

Existing Employment Area Review July 2017

Assessing which existing employment areas
should be protected by planning policy

Contents

1	Introduction	3
2	Methodology.....	4
3	Existing Employment Areas.....	5
4	Conclusions	6
	Appendix 1 – Existing Employment Area Site Assessments	10
	2 Sisters Food Group, Grange Road, Flixton	10
	Barnards Way/Leyland Court.....	13
	Beach Industrial Estate	19
	Beccles Business Park.....	24
	Beccles Road, Holton (Broadway Colours).....	30
	Becks Green Bungay.....	34
	Bernard Matthews, Holton	40
	Blyth Road, Halesworth	43
	Boasts Industrial Park, Beccles.....	49
	Broadway Drive, Halesworth	54
	Clays, Bungay	60
	Colville Road Works	65
	Common Lane North.....	72
	Ellough Industrial Estate	77
	EMP4 Port Related Activities	84
	Gosford Road	91
	Halesworth Road, Southwold	96
	Harbour Road.....	101

Holton Old Airfield	107
Klauke UK Ltd, Hillside Road East, Bungay.....	112
London Road Beccles	117
SSP1 PowerPark	122
SSP2 Peto Square and South Quay	129
SSP3 Kirkley Waterfront and Sustainable Urban Neighbourhood (Riverside Road Area Only).....	134
SSP5 Kirkley Rise	140
SSP8 The Scores	145
Appendix 2 – Revised Existing Employment Areas	152

1 Introduction

- 1.1 The purpose of this document is to provide an assessment of existing employment/industrial areas in the Waveney District. The assessment identifies the strengths and weakness of existing employment areas and draws conclusions on whether the employment uses in these areas should be protected from change of use in the emerging plan or not.
- 1.2 Employment uses for the purposes of this assessment are those uses falling into use classes B1, B2 or B8 of the Use Class Order as amended¹. Use class B1 is split into 3 sub-classes, B1(a) includes buildings used as offices, B1(b) covers research and development and B1(c) covers light industrial units. B2 is general industry including heavier 'bad neighbour' industrial uses. B8 is storage and distribution.
- 1.3 The Ipswich and Waveney Employment Land Needs Assessment identified a need for at least 13 hectares of additional employment land over the period 2011-2031 under a baseline scenario to meet jobs growth need. Under a higher scenario taking into account the increase in jobs from the planned offshore wind developments this rises to 16.5 hectares. Rolling these figures forward over the period to 2036 (the Local Plan period) this creates a need for between 16 and 21 additional hectares of employment land.
- 1.4 Existing land and buildings used for employment purposes are important to ensuring the above needs are met. Losses of existing premises will increase the requirement for new land to be allocated to meet jobs growth needs. The development of new land for employment uses has its own difficulties with viability and lead in times. Therefore the protection of viable existing premises is vital to ensure a good stock of employment land is retained to support jobs.
- 1.5 Paragraph 22 of the National Planning Policy Framework states: *"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."* It is therefore important that the Local Plan should identify and protect the most viable and strategically important employment areas from change of use and redevelopment. This assessment will provide evidence to support the identification and protection of certain employment areas.
- 1.6 The Strategic Housing and Economic Land Availability Assessment makes an assessment of all undeveloped land with potential for employment development and provides evidence to help select the best sites for new employment development to meet jobs growth.

¹ The [Town and Country Planning \(Use Classes\) Order 1987](http://www.legislation.gov.uk/changes/affected/uksi/1987/764) has been amended numerous times the following link details these: <http://www.legislation.gov.uk/changes/affected/uksi/1987/764>.

2 Methodology

- 2.1 This assessment undertakes a qualitative assessment of existing employment areas across the District. For each employment area the assessment considers the following factors.

Composition of Uses

- 2.2 Data from annual employment area surveys conducted by the Council has been used to understand the composition of uses on existing employment areas. Consideration will be given to the proportion of units and floorspace within B class uses and any potential incompatibilities of use on the sites.

Vacancy Rates

- 2.3 Data from annual employment area surveys conducted by the Council has been used to understand the number and percentage of vacant units and floorspace on the employment areas over the last 4 years. High and consistent rates of vacancy are likely to signal that an employment area is not performing well.

Development Rates

- 2.4 Data from the monitoring of planning permissions will be used to understand the level of new build development taking place on employment areas. Comparably higher rates of development is a signal the area is performing well.

Market Activity

- 2.5 A search of real estate webpages has been undertaken to establish the number of units currently being marketed and the length of time. This will further help establish the market attractiveness of an area.

Quality of Premises

- 2.6 A quality survey of the external appearance of premises has been conducted by officers of the Council. Feedback from businesses, agents and sectors as part of the Employment Land Needs Assessment indicated quality and appearance of premises was important to businesses. The availability of car parking was also indicated as important. Each area has been scored based on appearance of buildings including the visible state of repair, the state of external areas, and the availability of car parking.

Quality of the Environment

- 2.7 Quality of the external environment in and around employment areas is also important as indicated by feedback as part of the Employment Land Needs Assessment. As such, in addition to the above, officers of the Council have conducted a survey of the quality of the external environment of the employment areas. Each area has been scored based on landscaping, local facilities for the workforce and branding of the area.

Strategic Access

- 2.8 Access was another issue rated as important by businesses, agents and sectors interviewed and surveyed as part of the Employment Land Needs Assessment. The distance to the port of Lowestoft was also a key

consideration for some businesses in Waveney. Each area has been scored on its access to the strategic transport network and the distance to Lowestoft port has been noted.

Social and Regeneration Policy

- 2.9 In considering whether an employment area should continue to be protected it is also important to consider the availability of other local employment facilities. It is also necessary to consider the level of deprivation locally and the ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors).

3 Existing Employment Areas

- 3.1 The following employment areas currently benefit from protection by Policy DM08 of the Development Management Policies or Policy EMP1 and EMP4 of the Lowestoft Lake Lothing and Outer Harbour Area Action Plan.

Lowestoft	Barnards Way/Leyland Court
	Beach Industrial Estate
	Harbour Road
	Lake Lothing (Inner Harbour)
	Oulton Industrial Estate
	South Lowestoft Industrial Estate
Beccles	Beccles Business Park
	Benacre Road
	Common Lane North
	Ellough Industrial Estate
	Gosford Road
	London Road
	The Moor Business Park
Bungay	Clays
	Hillside Road East (Klauke)
	Southend Road
Halesworth	Bernard Matthews
	Blyth Road
	Broadway Drive
	Halesworth Business Centre
Southwold and Reydon	Reydon Business Park
Rural	Becks Green (nr. Bungay)
	2 Sisters Food Group (nr. Bungay)

3.2 In the Lowestoft Lake Lothing and Outer Harbour Area Action Plan are a number of sites are allocated for employment use which have existing employment uses on site which the relevant policies seek to protect in employment use. These include:

- SSP1 – PowerPark
- SSP2 – Peto Square and South Quay
- SSP3 – Kirkley Waterfront and Sustainable Urban Neighbourhood (Riverside Road area only)
- SSP5 – Kirkley Rise
- SSP8 – The Scores (southern end)

3.3 For these sites, this review will recommend whether the existing employment uses on these sites should continue to be protected in any site allocations rolled forward into the new Local Plan.

3.4 In addition to the above there are a number of other employment areas which do not currently benefit from a designation in the existing Local Plan. These are:

- Colville Road Works, Lowestoft
- Quay View Business Park, Lowestoft
- Sparrowhawk Road, Halesworth (Spectra)
- Southwold Business Centre, Southwold
- Halesworth Road, Southwold (Adnams)
- Wren Business Centre, Wrentham
- Southwold Road, Holton
- Beccles Road, Holton (Broadway Colours)
- Holton Old Airfield
- Site 3 Ellough, Beccles South
- Site 3 Ellough, Beccles North
- Boasts Industrial Park, Beccles

3.5 The assessment of each site in accordance with the above methodology is found in Appendix 1. A map of each site is found within the assessment

4 Conclusions

4.1 The table below shows the headline findings for each employment area. Appendix 1 provides the full assessment of each site.

Employment Area	Percentage of B Use Units (2016)	Percentage of B Floorspace (2016)	Percentage of Vacant Units (2016)	Percentage of Vacant Floorspace (2016)	Employment Floorspace Completed 2012-2016 (sqm)	Quality of Premises Score (out of 9)	Quality of Environment Score (out of 9)	Access to Major Roads Score (out of 3)	Distance to Lowestoft Port (km)
2 Sisters Food Group	100	100	0	0	652	7	5	1	29
Barnards Way/Leyland Court	50	51	14	19	0	6	6	2	2
Beach Industrial Area	50	88	0	0	0	7	7	2	1
Beccles Business Park	62	96	7	1	1358	6	5	2	12
Beccles Road	100	100	0	0	N/A	7	6	2	28
Becks Green	100	100	22	26	0	3	4	1	24
Bernard Matthews	100	100	0	0	0	7	6	2	29
Blyth Road	46	62	18	7	0	6	5	2	30
Boasts Industrial Park	N/A	N/A	N/A	N/A	N/A	3	4	2	14
Broadway Drive	80	92	7	2	875	6	5	3	30
Clays	100	100	0	0	0	6	7	3	27
Colville Road Works	75	73	19	18	0	5	3	2	3
Common Lane North	24	34	5	2	0	7	5	2	16
Ellough Industrial Estate	79	93	19	7	-312	6	7	2	13
EMP4 Port Related Activities (Lowestoft Inner Harbour)	83	98	17	3	0	3	4	3	0
Gosford Road	29	53	14	46	0	4	5	2	16
Halesworth Road	100	100	0	0	0	9	7	3	22
Harbour Road	65	74	3	2	0	3	3	3	4
Holton Old Airfield	43	62	0	0	N/A	3	3	2	27
Klauke UK Ltd	100	100	0	0	0	7	7	2	24
London Road	100	100	0	0	0	7	4	3	18
Moor Business Park	61	83	11	9	-219	7	4	2	14
Norwich Road	74	83	12	46	-193	3	3	3	30
Oulton Industrial Estate	71	87	16	1	2884	6	4	3	4
Quay View	100	100	0	0	563	9	9	2	2
Reydon Business Park	75	96	10	2	69	6	4	3	19
Site 3, Ellough, Beccles (North)	100	100	0	0	N/A	9	7	2	14
Site 3, Ellough, Beccles (South)	60	81	0	0	N/A	3	3	2	14

Employment Area	Percentage of B Use Units (2016)	Percentage of B Floorspace (2016)	Percentage of Vacant Units (2016)	Percentage of Vacant Floorspace (2016)	Employment Floorspace Completed 2012-2016 (sqm)	Quality of Premises Score (out of 9)	Quality of Environment Score (out of 9)	Access to Major Roads Score (out of 3)	Distance to Lowestoft Port (km)
South Lowestoft Industrial Estate	74	82	11	5	2495	6	5	3	5
Southend Road	100	100	13	14	0	8	6	2	27
Southwold Business Centre	67	73	50	58	-77	3	4	1	20
Southwold Road	83	69	67	36	N/A	6	4	2	27
Spectra	100	100	0	0	0	9	7	2	29
SSP1 PowerPark	35	58	15	11	0	6	6	3	1
SSP2 Peto Square	67	92	17	27	0	3	5	2	0
SSP3 Kirkley Waterfront	74	64	9	N/A	0	7	6	2	2
SSP5 Kirkley Rise	54	74	23	39	0	6	5	3	1
SSP8 The Scores	53	61	14	16	0	4	5	2	1
Wren Business Centre	80	86	0	0	N/A	6	5	2	13

- 4.2 This review has concluded that most of the employment areas currently protected under DM08, EMP1 and EMP4 should continue to be identified as Existing Employment Areas. While some have performed better than others, most of the areas suggested have performed well in recent years in most of the measures taken for this review. They mostly have good proportions of B class units, lower than average vacancy rates and show signs of growth or have the potential to grow. Some of the sites also serve a useful regeneration purpose of provide employment in rural areas. The review suggests that out of areas currently protected, only Gosford Road should be removed from the designation in the new Local Plan. This site has a high level of vacancies with only one unit in B class use which is not vacant. The boundaries of the Common Lane North Employment are in need of amending. The area currently includes numerous properties which are no longer in employment use as well as a caravan site. As such the boundary should be consolidated around premises which remain in employment use and extended to cover a factory to the east of the current site.
- 4.3 All of the employment areas which currently benefit from some protection under site allocation policies in the Lowestoft Lake Lothing and Outer Harbour Area Action Plan should continue to be protected. The only suggested changes to the existing protection provided by the policies are to extend protection to employment premises on School Road.
- 4.4 It suggested that for most of the sites identified that currently not identified as Existing Employment Areas should now be identified. Most show signs of healthy market activity with high B class unit proportions, low vacancy rates and good access. Supporting these areas would mean that the B class employment in

these areas could be maintained and allowed to expand in the future, increasing these areas importance to their respective local areas employment levels. Boasts Industrial Park, Colville Road Works, Holton Airfield and Southwold Business Centre are not suggested to be identified as Existing Employment Areas. These areas have higher vacancy rates and lower proportions of units within B class use. Some of the premises and the environment of the estates are of poorer quality.

- 4.5 The full list of employment areas which should continue to be protected is listed below. Plans of the revised Existing Employment Area boundaries are included in Appendix 2.

Appendix 1 – Existing Employment Area Site Assessments

2 Sisters Food Group, Grange Road, Flixton

Site Details

Area in Hectares	3.3ha
Number of Units	1
Total Floorspace	8953sqm
Area of Land Undeveloped	0ha



Composition of Uses

B class units make up 100% of units and 100% of floorspace in this area. This employment area has seen no change in either the number of B class units or the amount of B class unit floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Vacancy Rates

This employment area did not have any vacant units or vacant floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Development Rates

Between April 2012 and March 2016 this employment area gained 652sqm of employment floorspace.

Quality of Premises

Age of buildings	1970s?
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Not attractive but in good state of repair.
State of external areas	2	Not able to gain access to the site. However, appears well kept and tidy with plenty of yard space.
Parking provision	3	Sufficient on site parking.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Surrounded by countryside.
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Criterion	Score	Comments
Landscaping and Presentation	1	Surrounded by tall trees on most sides. Entrance road not in good condition.
Local Facilities for Workforce	1	None.
Branding	3	Individual occupier.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	1	Only accessible via Grange Road, some distance from closest main road.

Proximity to rail, sea and air freight	This employment area is 28.9 kilometres from Lowestoft Port via the B1062.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area mainly consists of agricultural jobs and accommodation services. These are very sparse and probably do not offer high levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Provides employment in the rural area

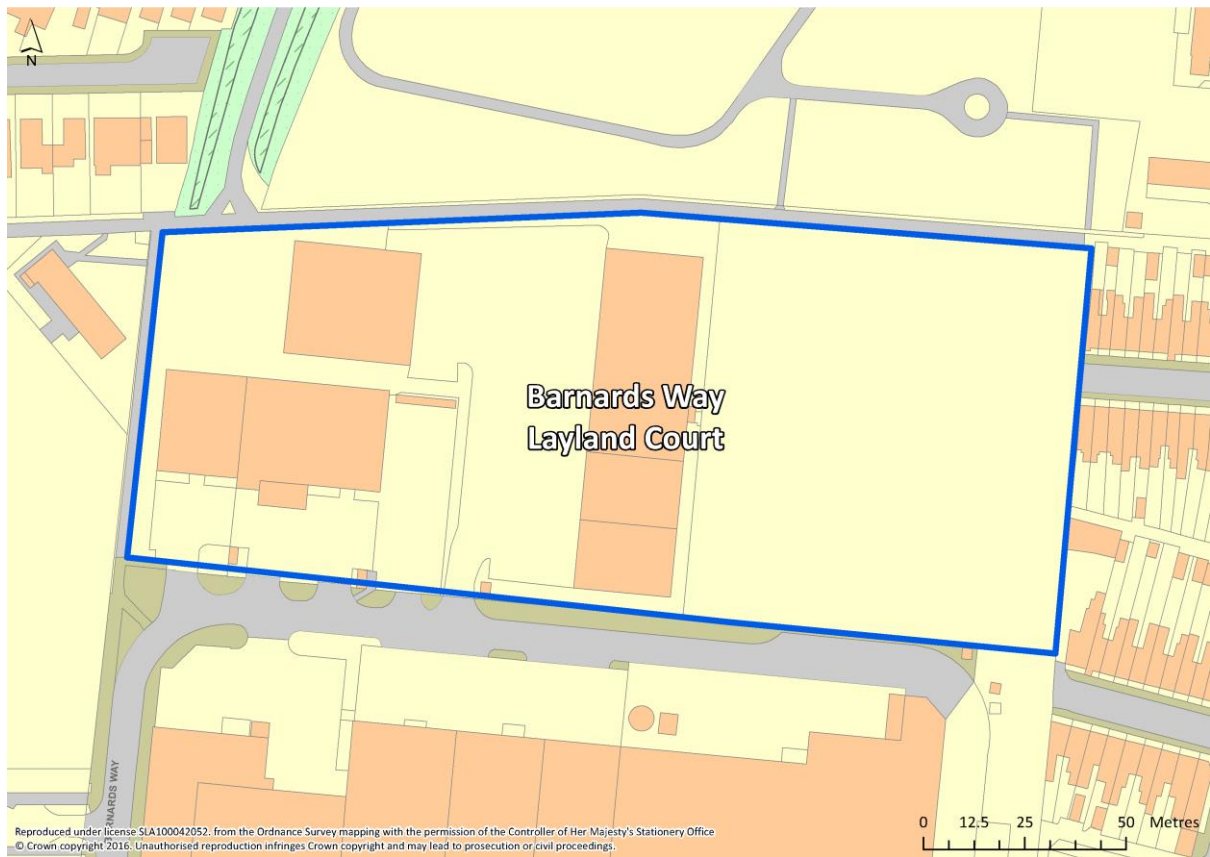
Conclusion

This site should continue to be identified as an Existing Employment Area. The site provides an important source of employment in the rural area and is unlikely to have any suitable alternative uses. Designating the area as an Existing Employment Area means that it will have the potential to expand in the future.

