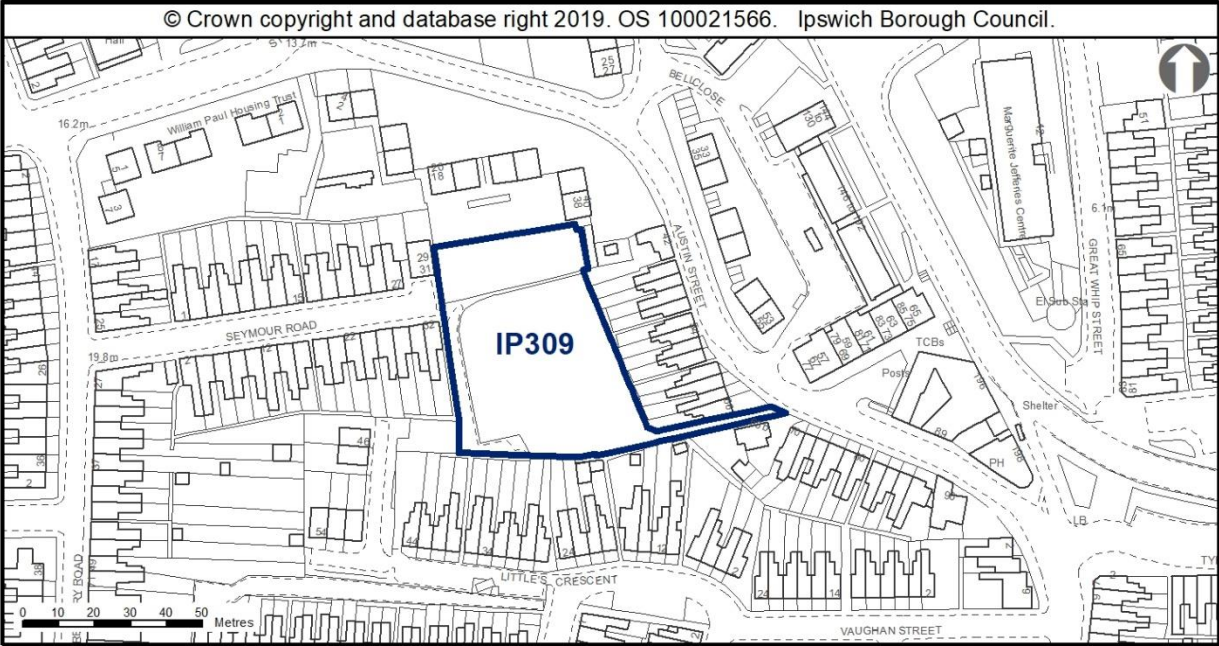
Across the site looking southeast are views over the estuary and of the Orwell Bridge. Views out of the borough across the surrounding landscape are identified in the Chanty, Stoke Park and Maidenhall Ipswich Urban Characterisation Study as being significant to this area. Although these are views which can only currently be glimpsed, the creation of new sightlines across the estuary would be encouraged to be incorporated in the development of this site.

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.

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Site Ref: IP309 - Former Bridgeward Social Club, 68a Austin Street

Site Area: 0.28



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	15 (54dph Higher end based on proximity to local centre)

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

Adopted Plan 2017

N/A – New Site.

Current use

Vacant social club.

Development constraints / issues

A transport assessment likely to be required. Access constraints onto Austin Street.