Barnards Way/Leyland Court

Site Details

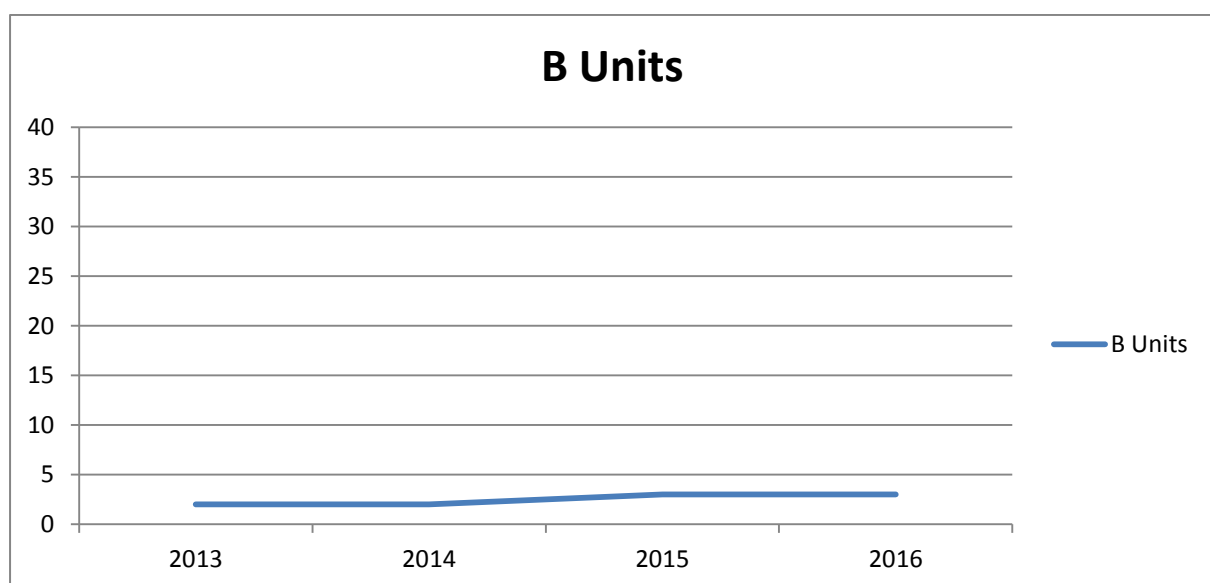
Area in Hectares	1.6ha
Number of Units	6
Total Floorspace	4277sqm
Area of Land Undeveloped	0.9ha

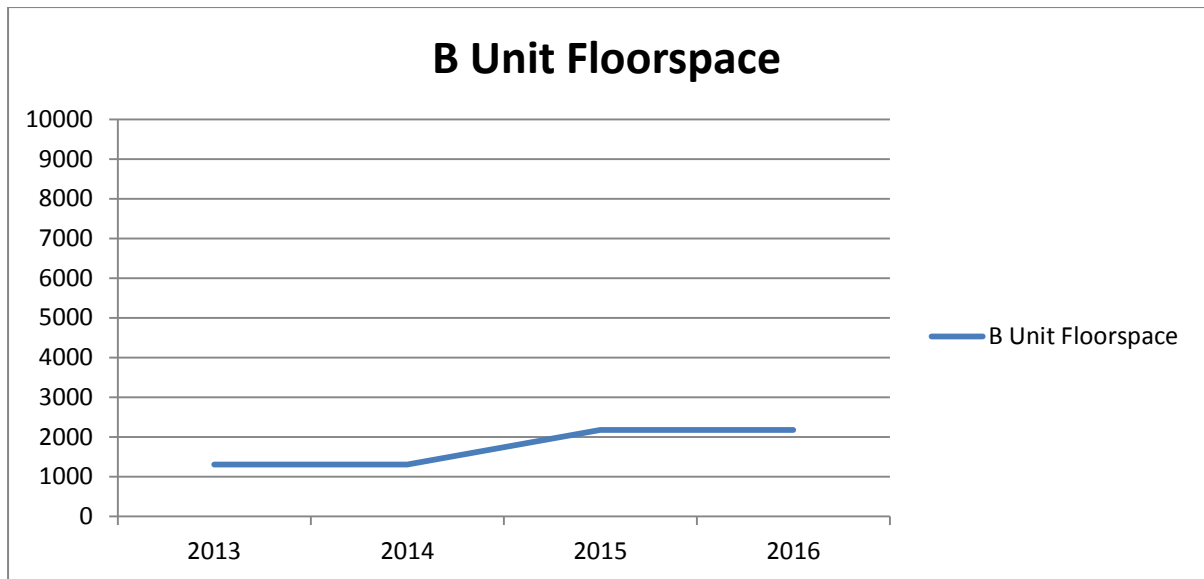


Composition of Uses



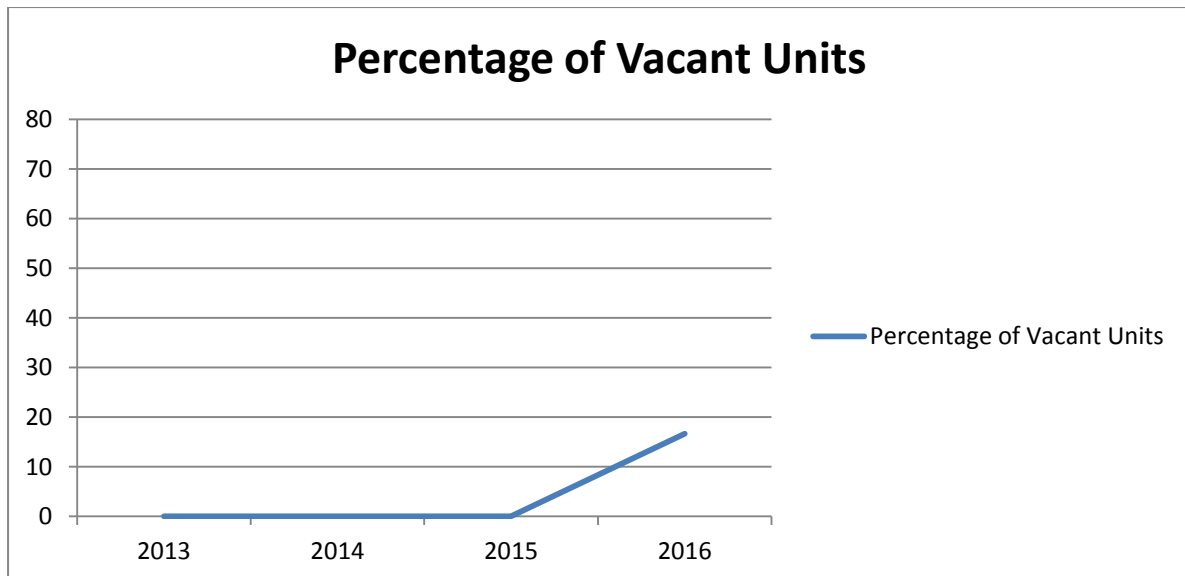
B class units currently make up 50% of the units and 50.9% of the floorspace. The graphs below show that this employment area saw an increase in both the number of B class units and the amount of B class floorspace between 2014 and 2015, with both remaining level in 2016.

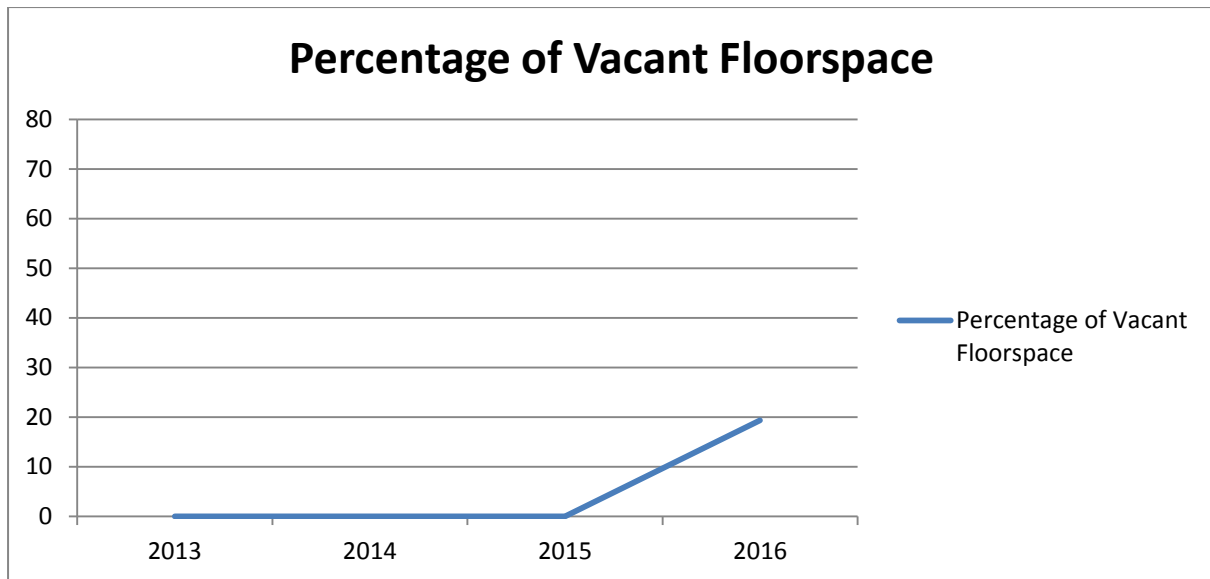




Vacancy Rates

The vacancy percentages for this area are currently above average with 14.3% of the units and 19.3% of the floorspace vacant. The graphs below show that this employment area had no vacant units or floorspace between 2013 and 2015. Both however increased in 2016 due to Lowestoft College vacating the unit they were using.





Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1990s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Standard industrial buildings in a good state of repair.
State of external areas	2	Well kept and tidy but no yard space.
Parking provision	2	Good parking provision at front of eastern units. Limited customer parking at Royal Mail sorting office results in cars on main road entrance to site.

Total Score	6	
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Quality of the Environment

Compatibility of adjacent uses.	Cemetery to north, retail to south, sports pitches to west and residential to east.
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Criterion	Score	Comments
Landscaping and Presentation	2	Not landscaped but otherwise roads and pavements are in good condition.
Local Facilities for Workforce	3	Adjacent North Quay retail park including Morrison's supermarket.
Branding	1	No signage or online presence.
Total	6	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to Peto Way, which leads on Normanston Drive.

Proximity to rail, sea and air	The site is 1.9km from Lowestoft Port via Denmark Road.
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freight	
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is located in North Quay Retail Park and is predominantly retail based. The employment levels from these are likely to be high due to their heavy concentration. This site is also close to the Quay View area, which offers lower levels of B Class employment.
Deprivation of LSOA	This employment area is partially in a location considered to be within the 20% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

Conclusion

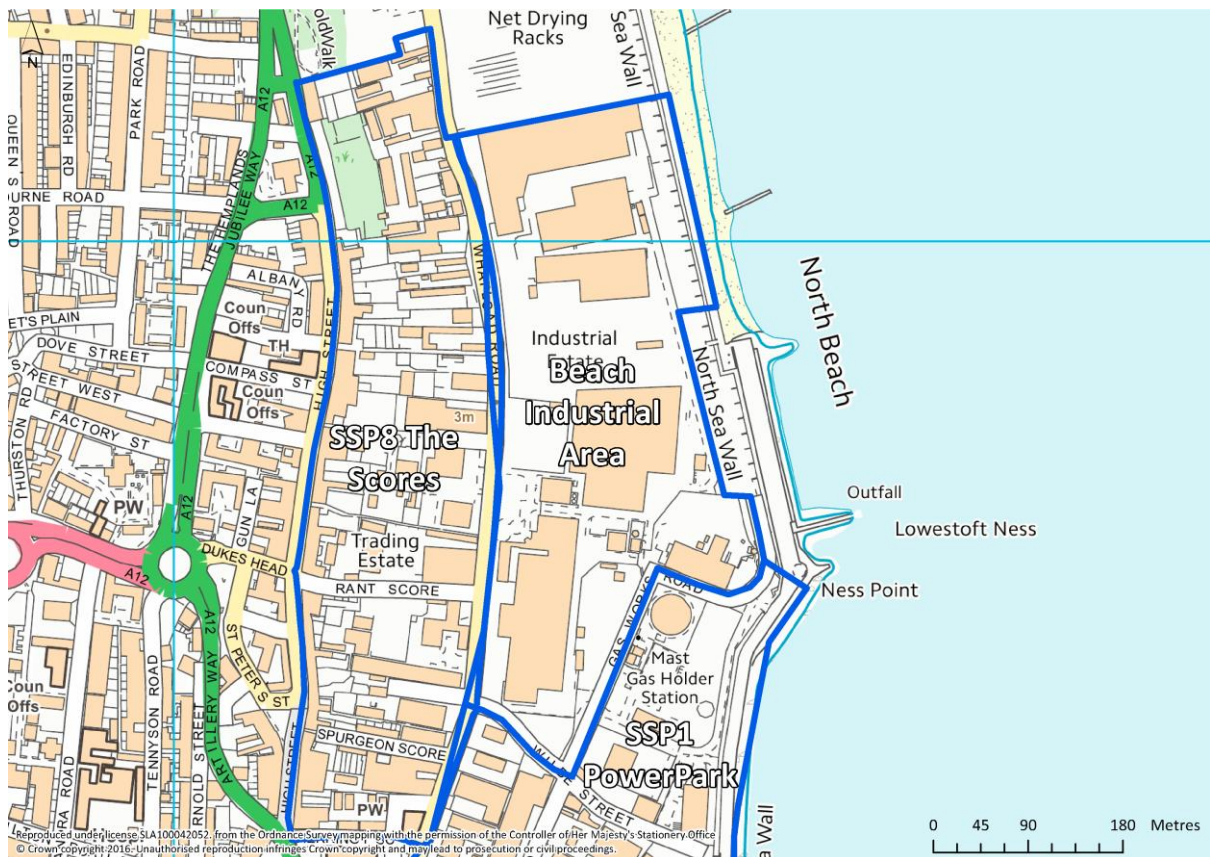
This small collection of modern larger business units are in a good condition and largely and consistently occupied. Most of the units are in B class use. Compared to other areas, this area has average quality premises and environment and is also close to the port with average access to main roads, showing that it can support port activities. This area is also located in a deprived area, meaning that if this area was to decline, deprivation could increase due to the loss of local jobs. Considering the above the site should continue to be designated as an Existing Employment Area.

Beach Industrial Estate

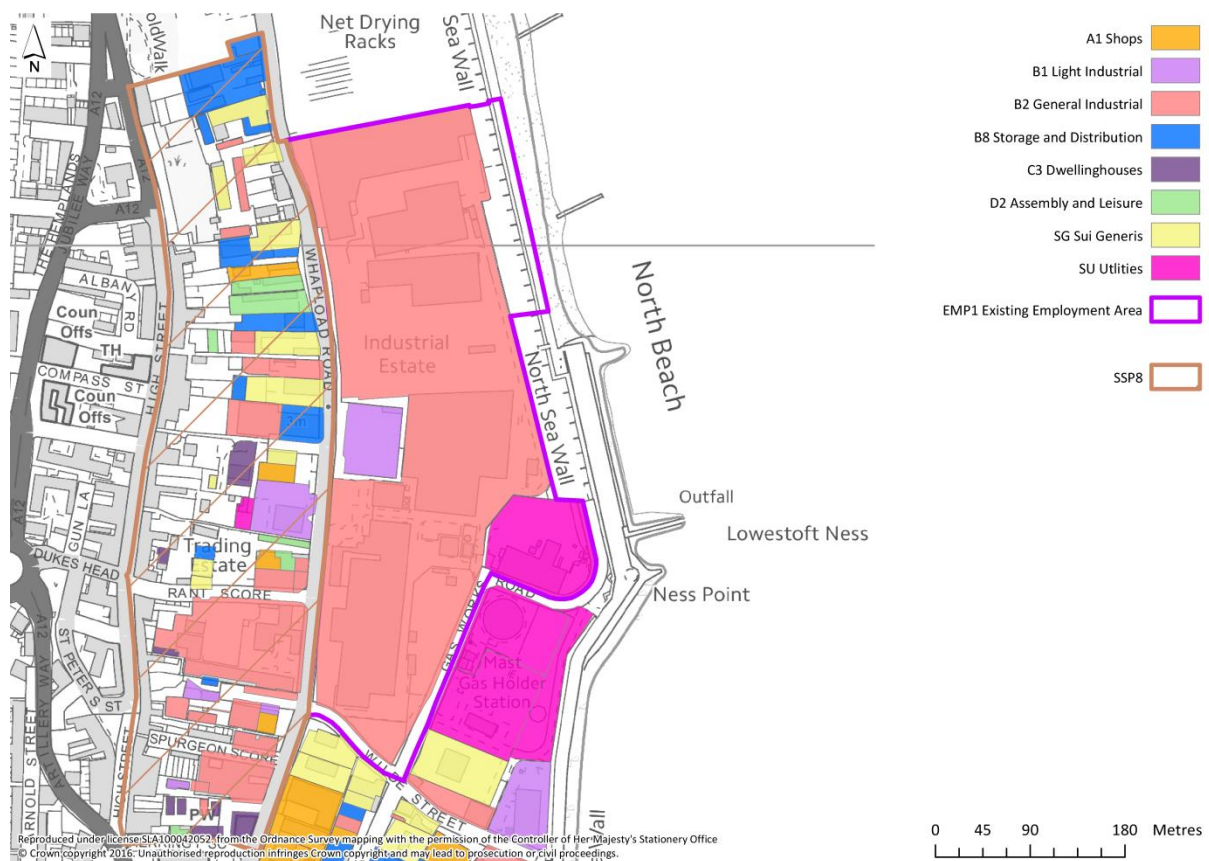
Site Details

Area in Hectares	9.8ha
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Number of Units	3
Total Floorspace	39369sqm
Area of Land Undeveloped	0.34ha



Composition of Uses



This area is occupied by just 2 employers who have occupied the site for many years. One is in B2 use and the other is in sui generis use. 88% is within B class use.

Vacancy Rates

This employment area has had no vacant units or vacant floorspace between 2013 and 2016.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1960s Onwards
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Buildings of differing ages and quality. Generally in good state of repair.
State of external areas	2	Well kept and tidy with good yard space.
Parking provision	3	Sufficient parking for employees.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	North sea to east. Industrial to south and east. Open space to north.
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Criterion	Score	Comments
Landscaping and Presentation	2	Some landscaping and roads, pavements in good condition.
Local Facilities for Workforce	2	Within walking distance (500-1000m) of town centre. Mobile catering unit on edge of site.

Branding	3	Individual occupier.
Total	7	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to Whapload Road, which leads onto the A12.

Proximity to rail, sea and air freight	The site is 1.4 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is mixed, with concentrations mainly from the SSP1 and SSP8 sites. These employment levels are high and consist of other B Class jobs, retail, public and education services.
Deprivation of LSOA	This employment area is within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

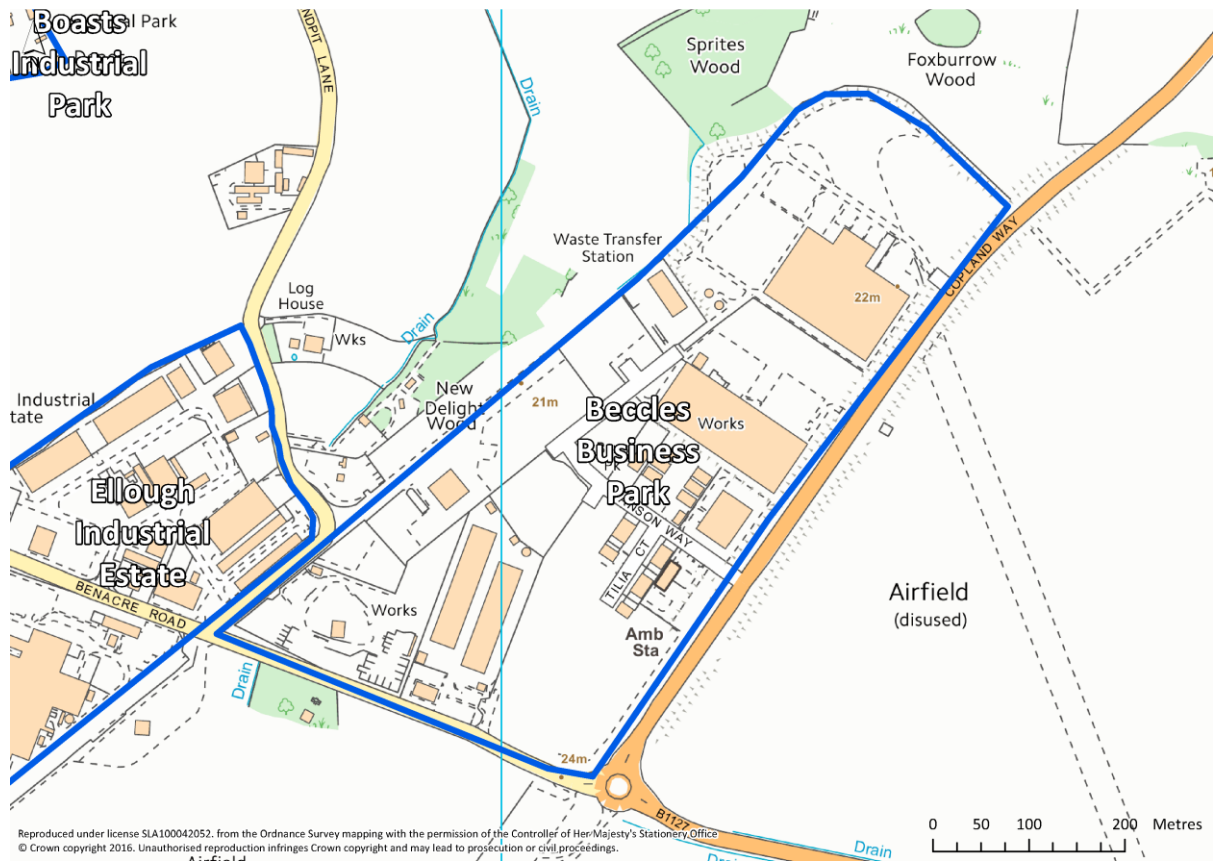
Conclusion

This employment area is currently occupied by Birds Eye who operate a very large bespoke food manufacturing unit which employs a significant number of local people and by Anglian Water who operate a water treatment plant. The area has good access, has good premises and is located in a deprived area meaning that it is likely to be important for local employment. The site should continue to be designated as an Existing Employment Area.

Beccles Business Park

Site Details

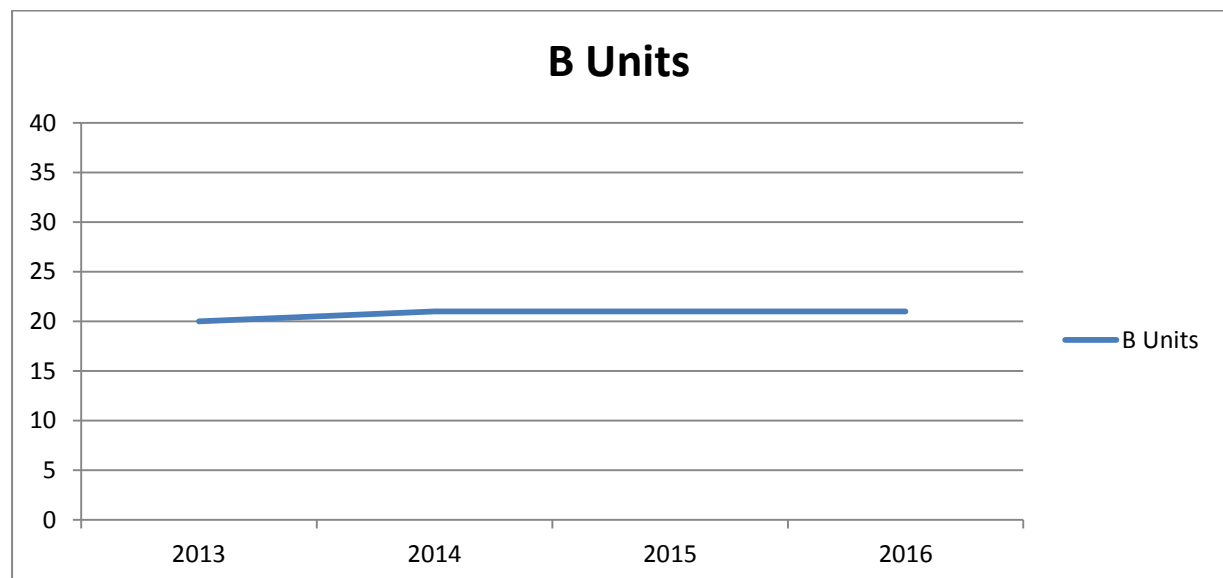
Area in Hectares	20.5ha
Number of Units	27
Total Floorspace	46211sqm
Area of Land Undeveloped	7.6ha

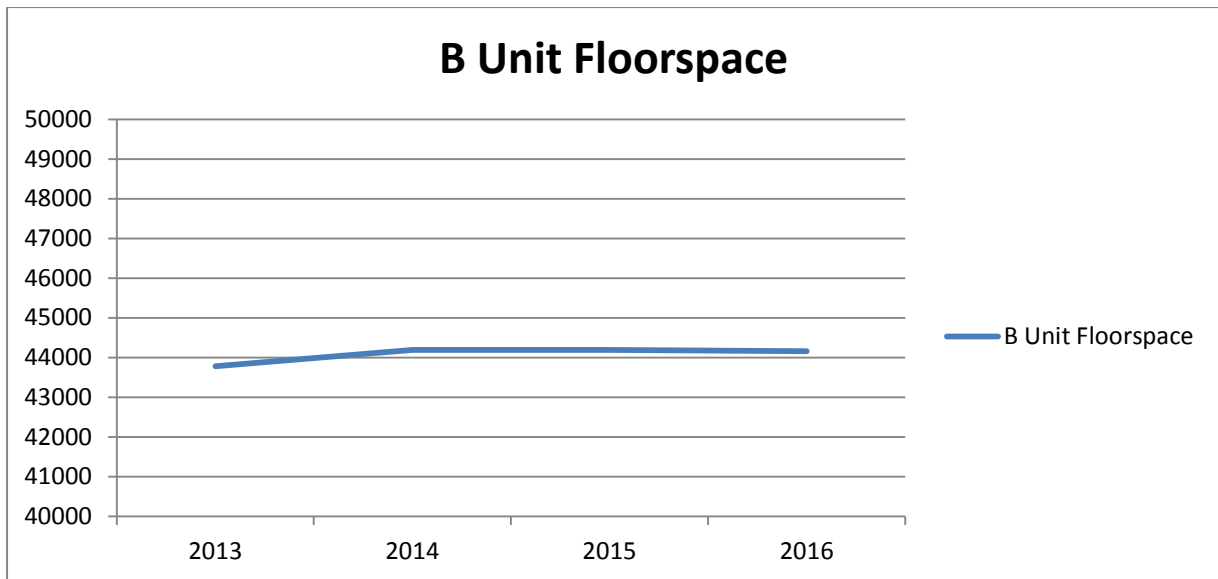


Composition of Uses



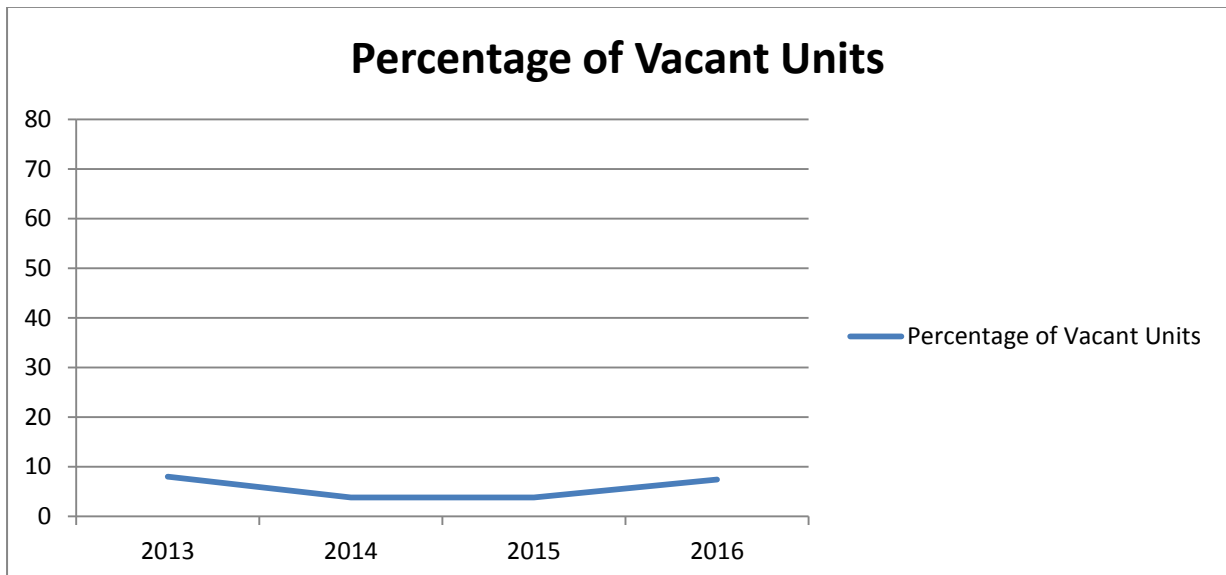
B class units currently make up the majority of this area, with a share of 61.8% of the units and 95.6% of the floorspace. The graphs below show that the number of B units and the amount of B unit floorspace increased slightly over the last three years.

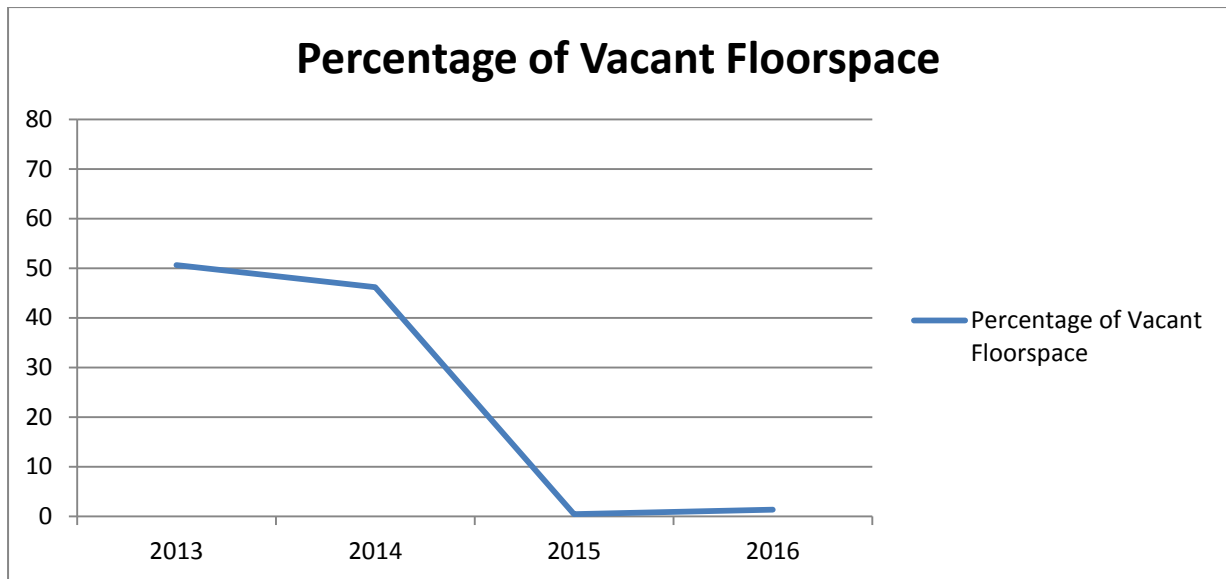




Vacancy Rates

This employment area currently has very low vacancy percentages, with only 7.4% of the units and 1.4% of the floorspace currently vacant. The graphs below show that both the percentage of vacant units has remained low over recent years. Between 2014 and 2015, while the percentage of vacant units stayed the same, the percentage of vacant floorspace fell significantly. This was due to the addition of Result who took over the areas largest unit.





Development Rates

Between April 2012 and March 2016, this employment area gained 1,358sqm of employment floorspace.

Quality of Premises

Age of buildings	2000 to current
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Mix of standard industrial buildings in good condition.
State of external areas	2	Generally well kept and tidy.
Parking provision	2	Most of the units have suitable car parking, but limited in

		some areas such as Excalibur Halls Estate and Tilia Court.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	Agricultural land to the north. Otherwise all compatible uses (employment areas, airfield)
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Criterion	Score	Comments
Landscaping and Presentation	2	Only landscaping is on the periphery such as the bunding to the main road.
Local Facilities for Workforce	1	No provision on-site. M&A's Airfield Diner close by, although this is accessed via Copland Way / Benacre Road.
Branding	2	Some branding for individual sites. Small online presence.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to the B1125, which leads onto the A146.

Proximity to rail, sea and air freight	This employment area is 12.4 kilometres from Lowestoft Port via the A146 and the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area comes from predominantly other employment areas, such as Ellough Industrial Estate, Moor Business Park, and the Site 3 areas which have high levels of B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	The area is adjacent to the Enterprise Zone.

Conclusion

The results for this employment area show that it should continue to be designated as an Existing Employment Area. The site has a good mix of modern units which are mostly in business use. Vacancies have recently become very low and the area has gained a large amount of new employment floorspace in recent years, demonstrating a healthy market. Compared to other areas the area has average quality premises and environment and average connections to main roads. Due to this areas proximity with both Ellough Industrial Estate and Moor Business Park, it is considered that these employment areas should be combined into one for future monitoring.

Beccles Road, Holton (Broadway Colours)

Site Details

Area in Hectares	2.6ha
Number of Units	1
Total Floorspace	8500sqm
Area of Land Undeveloped	0



Composition of Uses

This area is occupied by a single manufacturing employer, therefore 100% of the units and floorspace is within for B Class use.

Vacancy Rates

As this area is occupied by a single employer, this area currently has no vacant units or floorspace. Again, as this area has only one year's worth of data, no time series is available.

Development Rates

Unknown – data only collected in 2016.

Quality of Premises

Age of buildings	1970s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Not poor quality but not outstanding either.
State of external areas	2	Well-kept and tidy.
Parking provision	3	Excellent parking provision.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Residential to the south. Agricultural to north and east. Residential / barn to west.
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Criterion	Score	Comments
Landscaping and Presentation	2	Reasonably well kept, although there is little landscaping.
Local Facilities for Workforce	1	None.
Branding	3	On site signage. Single occupier. Website.
Total	6	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to Sparrowhawk Road and Beccles Road.

Proximity to rail, sea and air freight	This employment area is 27.6 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area consists of accommodation services and motor vehicle specialists, however these are very sparse. The main other sources of employment come from the Bernard Matthews, Old
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	Airfield and Spectra areas, which offer high levels of alternative B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

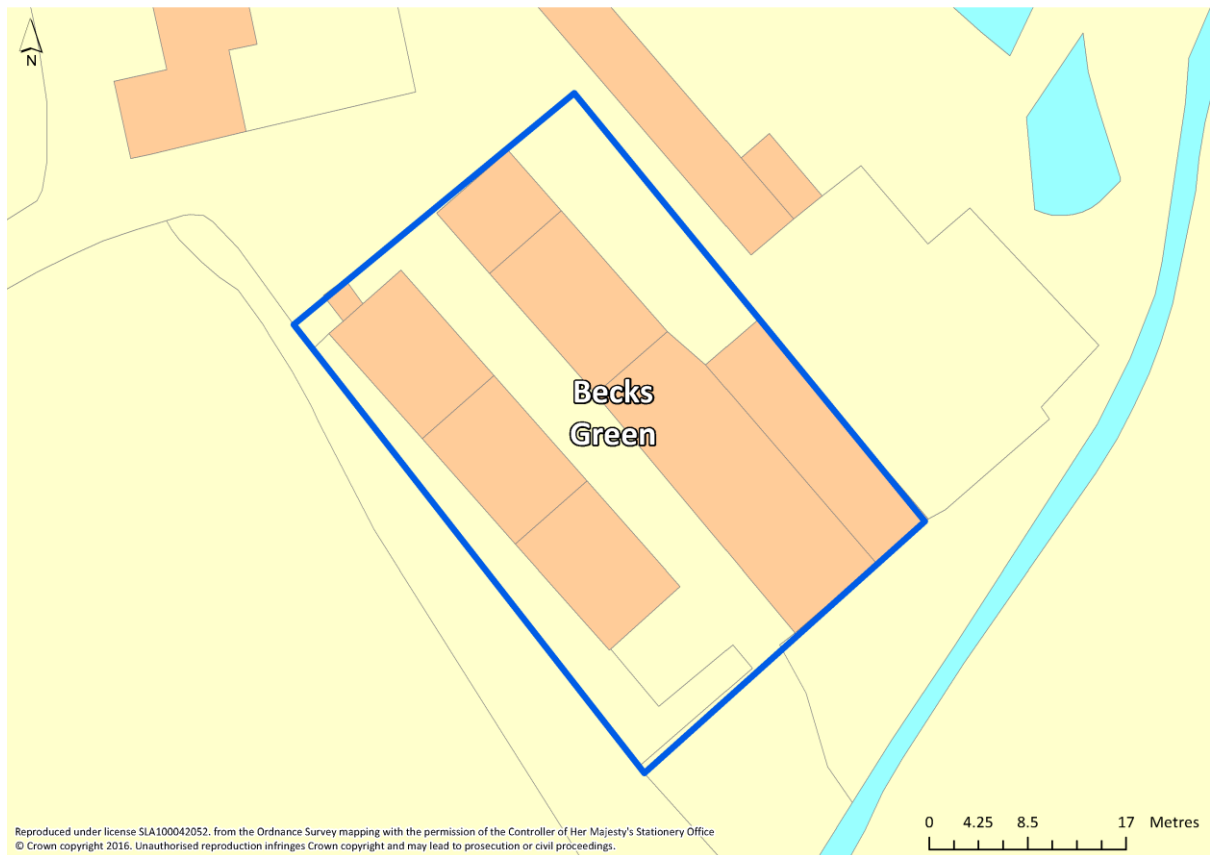
Conclusion

This site should be identified as an Existing Employment Area. The site provides an important source of employment in the rural area and is unlikely to have any suitable alternative uses. Designating the area as an Existing Employment Area means that it will have the potential to expand in the future.

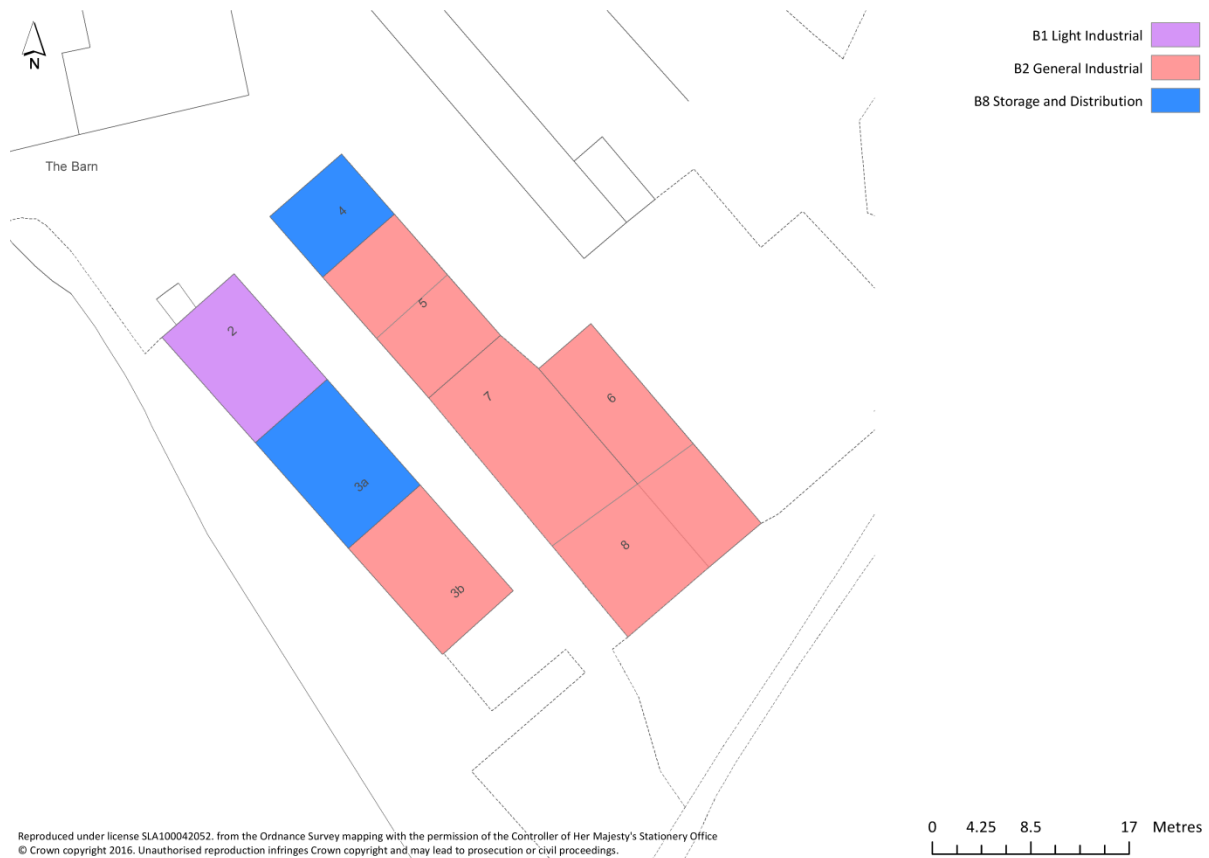
Becks Green Bungay

Site Details

Area in Hectares	0.08ha
Number of Units	9
Total Floorspace	845sqm
Area of Land Undeveloped	0ha



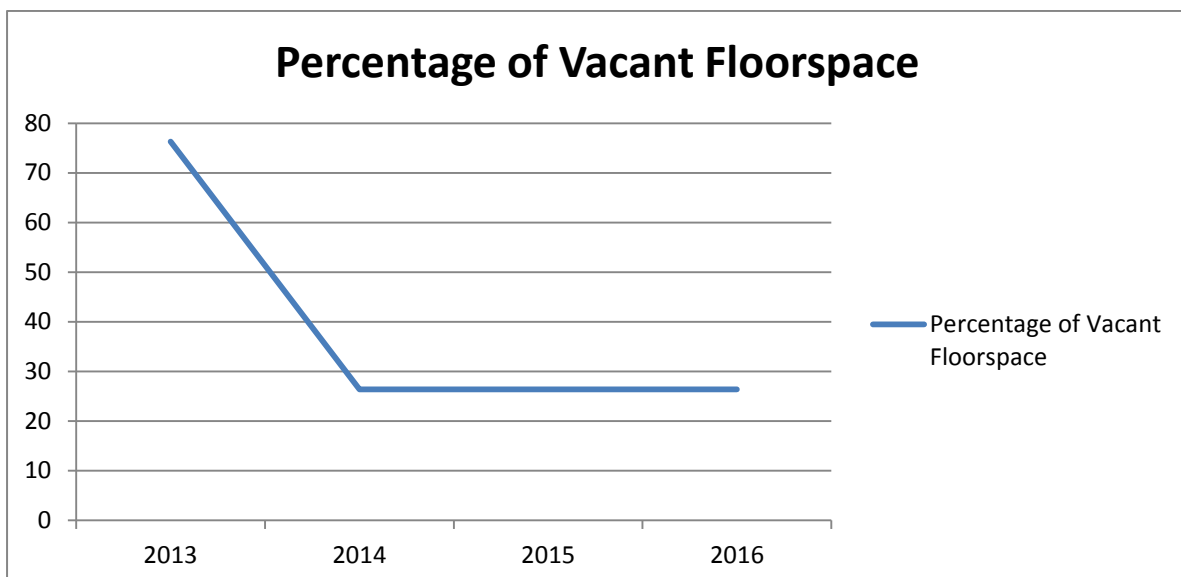
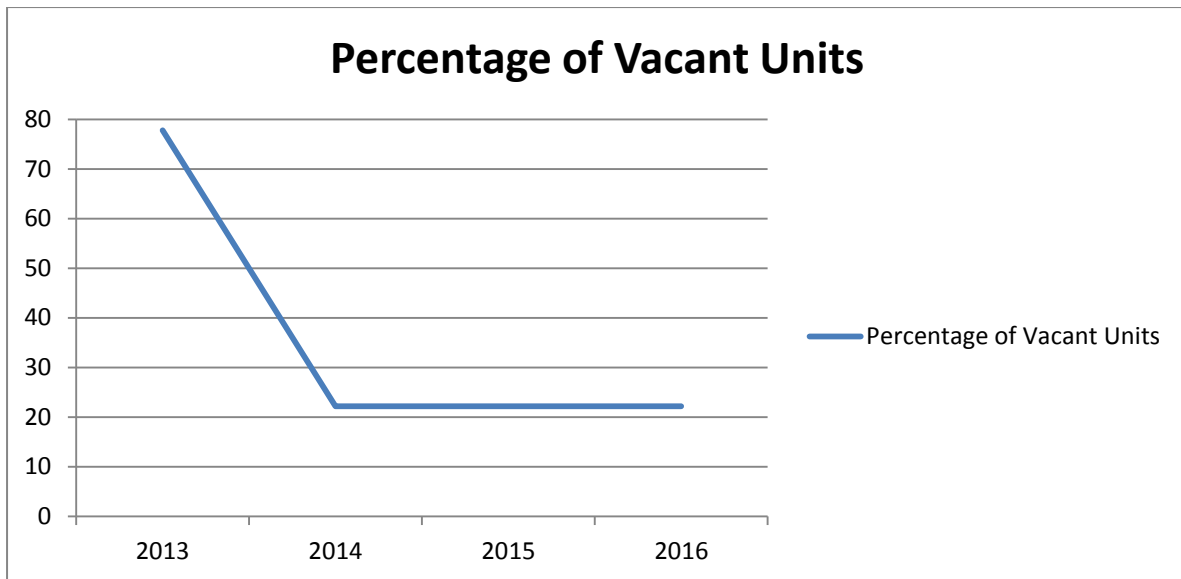
Composition of Uses



The graphs below show that this employment area did not see any change in either the number of B units or the amount of B unit floorspace between 2013 and 2016. B units currently make up 100% of the units and 100% of the floorspace.