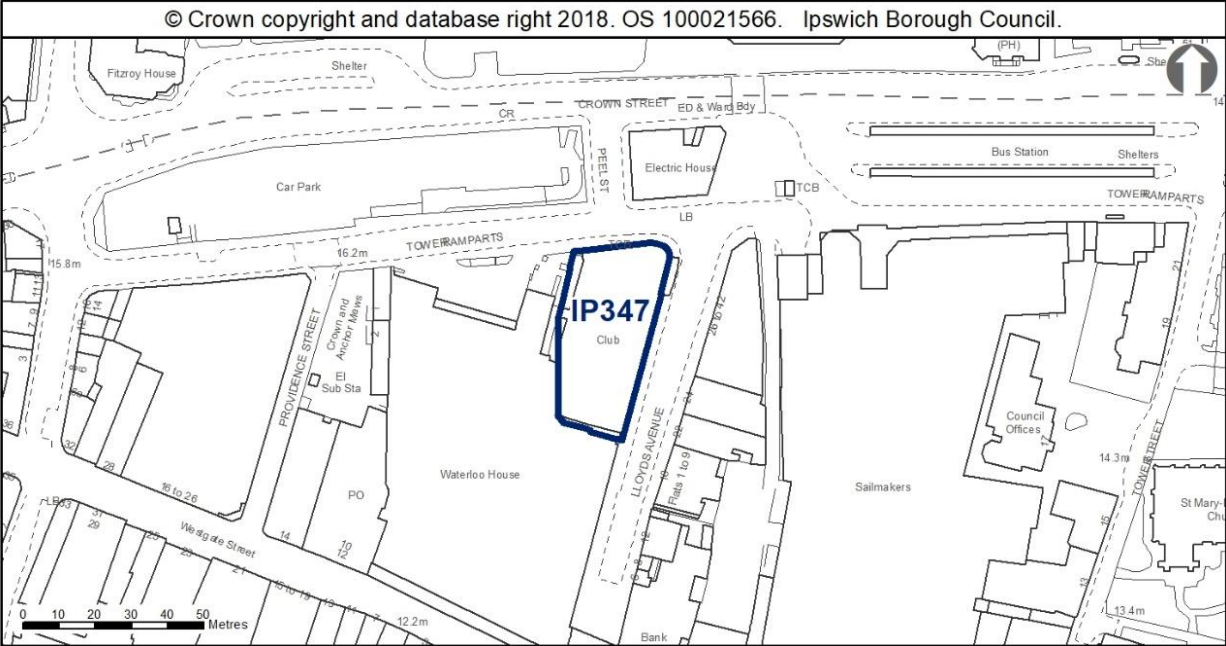
The wildlife interest of this site is improving as time progresses. Prior to any development a Preliminary Ecological Appraisal should be undertaken alongside any specific detailed surveys recommended in that report which may include, but not be limited to, botanical, reptiles and invertebrates. Due to the nature of the site, the report should also include the potential for invasive species. The recommendations of the Ipswich Wildlife Audit 2019 could be

incorporated into future development, unless other means of biodiversity enhancement are appropriate.

DRAFT

Site ref: IP347 – Mecca Bingo

Site area: 0.12ha



Allocation Policy SP10

Use(s)		Indicative capacity
Primary	Retail – A1	650sqm
Secondary	Bingo	-

Adopted Plan 2017

N/A – new site

Current use

D2 Bingo Hall

Development constraints / issues

Within the Area of Archaeological Importance, adjacent to Central Conservation Area.

This allocation site is occupied by the Odeon Cinema, erected in 1936, although currently in use as a bingo hall. The building is of the art deco era, with ‘faience’ ceramic cladding, pilasters, decorative urns, and red brickwork. The former use as a cinema is evident through the limited fenestration along the façade of the building.

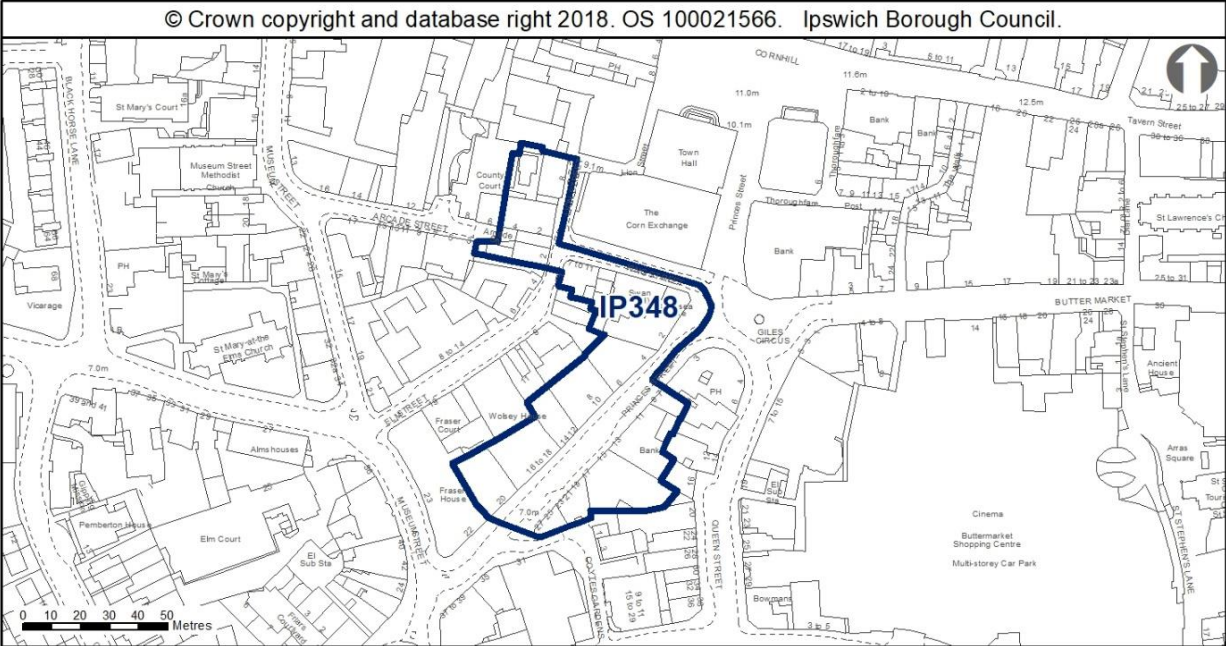
Elevated on high ground atop Lloyds Avenue, the hall is a dominant building in the streetscape, which contributes positively to the character of the Central Conservation Area and adjacent early 20th century buildings.