Vacancy Rates

The vacancy rates for this area are currently above average, with 22.2% of the units and 26.4% of the floorspace being vacant. The graphs below show that both the percentage of vacant units and the percentage of vacant floorspace fell significantly between 2013 and 2014 due to several new businesses, including Martin Dawson Interiors and RB Hunt Electrical, filling most of the previously vacant units. Between 2014 and 2016, however, both percentages have remained level.



Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Unknown
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Not attractive or in a good state of repair.
State of external areas	1	No yard space. Not particularly well kept or tidy.
Parking provision	1	No designated parking.
Total Score	3	

Quality of the Environment

Compatibility of adjacent uses.	Residential to north. Countryside to south, east and west.
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Criterion	Score	Comments
Landscaping and Presentation	2	None within site but site well screened from main road and adjacent well-kept residential dwelling.
Local Facilities for Workforce	1	None.
Branding	1	Sign at site entrance. No online presence.
Total	4	

Strategic Access

Criterion	Score	Comments
Access on to major road network	1	Becks Green Lane only access road, some distance from closest main road.

Proximity to rail, sea and air freight	This employment area is 23.9 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area mainly consists of accommodation services, agriculture and sparse retail outlets. These are unlikely to provide high levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Provides employment in a rural area.

Conclusion

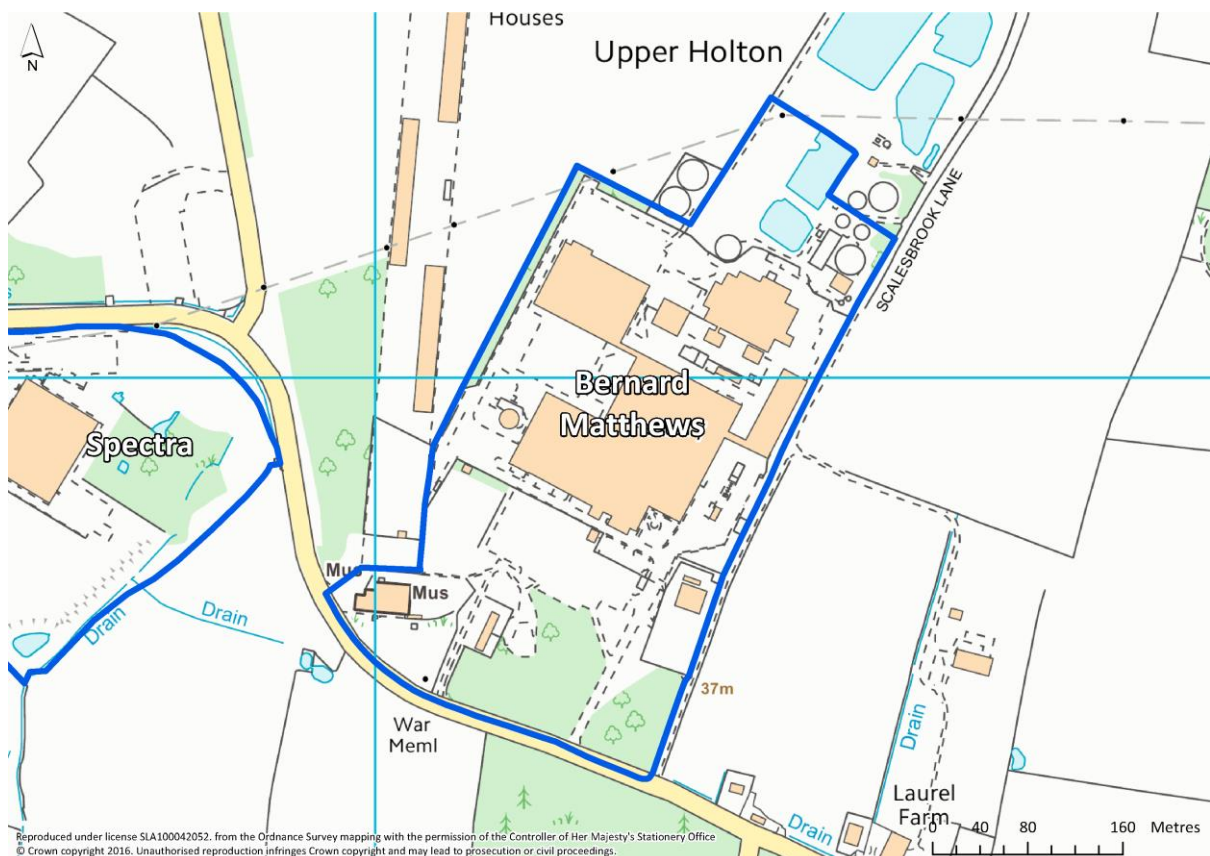
This is a small complex of converted farm buildings providing a source of employment in the rural area of the District. Vacancy rates for this area are higher than average and have been higher in the recent past. However, there are only a small number of units and just a couple of units being vacant

at the time of the survey will lead to high vacancy rates being recorded. All of the occupied units are in B class. The premises and environment are of lower quality with poor access to main roads. Due to the provision of employment units in the rural part of the District this development provides, the area should continue to be identified as an Existing Employment Area.

Bernard Matthews, Holton

Site Details

Area in Hectares	13.4ha
Number of Units	1
Total Floorspace	25900sqm
Area of Land Undeveloped	0ha



Composition of Uses

B class units currently make up 100% of units and 100% of floorspace in this area. This employment area has seen no change in either the number of B units or the amount of B unit floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Vacancy Rates

This employment area has not had any vacant units or floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Site not visited. Not of any architectural value but in reasonable state of repair.
State of external areas	2	Well kept and tidy with plenty of yard space.
Parking provision	3	Sufficient on site parking for employees.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Surrounded by open countryside.
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Criterion	Score	Comments
Landscaping and Presentation	2	Landscaped area at entrance to site. Main entrance road in good condition.
Local Facilities for Workforce	1	None.
Branding	3	Individual occupier.
Total	6	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to Sparrowhawk Road, which leads onto the A144.

Proximity to rail, sea and air freight	This employment area is 28.5 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area consists off sparse retail, agriculture and food services, all of which are unlikely to offer high levels of employment. This area is also close to the Spectra, Norwich Road and Broadway Drive employment areas, which all offer high levels of B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

Conclusion

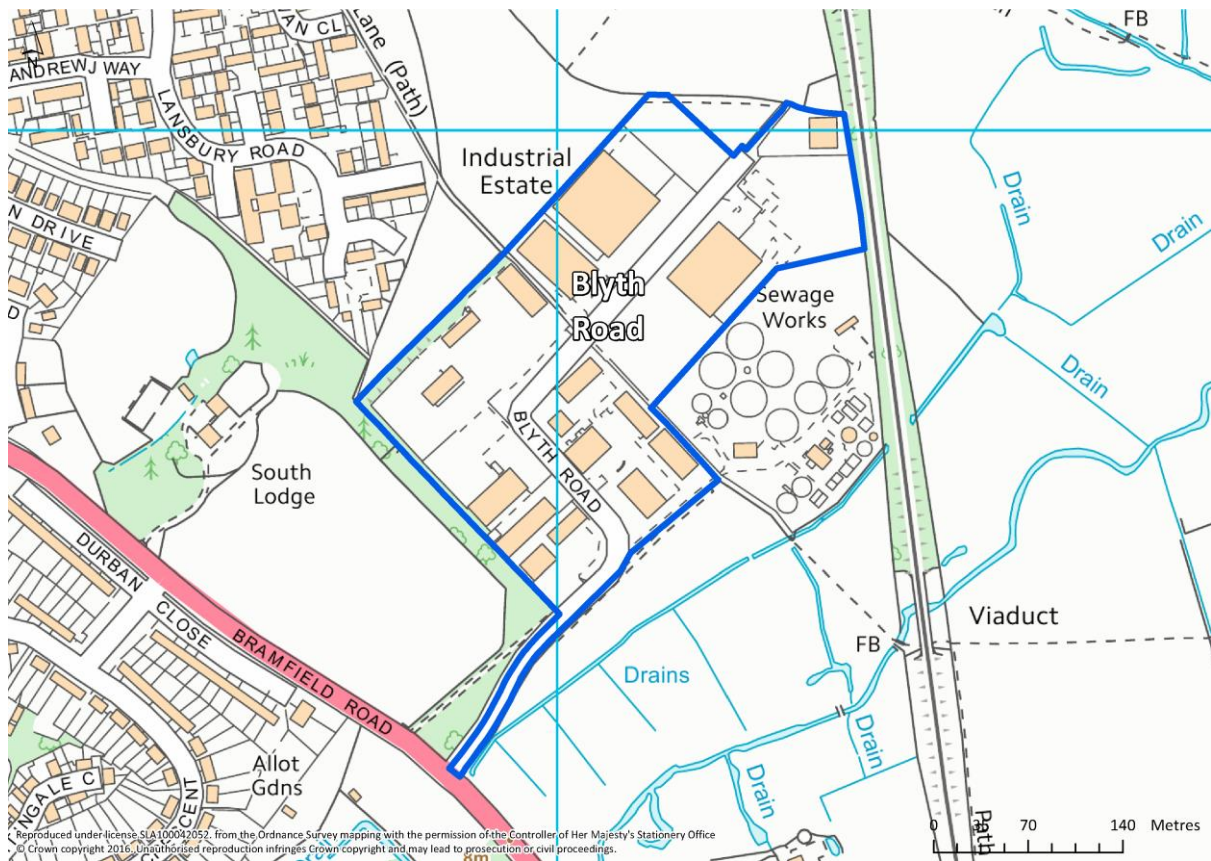
This site should continue to be identified as an Existing Employment Area. The site provides an important source of employment in the rural area and is unlikely to have any suitable alternative uses. Designating the area as an Existing Employment Area means that it will have the potential to expand in the future.

Blyth Road, Halesworth

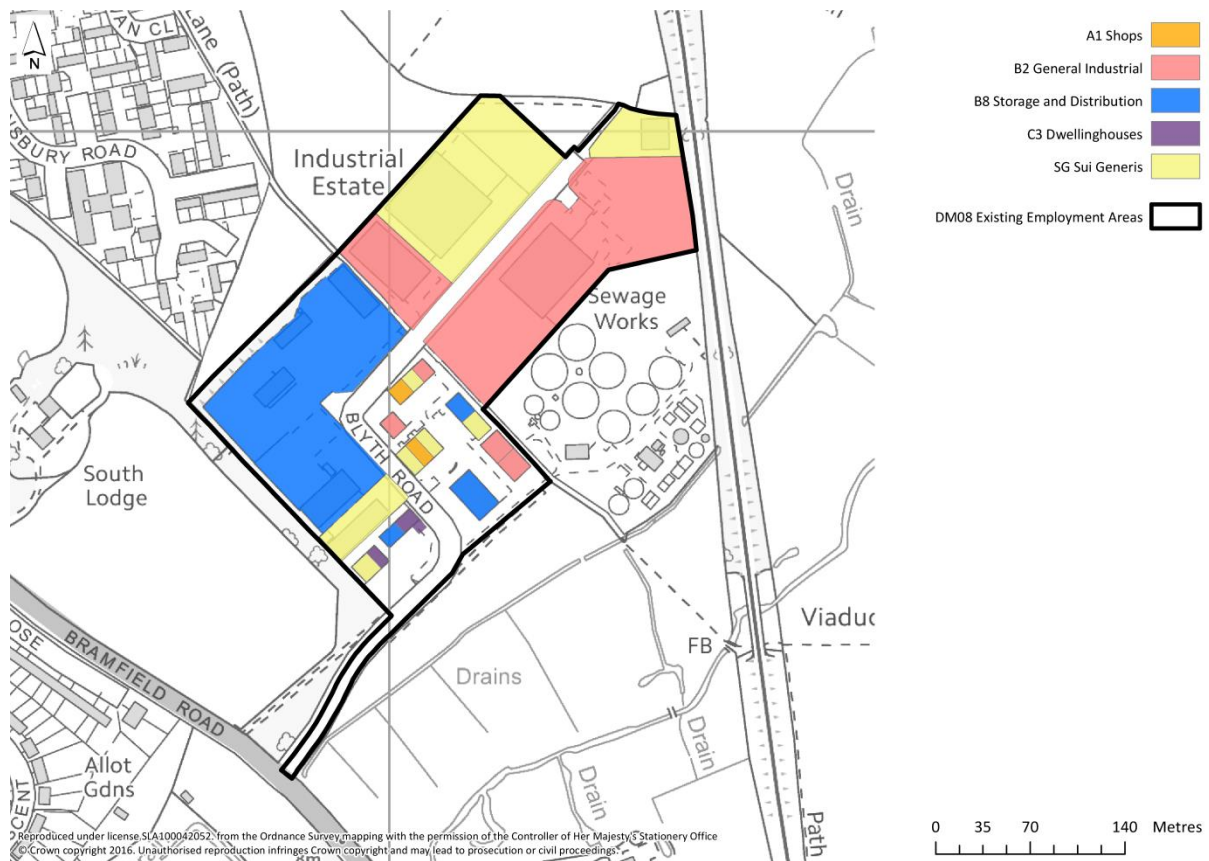
Site Details

Area in Hectares	5.1ha
Number of Units	22
Total Floorspace	17828sqm

Area of Land Undeveloped	0ha
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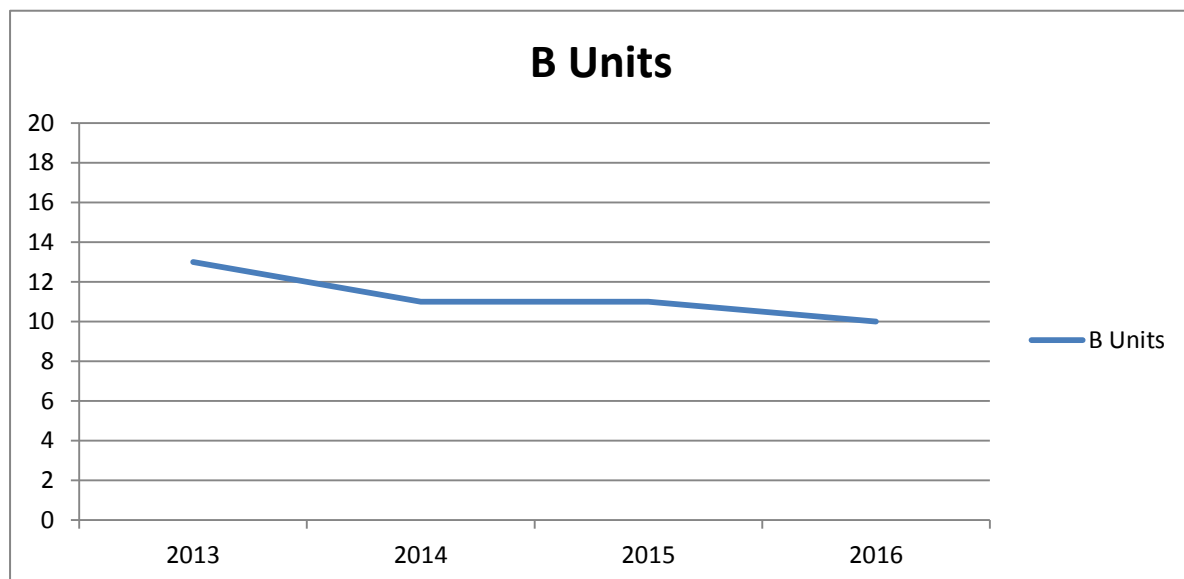


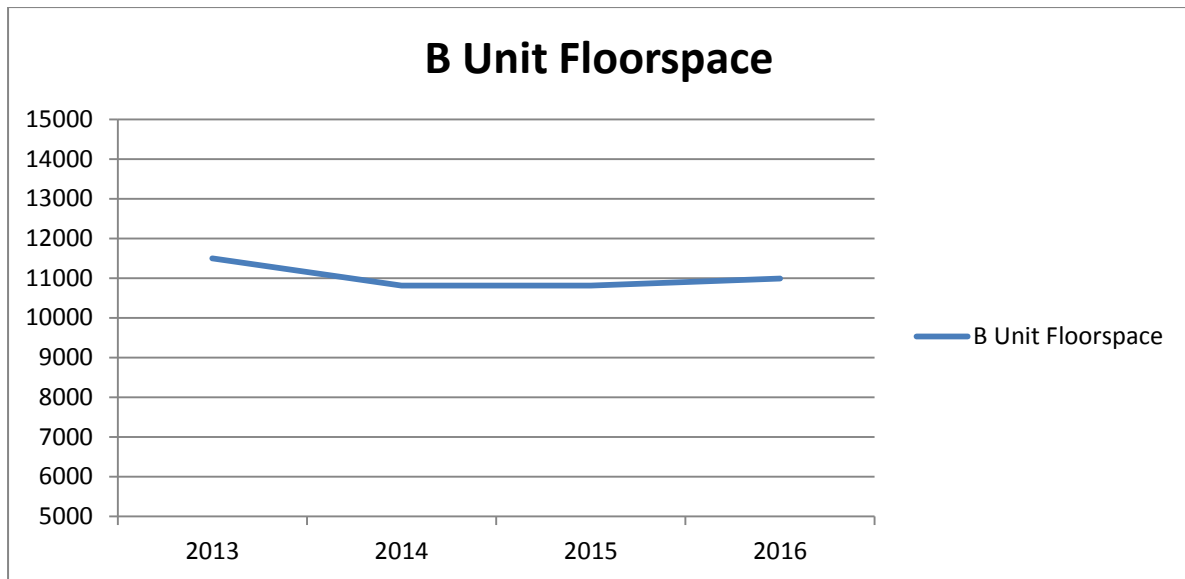
Composition of Uses



Currently B class units make up 45.5% of the units and 61.7% of the floorspace of the area.

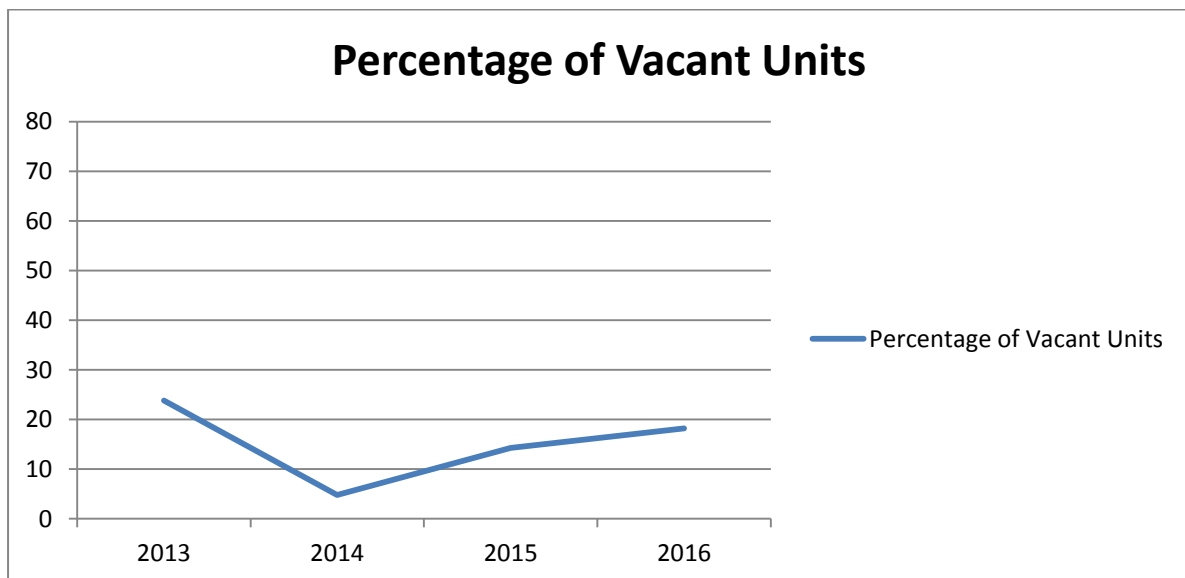
The graphs below show that both the number of B class units and the amount of B class unit floorspace had slightly decreased over the last three years as a result of changes of use to sui generis uses.

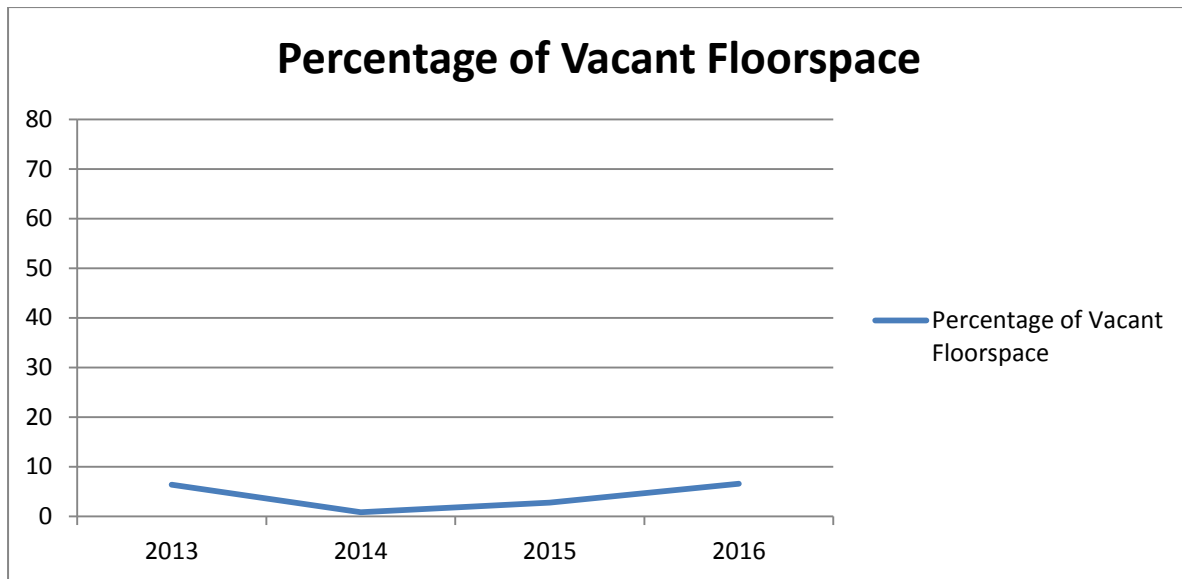




Vacancy Rates

The percentage of vacant units in this area is currently quite high at 18.2%, however the percentage of vacant floorspace is currently low at 6.6% as most of the vacant units are the smaller units of the area. The graphs below show that the percentage of vacant units has been high for most years between 2013 and 2016 whereas the percentage of vacant floorspace has been reasonably low, with the exception of 2014 where both percentages were below 10%. Both percentages then increased between 2014 and 2015 due to the loss of Halesworth Computer Centre and one of the Broadway Colours units to Rockart UK, who moved from a different unit.





Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1980s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Primarily standardised brick built industrial units in good state of repair.
State of external areas	2	Well kept and tidy but limited yard space for some units.
Parking provision	2	Limited car parking in some areas. Kerb parking on main estate road.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	Primarily countryside with small area of residential to north west corner.
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Criterion	Score	Comments
Landscaping and Presentation	2	No landscaping, but well kept industrial estate. Views over countryside.
Local Facilities for Workforce	1	No on site facilities and not within walking distance to town centre.
Branding	2	Mainly standardised industrial units of varying scale. No online presence.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to the A144

Proximity to rail,	This employment area is 29.5 kilometres from Lowestoft Port via
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sea and air freight	the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area mainly consists of retail outlets and services. These outlets are unlikely to provide high levels of employment due to their lack of concentration.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

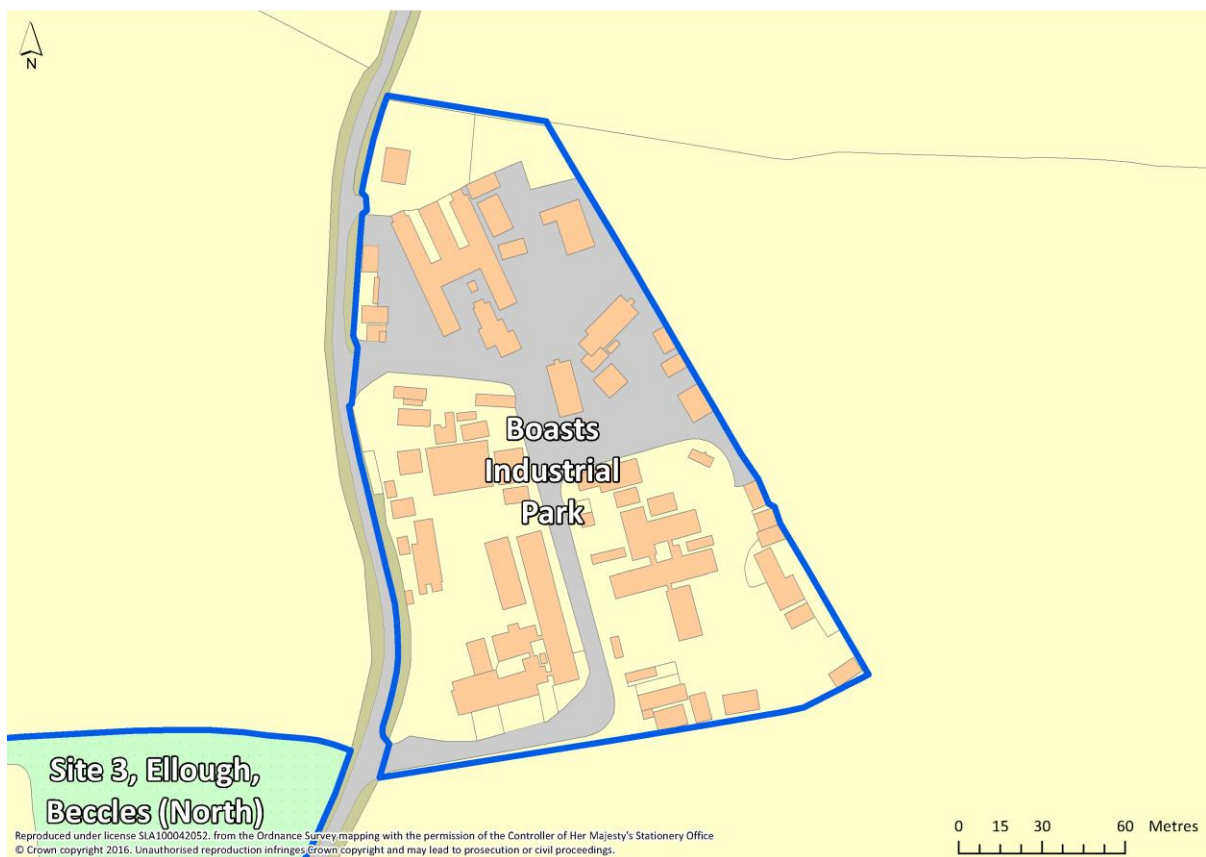
Conclusion

The results for this employment area show that it should continue to be designated as an Existing Employment Area. While this area has a slightly low proportion of B class units, a large proportion of the remaining units are based the automotive industry which adds to the employment levels of the area and does not detract from the industrial purpose of the site. Also, while the vacancy rates for the units may look high, the amount of vacant floorspace shows that it is mostly small units that are vacant which tend to have high turnovers. The premises and environment of this area are average in quality, with average access to main roads. This is only one of two employment areas located in Halesworth, meaning that this area is likely to be very important to supporting employment in the local area and should therefore be protected.

Boasts Industrial Park, Beccles

Site Details

Area in Hectares	2.84
Number of Units	Unknown
Total Floorspace	Unknown
Area of Land Undeveloped	Unknown



Composition of Uses



It is not possible to determine the proportions of B units and B unit floorspace for this employment area. This is because it was not possible to determine the businesses that owned the separate units due to the informal nature of the site.

Vacancy Rates

It is not possible to determine the vacancy rates for this employment area; once again this is because it was not possible to accurately survey the separate units.

Development Rates

As there is no time series data for this area, the amount of employment floorspace gained or lost since 2012 is unknown.

Quality of Premises

Age of buildings	1930s/40s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Re-used former military buildings, mostly in a poor state of repair.
State of external areas	1	Limited yard space and very untidy external areas.
Parking provision	1	Cars are parked informally across the site. No site parking or individual unit parking.
Total Score	3	

Quality of the Environment

Compatibility of adjacent uses.	Agricultural to east, south and west. Residential dwelling to north.
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Criterion	Score	Comments
Landscaping and Presentation	1	Roads and pavements in poor condition. Bushes surround the site.
Local Facilities for Workforce	2	On site café.
Branding	1	Signage at entrance to site is in poor state of repair
Total	4	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to College Road.

Proximity to rail, sea and air freight	This employment area is 14.1 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area mostly comes from other employment areas including Ellough Industrial Estates, Beccles Business Park, Moor Business Park and Site 3, Ellough (North and South) areas.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

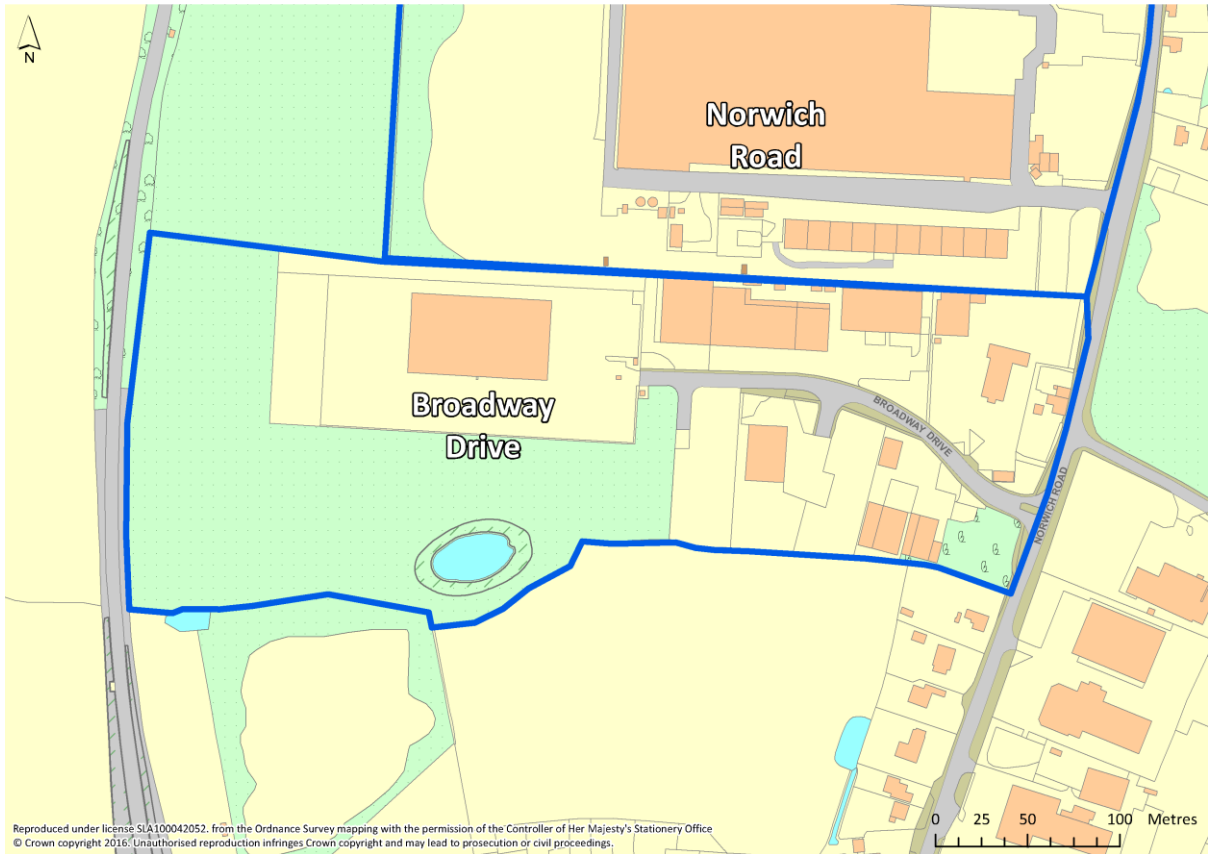
Conclusion

The results for this employment area suggest that it should not be designated as a Existing Employment Area. The premises and environment have both been evaluated as being of poor quality. The availability of other employment locally and the location not being deprived suggest that this area is also not integral to maintain local employment levels.. It should still be noted that due to the nature of the area it was not possible to gauge the B unit proportions or vacancy rates for the area, but this in itself suggests that the area is poor quality and supports the suggestion to not designate this area.

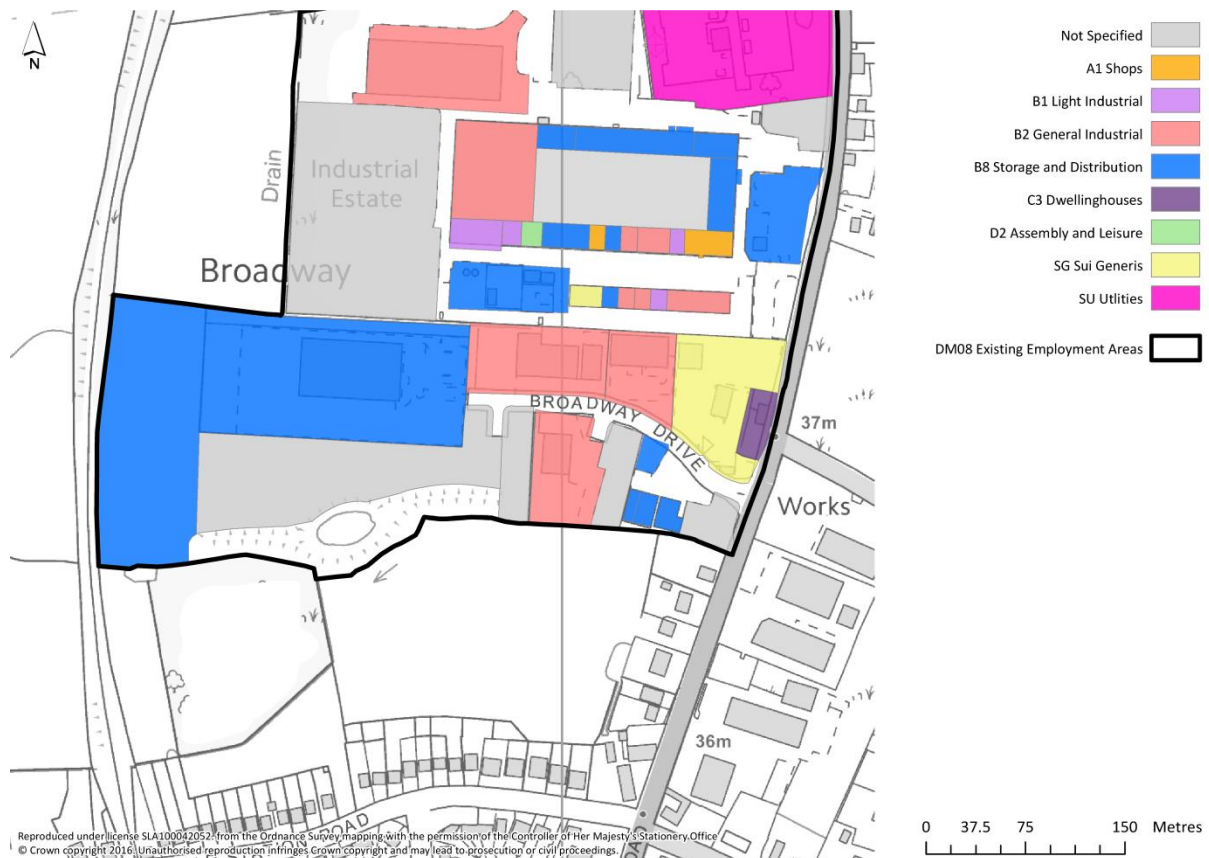
Broadway Drive, Halesworth

Site Details

Area in Hectares	7.9ha
Number of Units	10
Total Floorspace	9510sqm
Area of Land Undeveloped	1.7ha



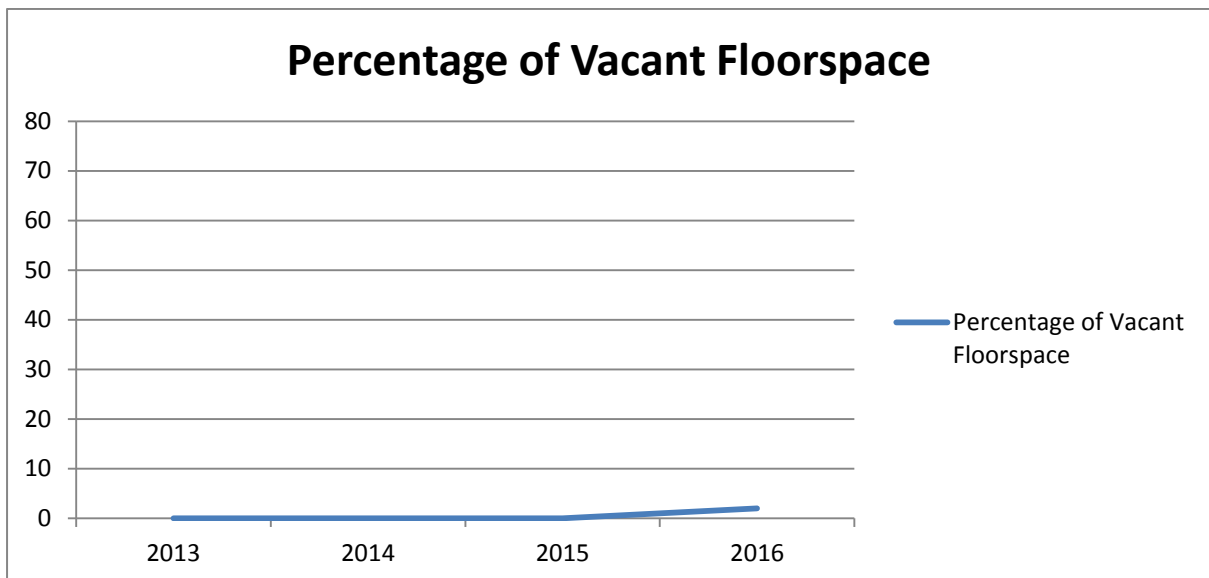
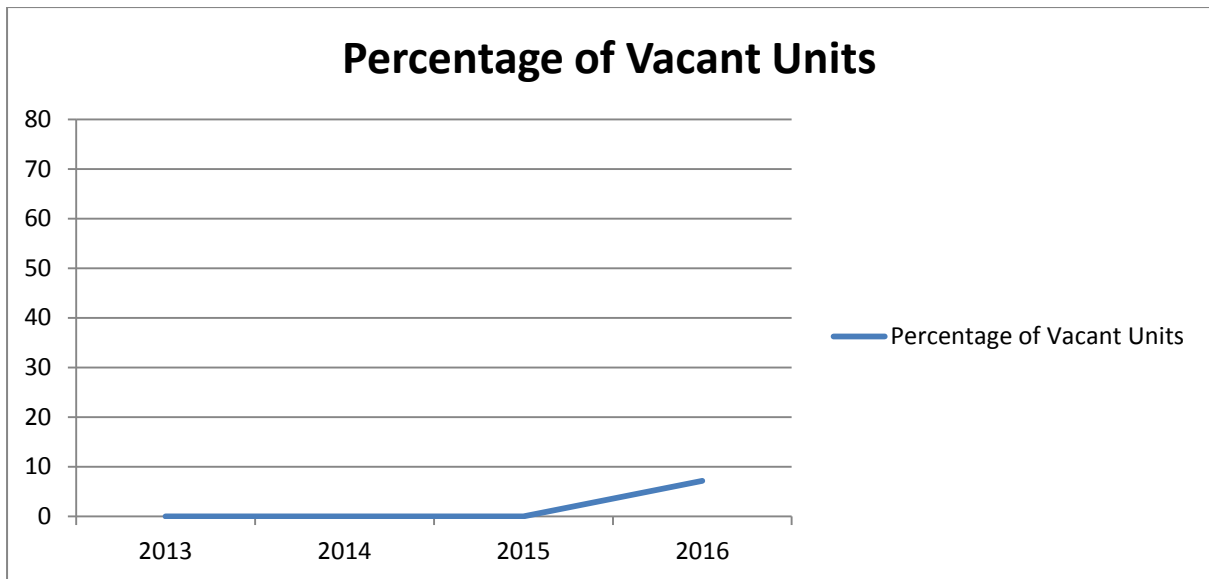
Composition of Uses



B class units currently make up the majority of the units in this area with 80% of the share and 91.5% of the total floorspace. This employment area has seen no change in the number of B class units and the amount of B class unit floorspace between 2013 and 2016 except in 2014, when the number of units increased by one but the floorspace remained the same. This level then returned to normal in 2015.