The use of this allocation site should respect the art deco design of the building, and avoid alterations which would erode the building's appearance as a 1930s cinema, which is of historic and townscape interest.

DRAFT

Site ref: IP348 – Upper Princes Street

Site area: 0.53ha



Allocation Policy SP10

Use(s)		Indicative capacity
Primary	Retail – A1	400sqm

Adopted Plan 2017

N/A – new site

Current use

A2 Banks and professional services, some vacant units

Development constraints / issues

The site is located in the Central Conservation Area and adjacent to a number of Listed Buildings

Also within an Area of Archaeological Importance.

The allocation encourages the change of use of existing A2 units to A1.

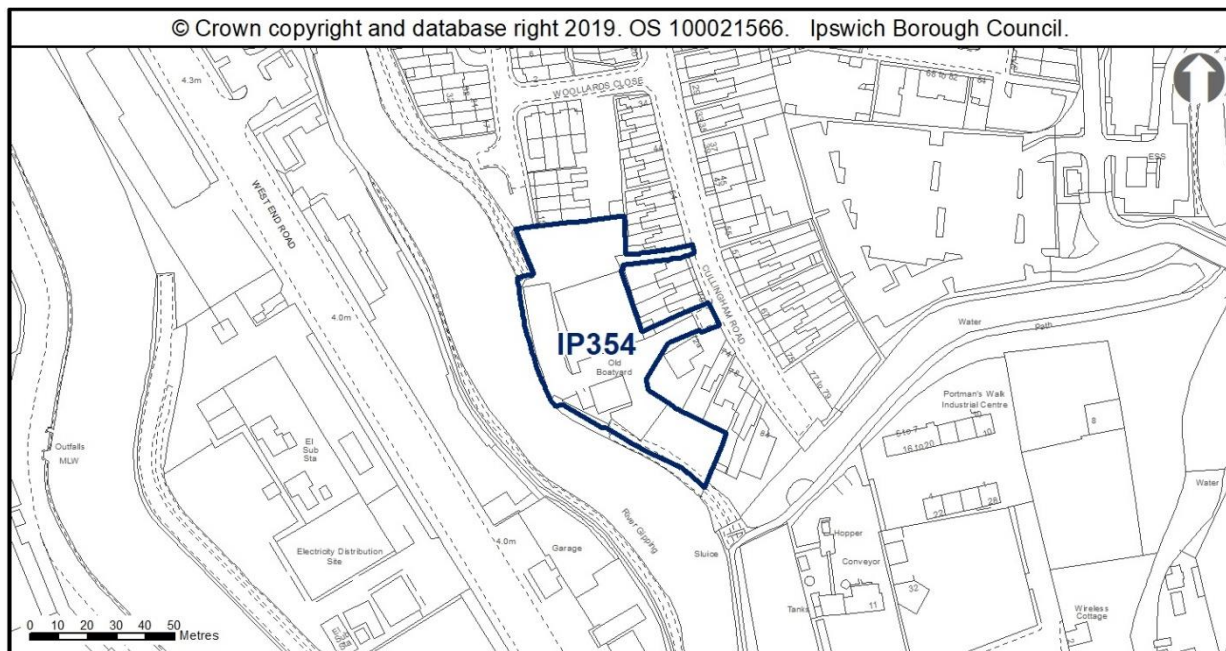
This allocation site is located within the Central Conservation Area, and includes numerous listed buildings, many of which already have uses which are appropriate and sympathetic to these historic buildings.

These buildings are an important approach to the town centre when approaching from the south, and so uses should make a positive statement upon the entrance to the town, reuse historic shop fronts, and look for opportunities to enhance the Conservation Area with regard to modern shop fronts and signage.