Vacancy Rates

The percentage of vacant units in this area is slightly below average with 7.1% being vacant, with the percentage of vacant floorspace is very low at 2%. The graphs below show that there were no vacant units or vacant floorspace in this employment area between 2013 and 2015. However, both the percentage of vacant units and the percentage of vacant floorspace increased in 2016. This was due to the loss of Halesworth Tool Hire/Pogoda Systems from the area.



Development Rates

Between April 2012 and March 2016 this employment area gained 875sqm of employment floorspace.

Quality of Premises

Age of buildings	1980s onwards
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Good state repair but varying architectural quality.
State of external areas	2	Well kept and tidy and most units have yard space.
Parking provision	2	No kerb parking. Sufficient parking for most units.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	Industrial to north, main road to east and countryside to south and west.
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Criterion	Score	Comments
Landscaping and Presentation	3	Some basic landscaping. Roads, pavements etc in reasonable condition.
Local Facilities for Workforce	1	No on site facilities and not within walking distance of town centre.
Branding	1	No branding. No online presence.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access to the A144.

Proximity to rail, sea and air freight	This employment area is 30 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area comes from retail, education and health services, as well as B Class employment in the Norwich Road employment area. These are all concentrated along Norwich Road and likely offer high levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

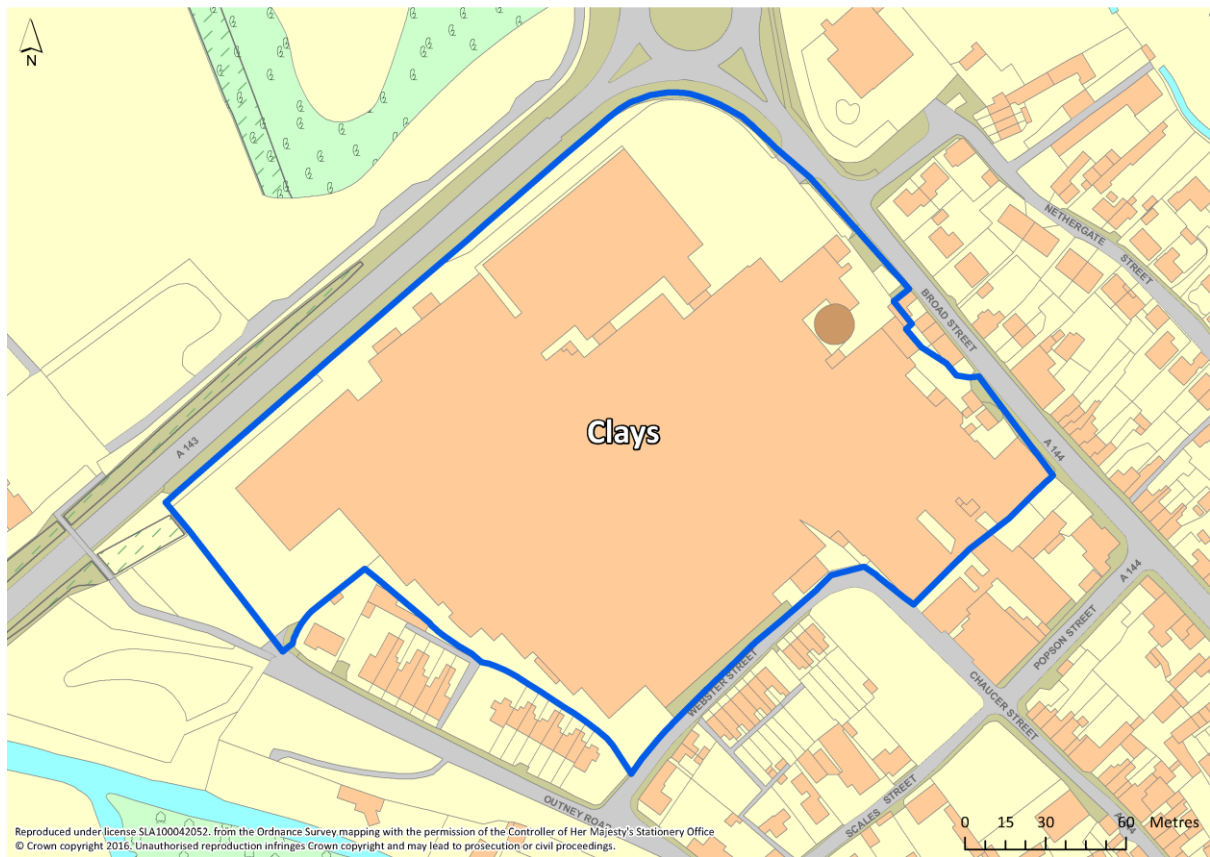
Conclusion

This area includes a mixture of more bespoke industrial premises and standard warehouses. The results for this employment area show that it should be designated as an Existing Employment Area. This area has large proportion of B class units and has very low vacancy rates. It has also gained employment floorspace in recent years showing that market activity is good. The area has average quality premises and good access to main roads. Due to this areas proximity to the Norwich Road area, it is considered that these areas should be combined for future monitoring.

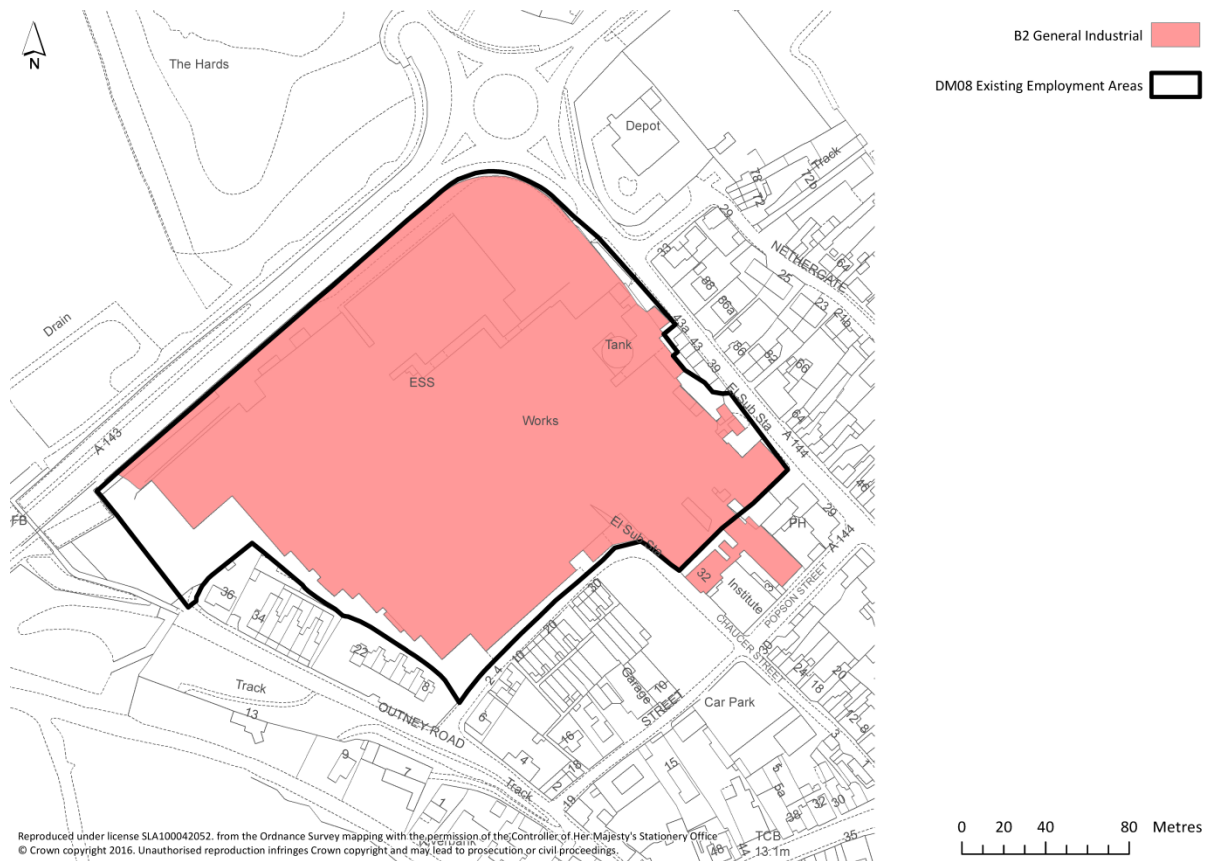
Clays, Bungay

Site Details

Area in Hectares	3.9ha
Number of Units	1
Total Floorspace	32600sqm
Area of Land Undeveloped	0ha



Composition of Uses



B class units currently make up 100% of units and 100% of floorspace in this area. This area is occupied by a single employer.

Vacancy Rates

This employment area had not vacant units or floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Unknown
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Mixture of architecture – mostly functional. Developed over many years.
State of external areas	2	Reasonably well kept and tidy and plenty of yard space.
Parking provision	3	Sufficient car parking for staff.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	A143 to north. Residential to south. Residential to east and west.
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Criterion	Score	Comments
Landscaping and Presentation	1	No landscaping buildings and yard space take up most of the site. Functional for the requirements of the employer.
Local Facilities for Workforce	3	Close to Bungay town centre.

Branding	3	Single use site. On-site signage and website.
Total	7	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access onto the A144.

Proximity to rail, sea and air freight	This employment area is 26.7 kilometres from Lowestoft Port via the A143 and A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area comes mainly from retail and food services. These are highly concentrated in this area and so are likely to offer reasonable levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

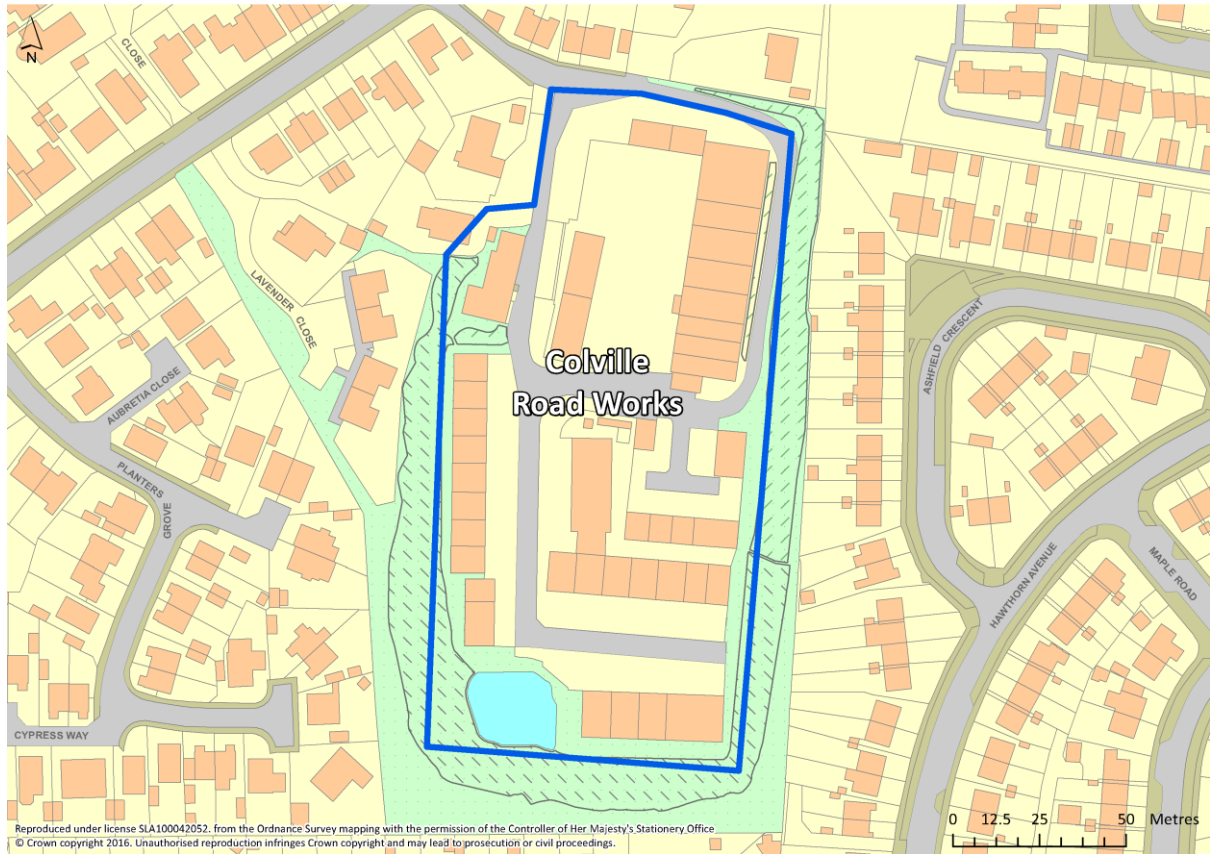
Conclusion

This employment area is currently occupied by Clays who operate a very large bespoke printing facility which employs a significant number of local people. The area has good access, has good premises and is located in a deprived area meaning that it is likely to be important for local employment. The site should continue to be designated as an Existing Employment Area.

Colville Road Works

Site Details

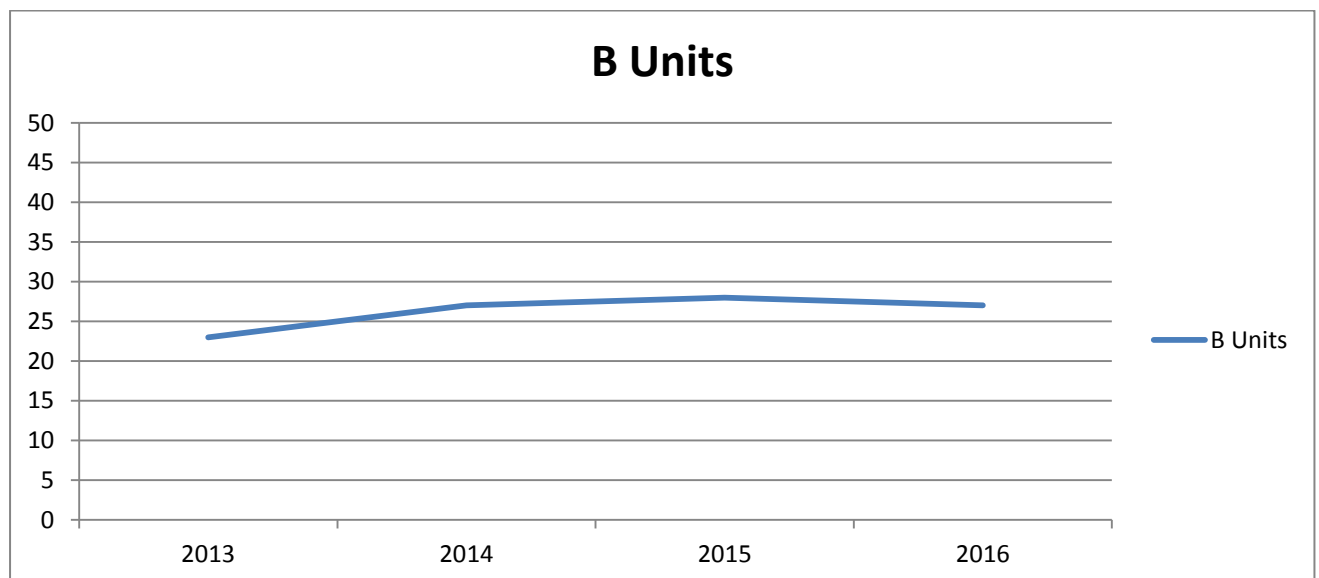
Area in Hectares	0.47ha
Number of Units	36
Total Floorspace	4833sqm
Area of Land Undeveloped	0ha

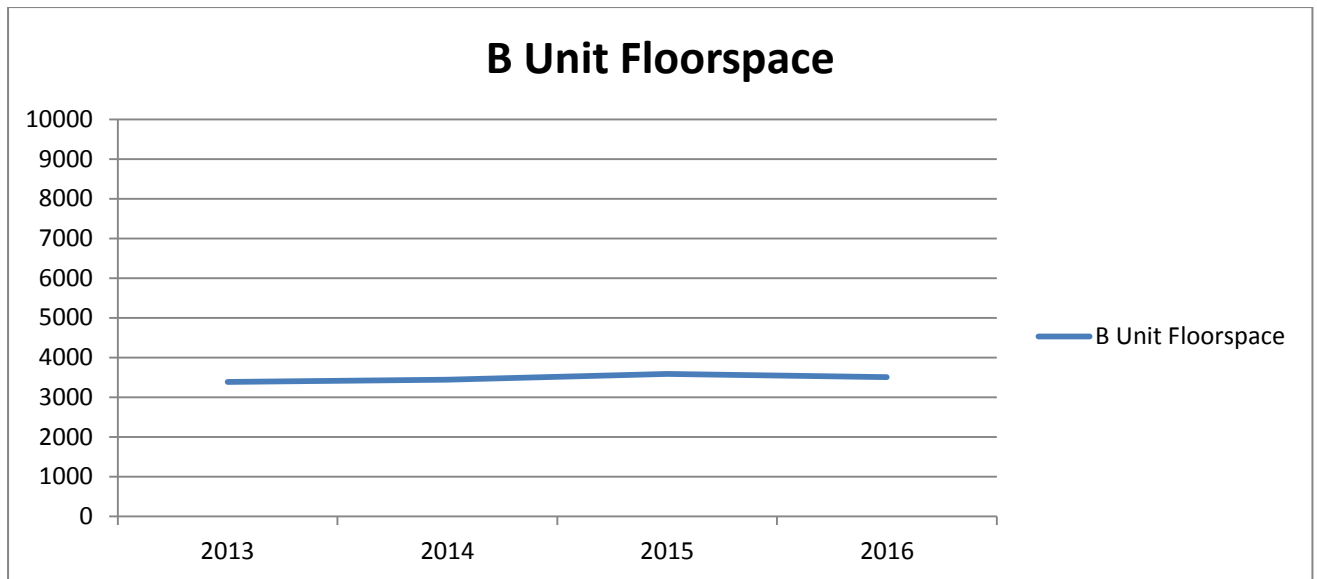


Composition of Uses



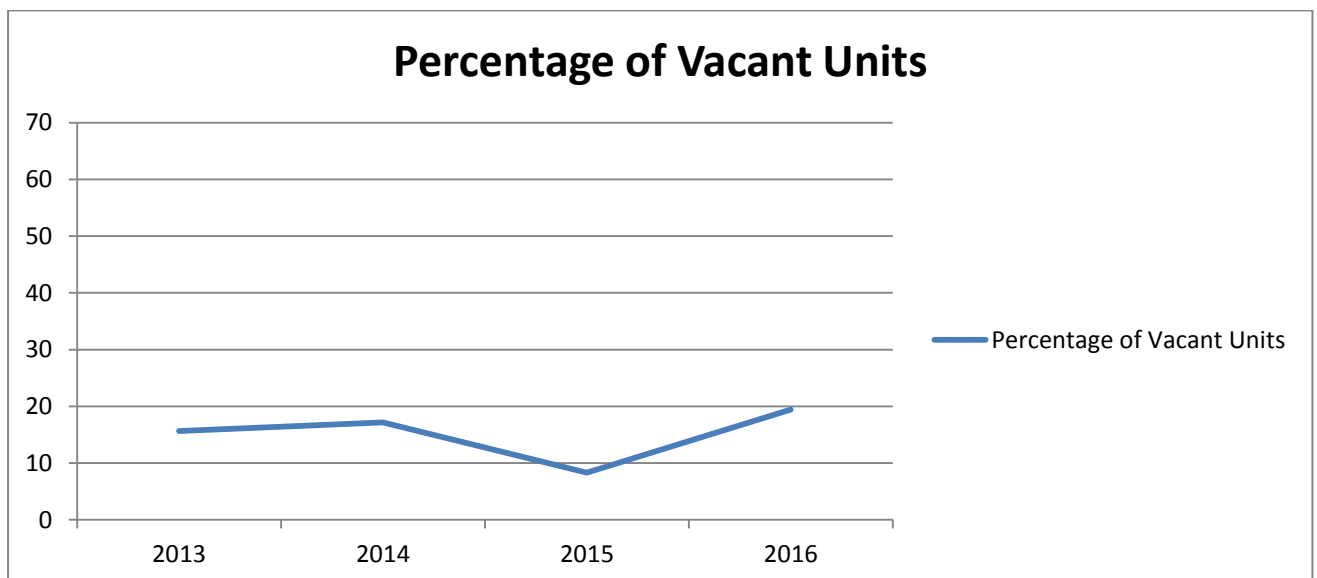
B class units currently make up the majority of this area, with a share of 75% of the units and 72.7% of the floorspace. The graphs below show that the amount of units and floorspace in B class use have remained steady over the last 3 years.

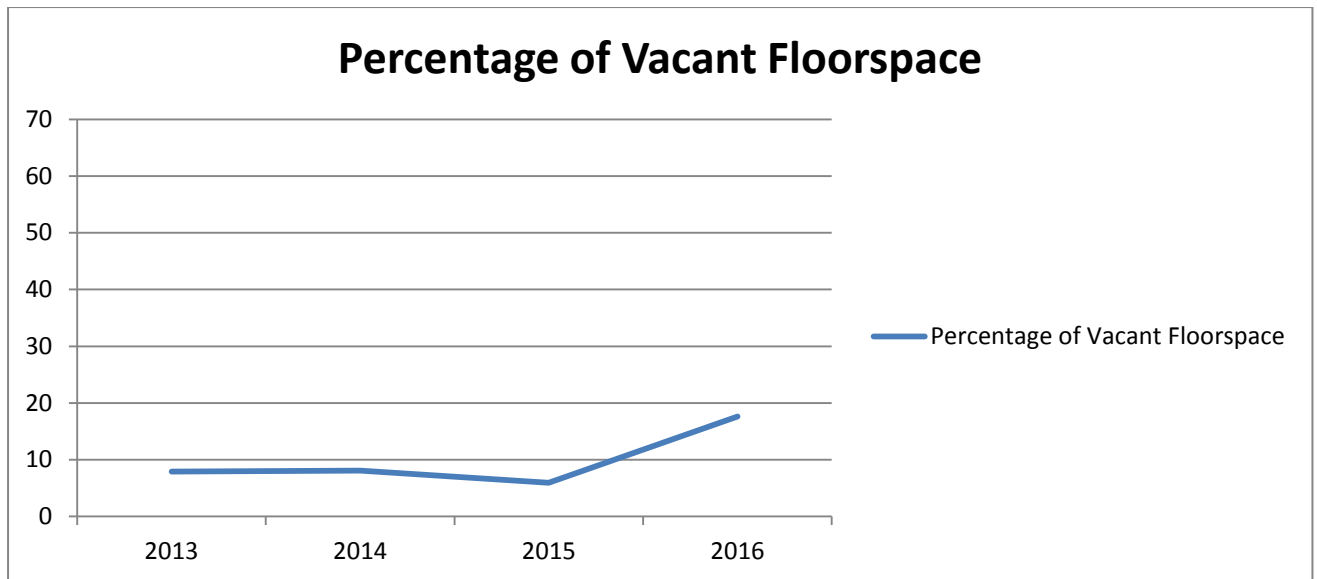




Vacancy Rates

The vacancy percentages for this area are both above average, with 19.4% of the units and 17.6% of the floorspace being vacant. The graphs below show that this employment area experienced an increase in vacant units over the last 3 years.





Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1980s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Standard brick industrial units in reasonable state of repair.
State of external areas	2	Reasonably well kept external areas. No yard space for any unit.
Parking provision	1	Very limited car parking in front of units. Some units used for car repairs resulting in excess cars on site. Results in informal parking.

Total Score	5	
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Quality of the Environment

Compatibility of adjacent uses.	Surrounded by residential.
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Criterion	Score	Comments
Landscaping and Presentation	1	Poor condition of roads. No footpath. No landscaping.
Local Facilities for Workforce	1	Takeaway on site but not likely to be used by employees on the site.
Branding	1	Board detailing occupiers at entrance to site. No online presence for the whole site.
Total	3	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to B1531 via Colville Road.

Proximity to rail, sea and air freight	The site is 2.7 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area around this site is made up of food, motor and education services.
Deprivation of LSOA	This employment area is not within the 10% most deprived areas in the country. However some areas close by are considered to be within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

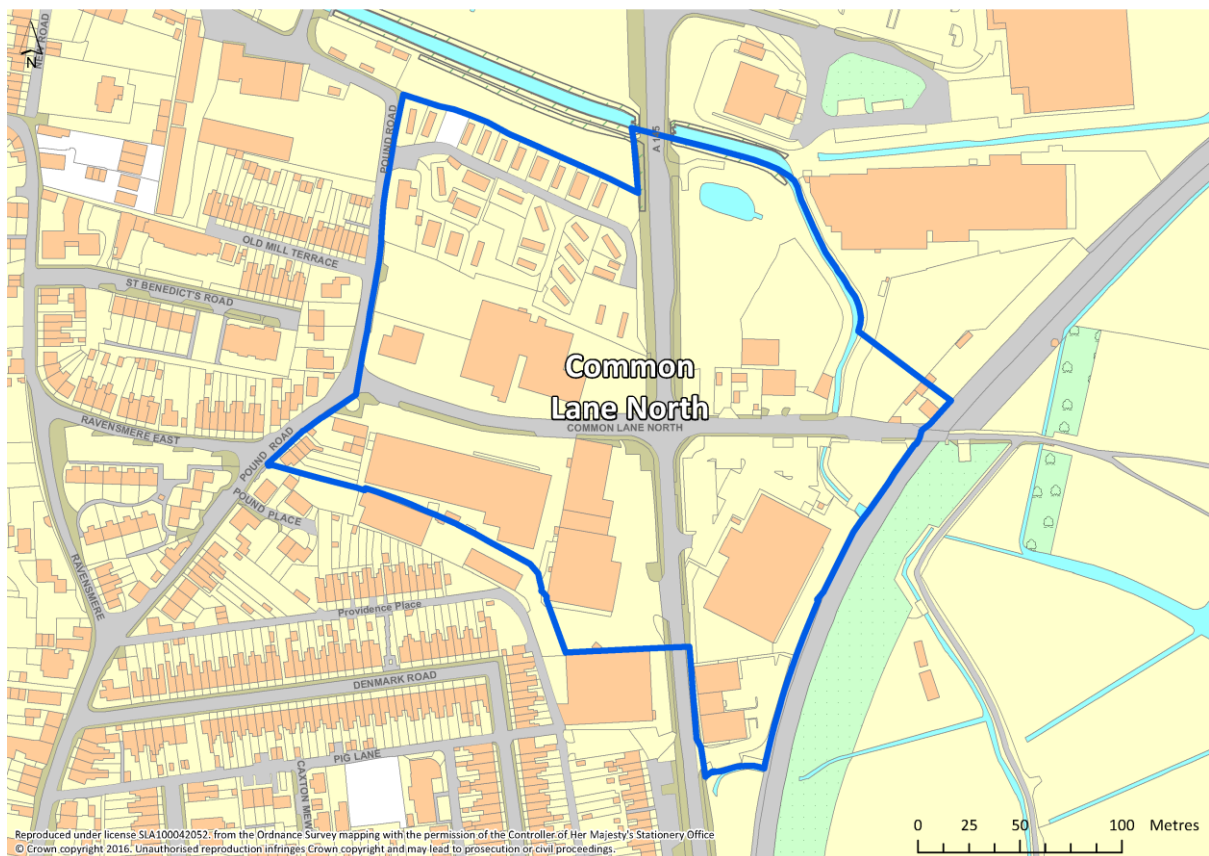
Conclusion

This area comprises a mix of mainly smaller light industrial premises as well as a small number of offices. Whilst the area supports a large proportion of B class units vacancy rates for this area are very high compared to other employment areas in the District. The quality of the premises is average as is access to main roads, however, the environment is poor compared to other employment areas. This area is reasonably close to the port area and is close to some deprived areas, meaning that this area is likely to be important to supporting the local population. Whilst the site has some value in supporting the provision of employment premises, they are not in best location or environment and a greater range of uses on this site will not further detract from the function of the site and help reduce the number of vacant units. As such the area should not be designated as an Existing Employment Area.

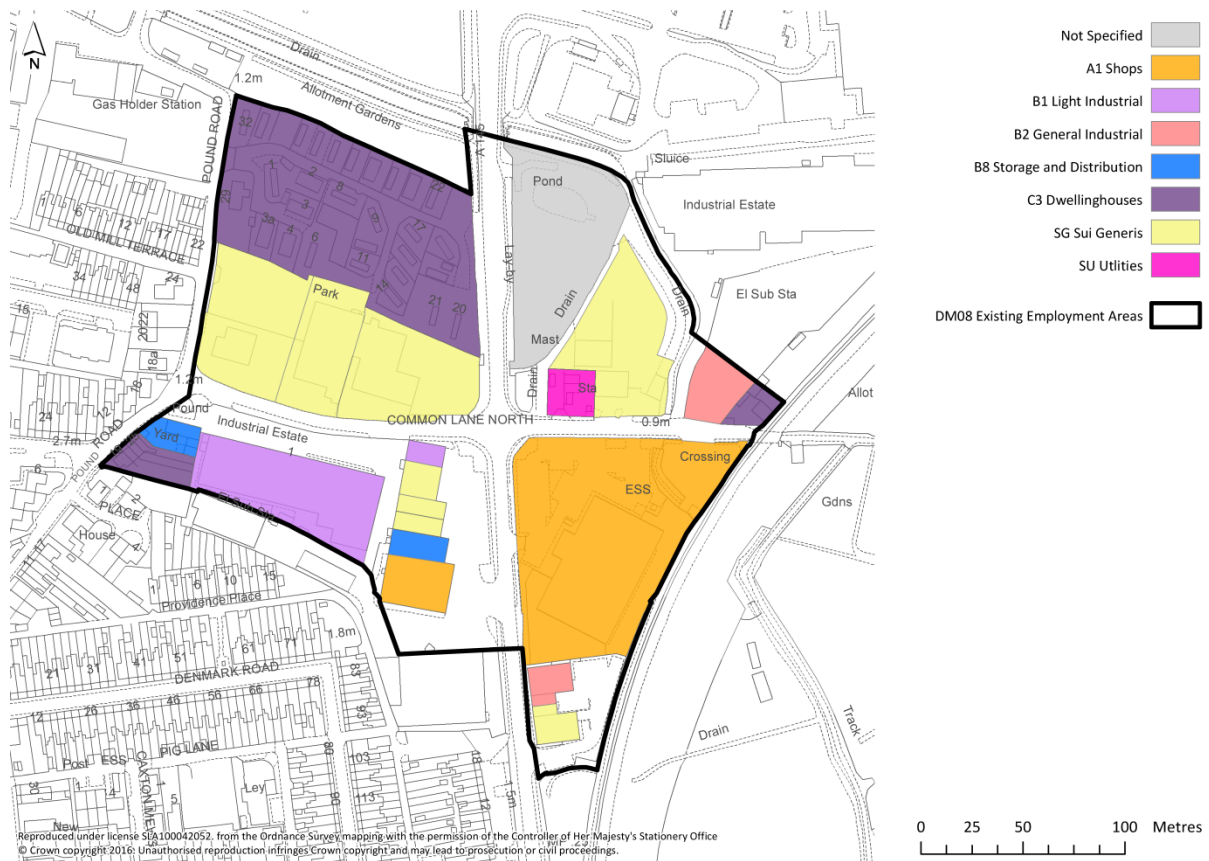
Common Lane North

Site Details

Area in Hectares	4.2ha
Number of Units	19
Total Floorspace	10775sqm
Area of Land Undeveloped	0.5ha



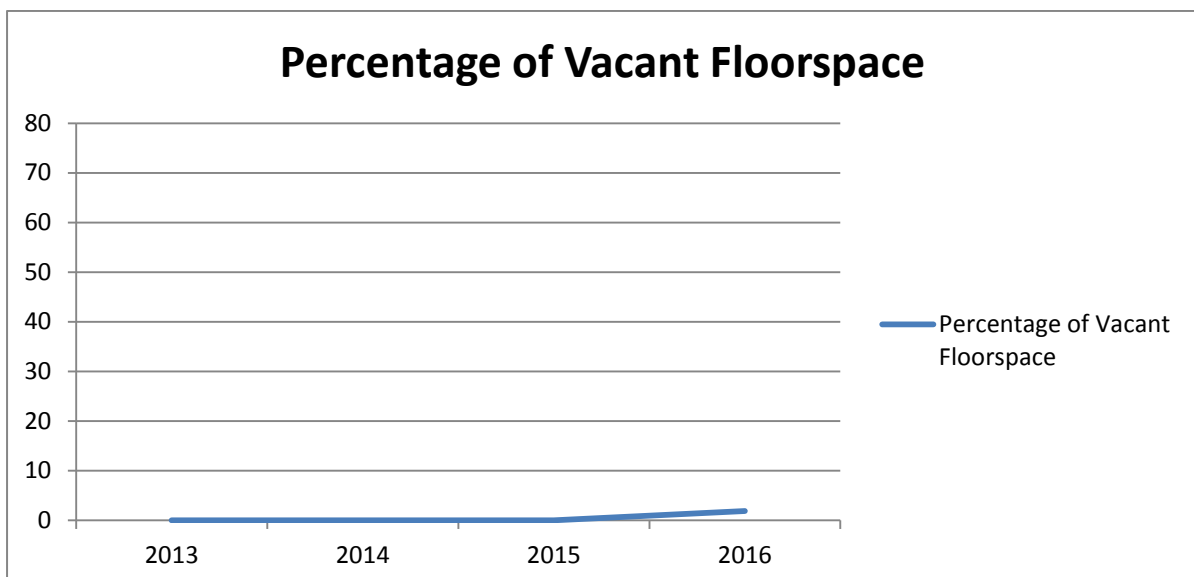
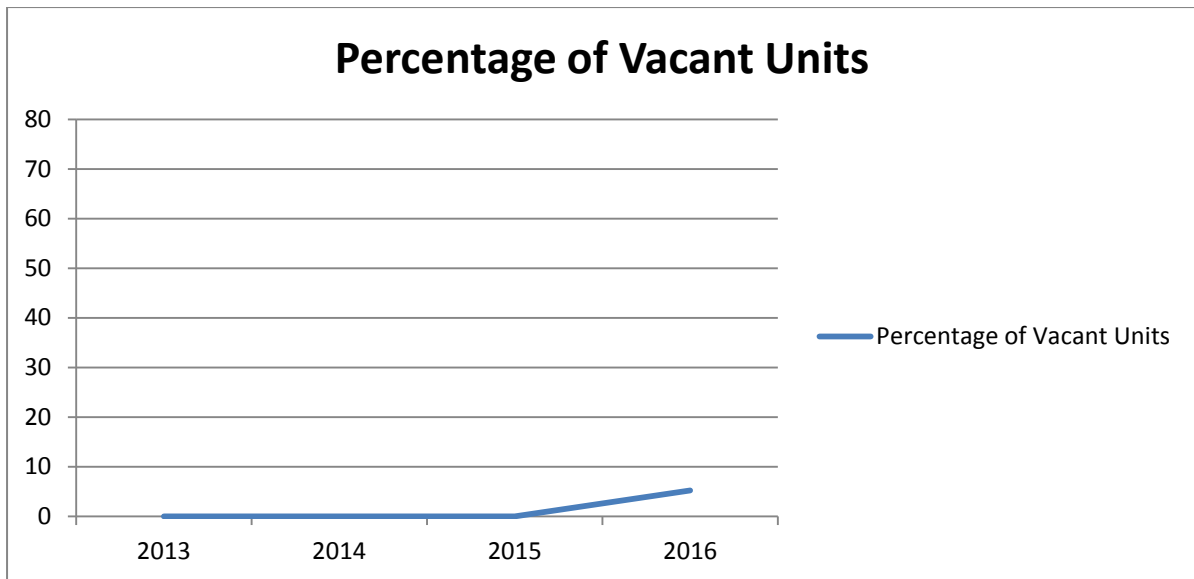
Composition of Uses



B class units currently make up a small proportion of employment in this area, making up only 23.8% of units and 33.8% of floorspace. This employment area has seen no change in the number of B units and the amount of B unit floorspace between 2013 and 2016.

Vacancy Rates

The vacancy rates for this area are very low, with only 5.3% of the units and 1.9% of the floorspace being vacant. The graphs below show that this employment area had no vacant units between 2013 and 2015. However, both the percentage of vacant units and the percentage of vacant floorspace rose in 2016, due to the loss of Thurlow Nunn from the area.



Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment completions.

Quality of Premises

Age of buildings	Mixture 1960s to 2000s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Mix of industrial / retail / car showroom buildings in good condition.
State of external areas	2	Generally well kept and tidy.
Parking provision	3	Suitable provision for individual units and grouped units on George Westwood Way.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Residential to west and south. Common to east.
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Criterion	Score	Comments
Landscaping and Presentation	2	No landscaping but not untidy.
Local Facilities for Workforce	2	Morrison's and B&M within employment area and town centre nearby.
Branding	1	Individual unit branding. No online presence.

Total	5	
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Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to the A145, which leads onto the A146.

Proximity to rail, sea and air freight	This employment area is 15.6 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area mainly consists of retail outlets, including two large supermarkets. These are likely to offer high levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

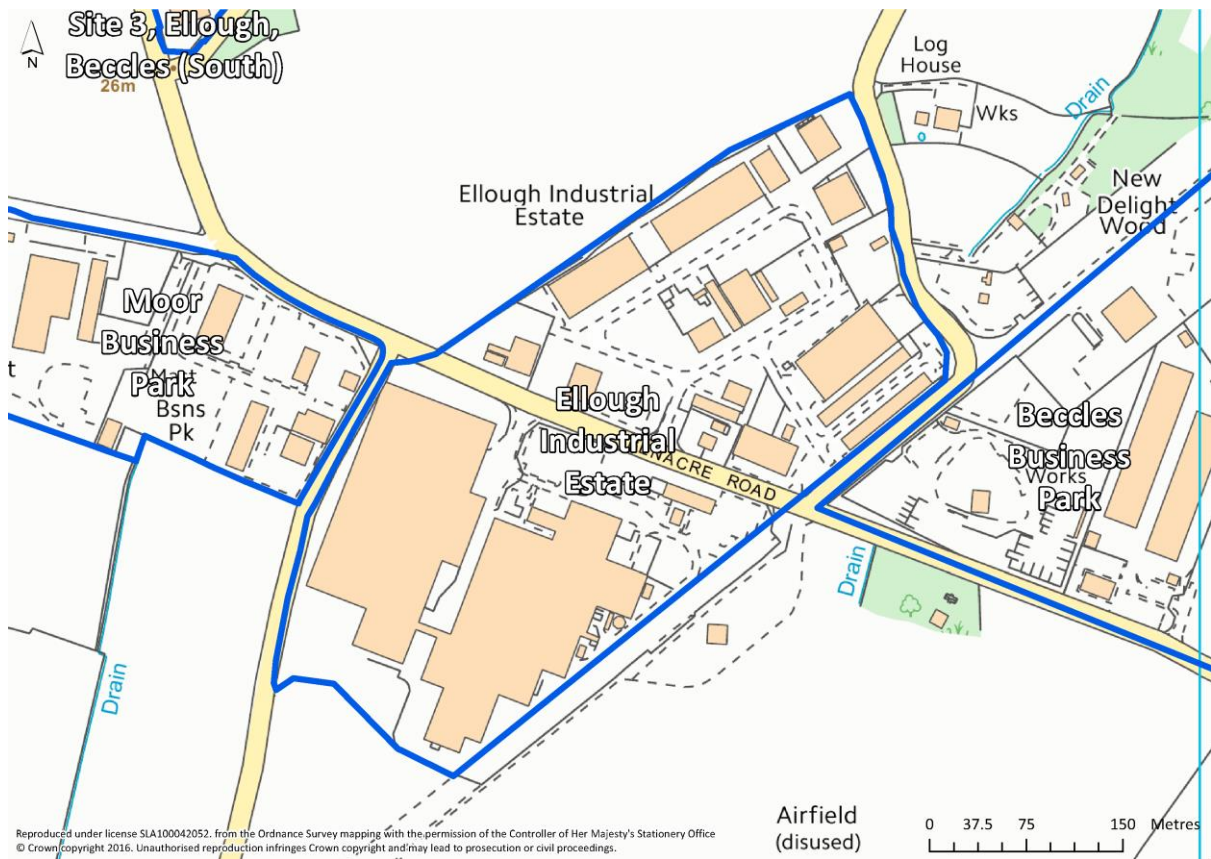
Conclusion

This employment area has very few units in B class use and many which are not suitable for business uses. However, there are some employment uses in the locality and they provide an important source of employment north of Beccles town centre. Therefore it is recommended that the boundaries of the Existing Employment Area are amended to exclude most of the units which are not in B class use and the extend the area to cover units which are in B class use.