DRAFT

Site Ref: IP354 – 72 (Old Boatyard) Cullingham Road

Site Area: 0.34



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	24 (70dph. Less than 90dph due to site constraints and pre-application feedback)

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

Adopted Plan 2017

N/A – New Site.

Current use

Boatyard.

Development constraints / issues

In Flood Zones 2 and 3.

Possible contamination from former use of site.

River Wildlife Corridor immediately adjacent and site within buffer zone.

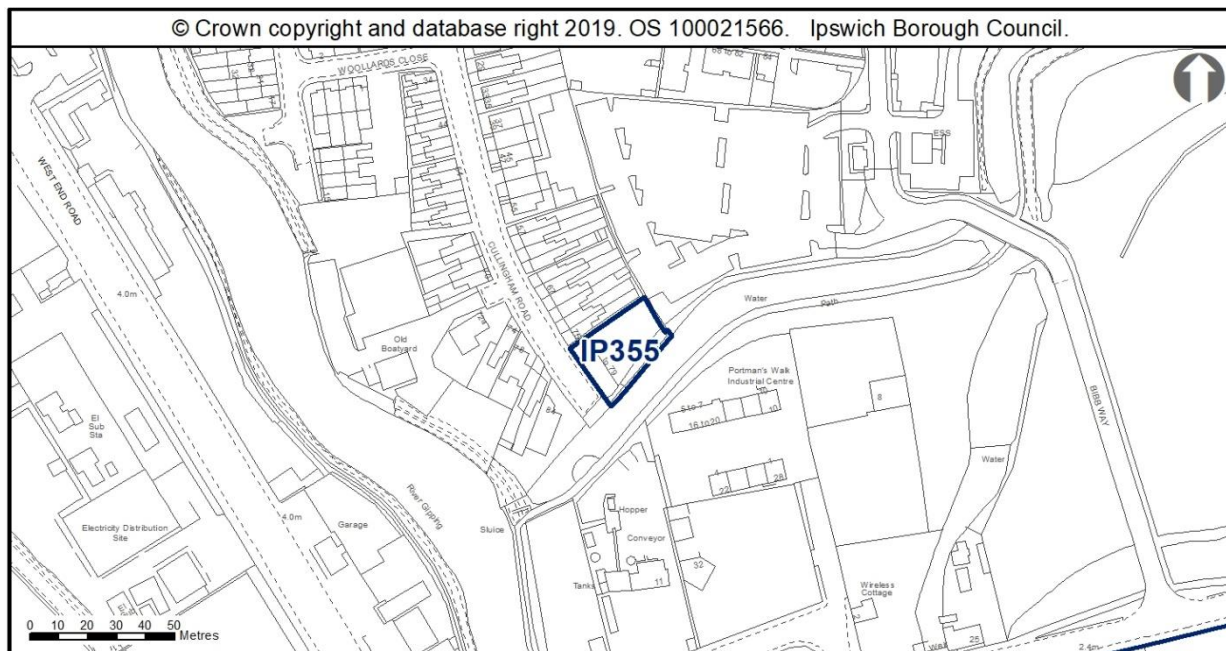
Development must take account of the River Corridor Buffer (10m) where no development should take place.

In IP-One Opportunity Area G.

DRAFT

Site Ref: IP355 – 77-79 Cullingham Road

Site Area: 0.06ha



Allocation Policy SP2

Use(s)		Indicative capacity
Primary	Residential	6 (100dph based on location in Portman Quarter)

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

Adopted Plan 2017

N/A – New Site.

Current use

Light industrial unit.

Development constraints / issues

In Flood Zones 2 and 3.

Possible contamination from former use of site.

River Wildlife Corridor immediately adjacent and site within buffer zone.

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

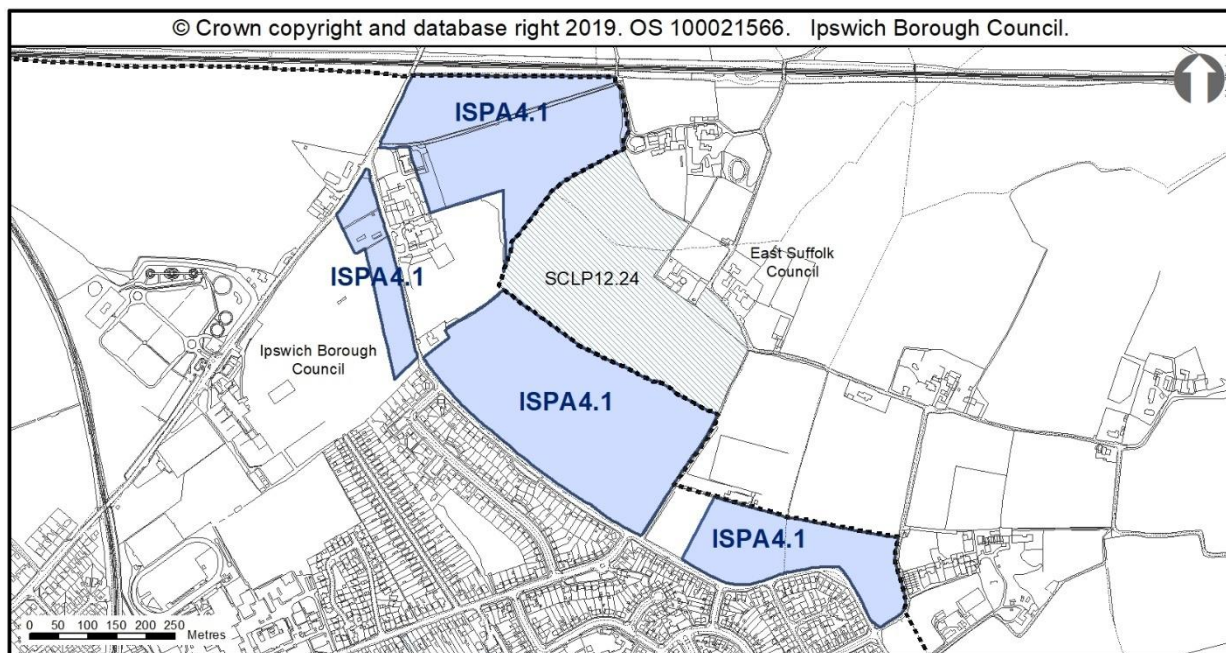
In IP-One Opportunity Area G.

Development must safeguard capacity for a footpath and cycle path through the site to connect Cullingham Road with Bibb Way.

DRAFT

Site Ref: ISPA 4.1 – Northern End of Humber Doucy Lane

Site Area: 23.62ha (within IBC Land)



Allocation Policy SP2 & ISPA4

Use(s)		Indicative capacity
Primary	Residential	496 (35dph on circa 60% of site)
Secondary	Green Rim Trail Highways Improvements Early Years Setting Sports Pitches Suitable Accessible Natural Green Space (SANGS) Associated Infrastructure	Approximately 40% of site

Adopted Plan 2017

N/A – New Site. Previously allocated as Countryside.

Current use

Predominantly greenfield arable land.

Development constraints / issues

The principles and requirements set out in policy ISPA4 of the Core Strategy and Development Management Policies DPD must be followed.

The development of this land will need to be masterplanned along with the adjacent land allocated under the Suffolk Coastal Local Plan Review Policy SCLP12.24.

Development will need to be phased and delivered in coordination with the delivery of the Ipswich Garden Suburb to ensure that there is sufficient infrastructure capacity to meet demand.

An Early Years setting and replacement sports facilities, if needed, will need to be incorporated into any future development. Development will need to make appropriate provision towards primary school places which are likely to be accommodated within the three new primary schools planned through the Ipswich Garden Suburb.

The layout and design of any future development must incorporate the provision of a Green Trail walking and cycling route to help deliver the wider Green Trail around Ipswich. The provision of Suitable Accessible Natural Green Space and other forms of open space will be required in accordance with the Open Space Standards set out in Appendix 5 of the Core Strategy and Development Management Policies DPD.

Highways and junction improvement works along Humber Doucy Lane are likely to be required. A transport assessment and travel plan will be required to ensure that development contributes towards delivering a significant modal shift to sustainable transport modes.

A high-quality of design will be required which also respects the countryside setting around the site. Biodiversity will need to be preserved and must incorporate net gain. The Ipswich Wildlife Audit 2019¹ provides further information on ecological surveys that will be required, as well as recommendations for how biodiversity net gain can be incorporated into new development, unless other means of biodiversity enhancement are appropriate. There are rows of Tree Preservation Orders (TPOs) along the boundary with Westerfield House that will need to be preserved unless there are overriding reasons for their removal. Where possible existing hedges onto Humber Doucy Lane shall be preserved and protected during the development process as applicable.

The setting of the grade II Listed Westerfield House Hotel must be preserved and enhanced as part of any future development of the site. The development should also seek to preserve the significance of the Listed Buildings to the north and east of the site. These are Allens House, Lacey's Farmhouse, and the Garden Store north of Villa Farmhouse.

¹ See Wildlife Audit Site Sheets for IP184a, IP184c, IP303, IP309, IP344 and IP350