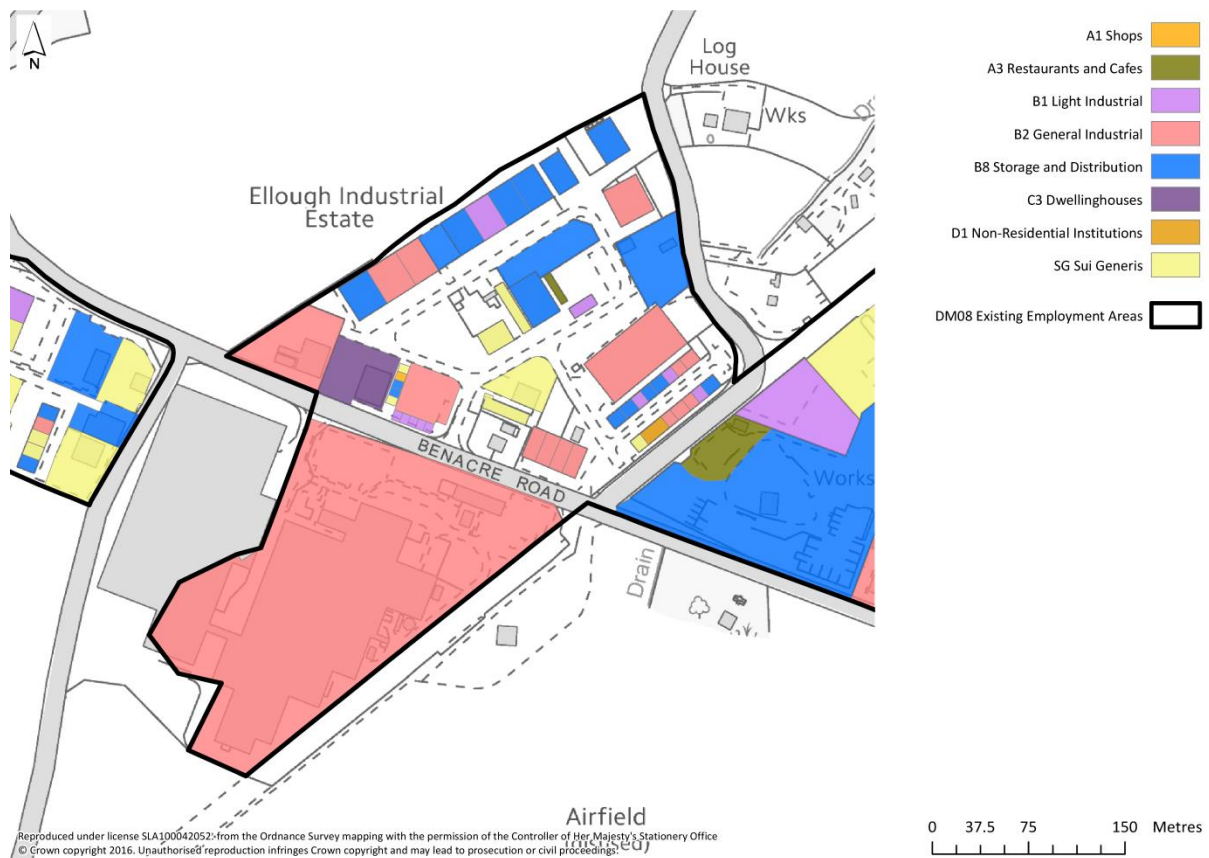
Ellough Industrial Estate

Site Details

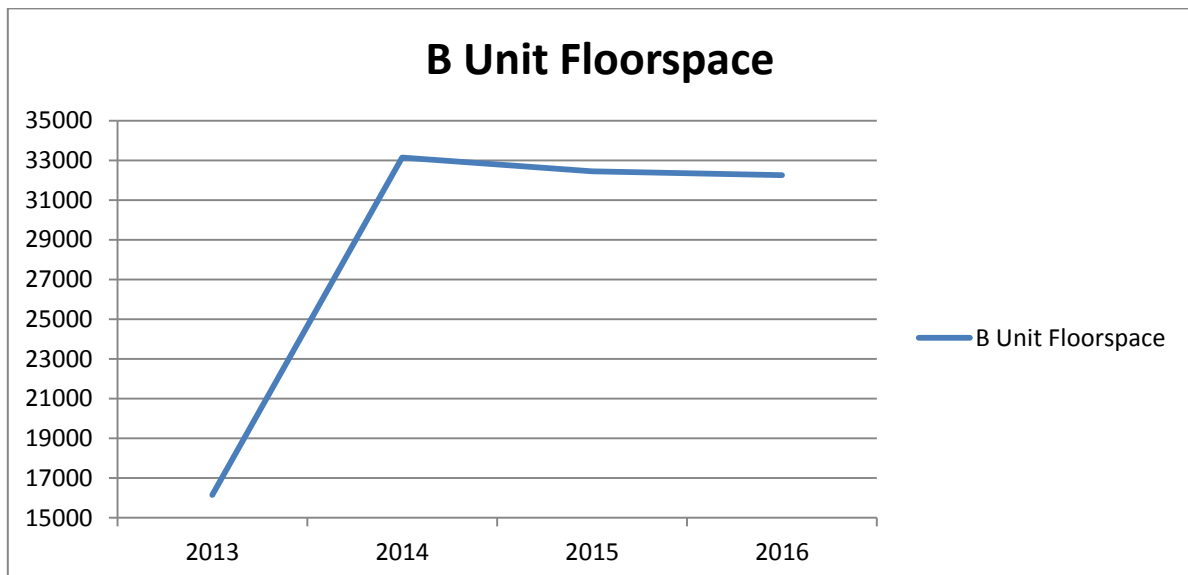
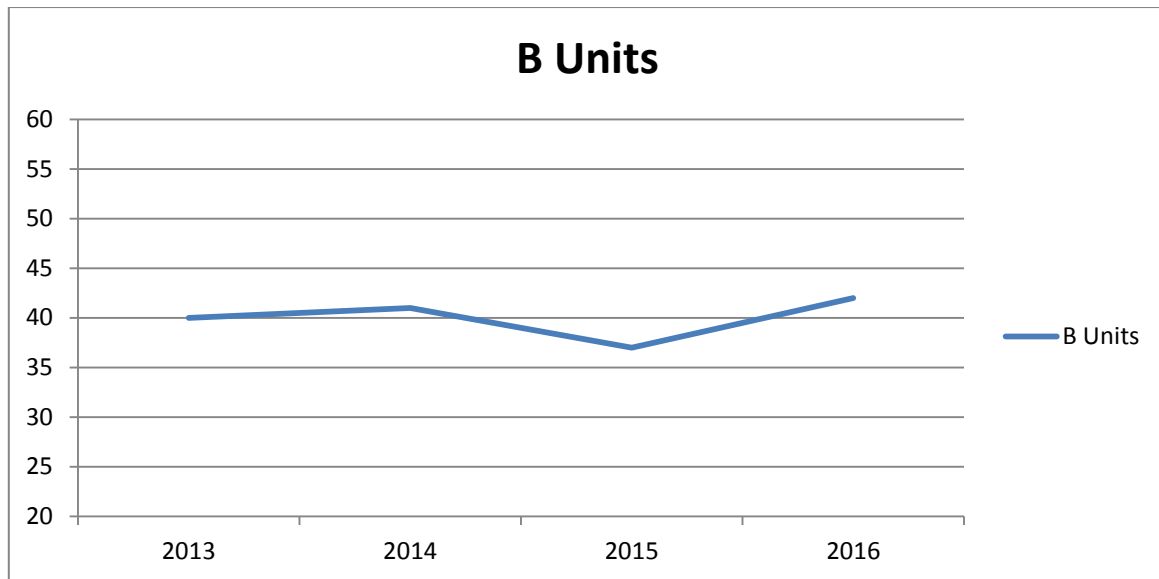
Area in Hectares	7.1ha
Number of Units	53
Total Floorspace	34772.16sqm
Area of Land Undeveloped	0.16ha



Composition of Uses

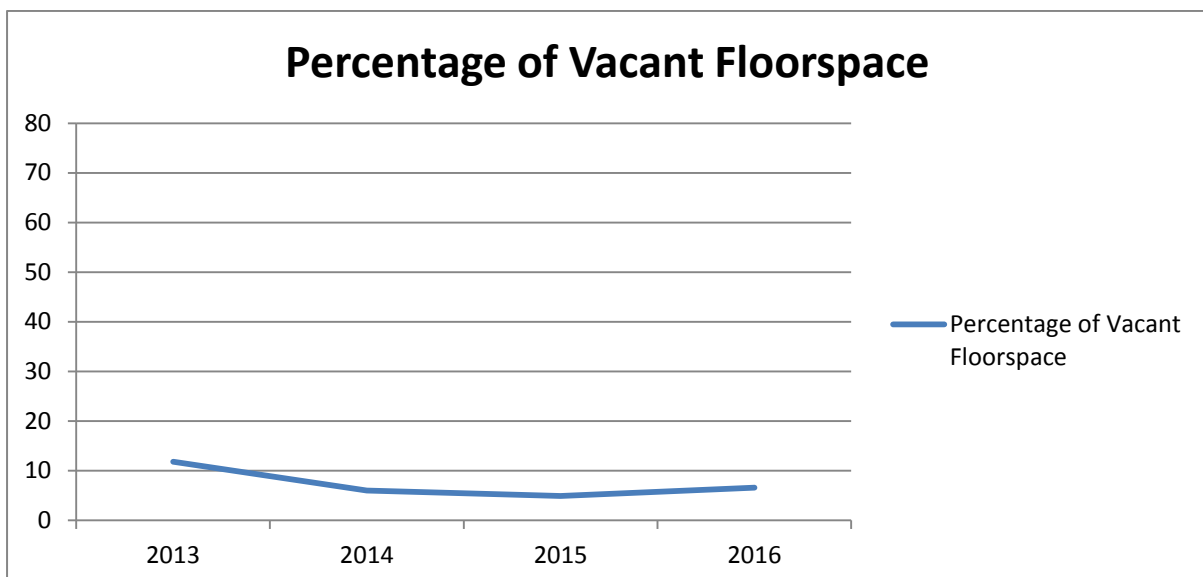
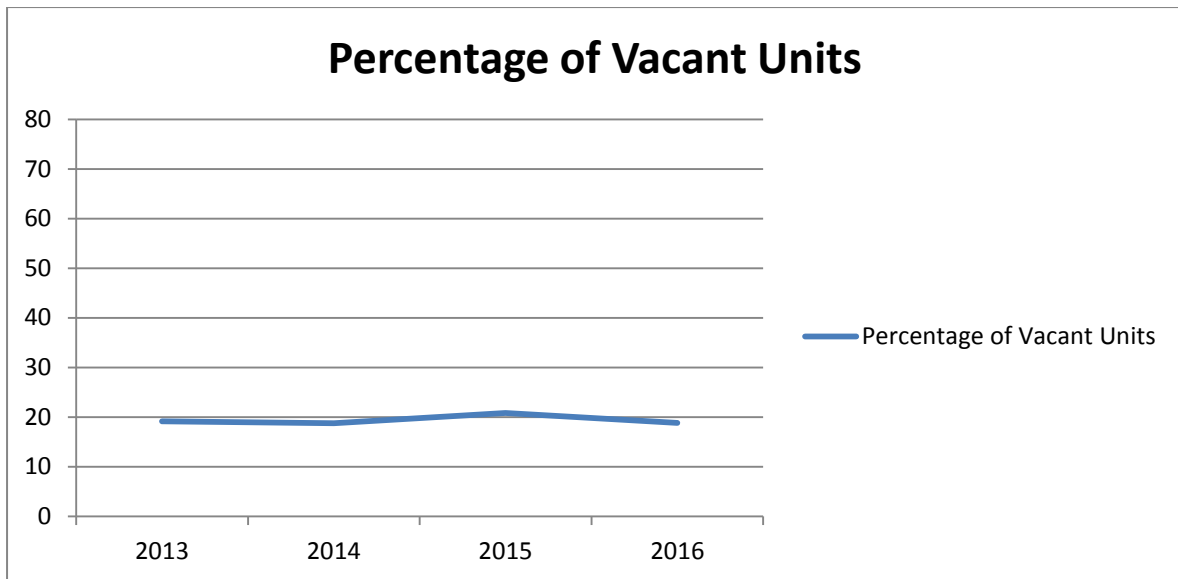


B class units make up the largest proportion of units within this area with a share of 79.2% of the units and 92.8% of the floorspace. The graphs below show that the amount of floorspace in B class uses increased significantly between 2013 and 2014 due to the addition of Promens, following which the amount of floorspace reduced slightly up to 2016 due mainly to changes of use.



Vacancy Rates

The percentage of vacant units for this area is currently above average with 18.9% of the units being vacant, however only 6.6% of the floorspace is currently vacant. The graphs below show that over the last 3 years vacancies have remained relatively stable.



Development Rates

Between April 2012 and March 2016, this employment area had a net loss of 312sqm of employment floorspace.

Quality of Premises

Age of buildings	1978
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Recent improvements to façade to match newly constructed buildings at entrance to site.
State of external areas	2	Limited yard space but otherwise reasonably tidy.
Parking provision	2	Double yellow lines around main access road. Main central car park in poor state of repair. No marked bays. Very limited parking for individual units. Main reason score of '2' is the suitably sized central car park.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	Mainly surrounded by other industrial uses. Agricultural to north.
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Criterion	Score	Comments
Landscaping and Presentation	2	No landscaping but not untidy.
Local Facilities for Workforce	2	Posh Pigs café on-site. Also M&A's Airfield Diner nearby.
Branding	3	Excellent online presence and on-site branding. Also site office on-site.

Total	7	
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Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to Benacre Road, which leads onto the B1127.

Proximity to rail, sea and air freight	This employment area is 13.2 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area comes from predominantly other employment areas, such as Beccles Business Park, Moor Business Park and the Site 3 areas which both offer high levels of B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

Conclusion

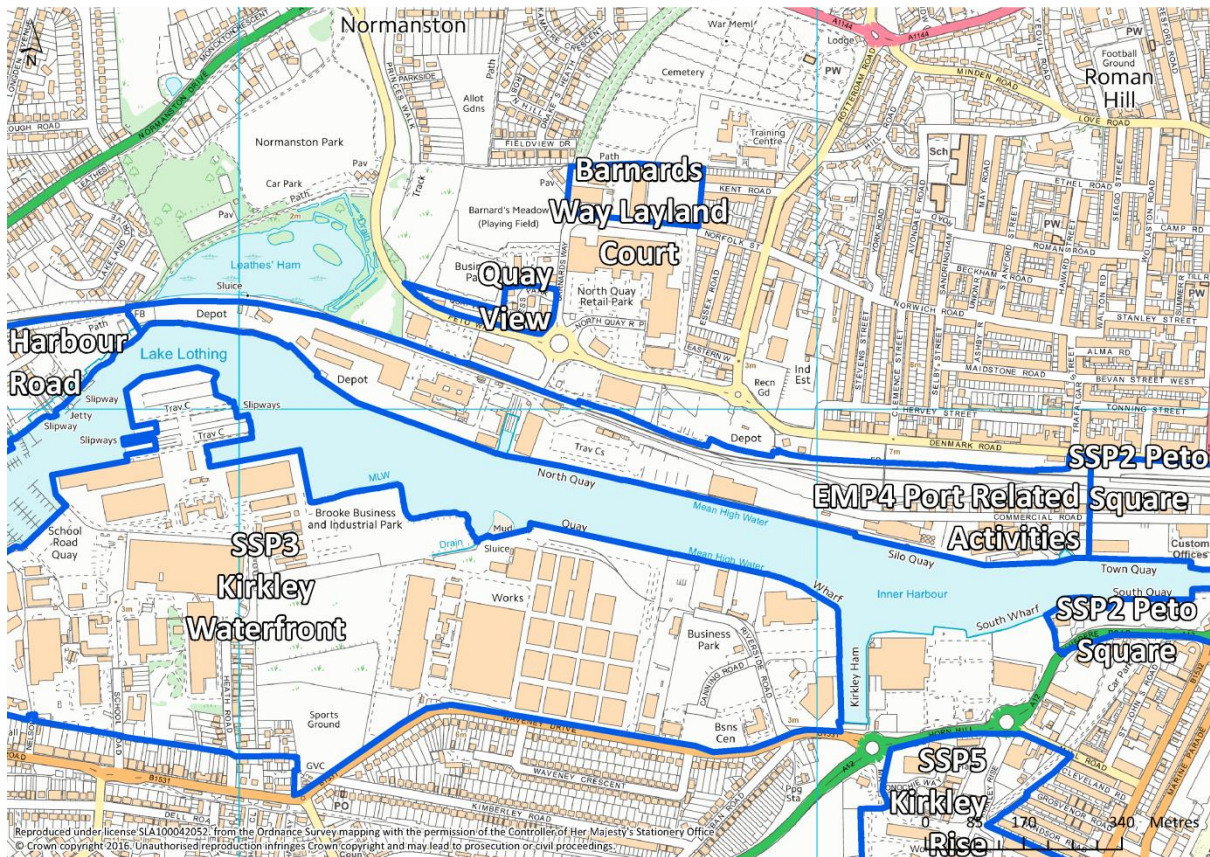
This area has a good mix of large, medium and small size units with the vast majority in B class use. While the number of vacant units may seem high, the amount of vacant floorspace shows that it is mostly the smaller units that are vacant in this area which tend to have a high turnover. The area is above average in terms of quality of premises and environment and has average access to main roads. However, this area has lost some employment floorspace, showing that market activity may not be growing.

Given the above it is considered the area should continue to be identified as an Existing Employment Area. The area should be amended though to cover the entire area occupied by Promens. Due to this areas proximity and overlapping data with both Beccles Business Park and Moor Business Park, it is considered that these employment areas should be combined into one for future monitoring.

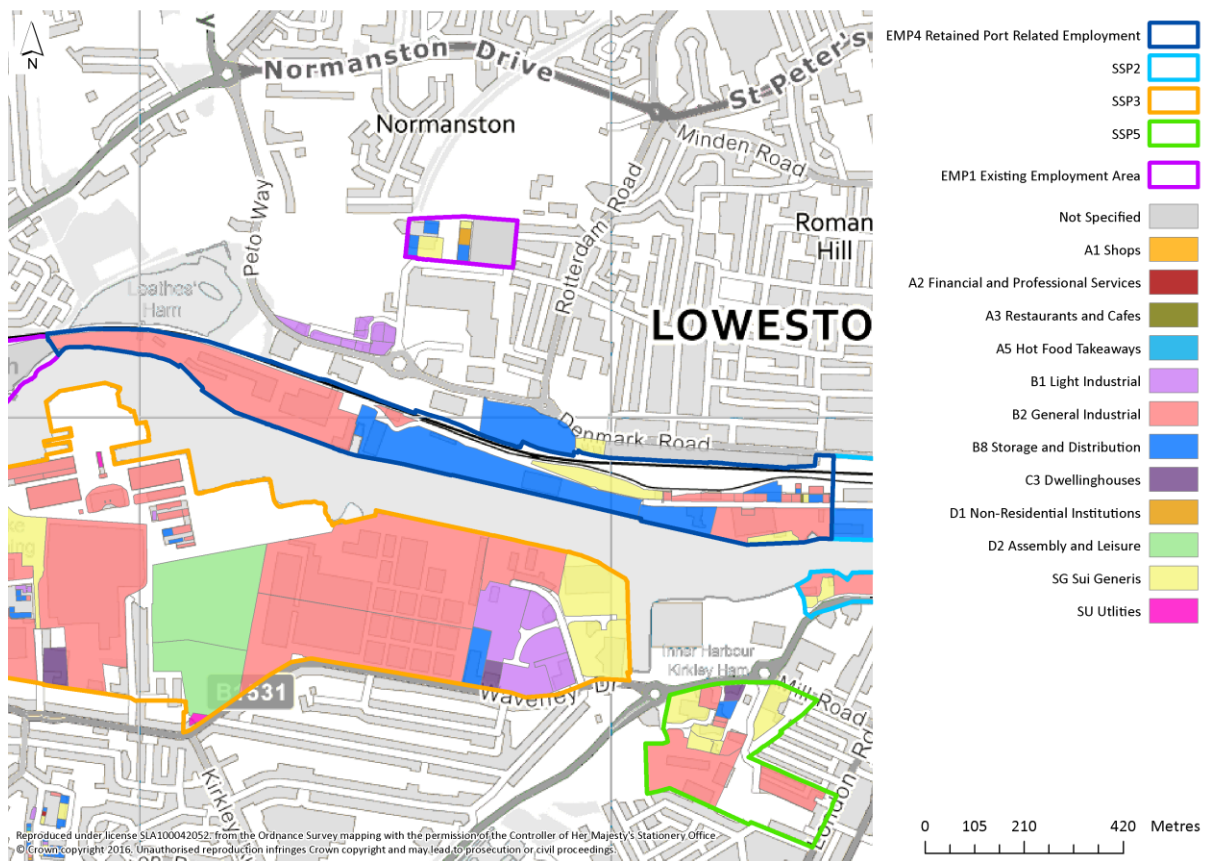
EMP4 Port Related Activities

Site Details

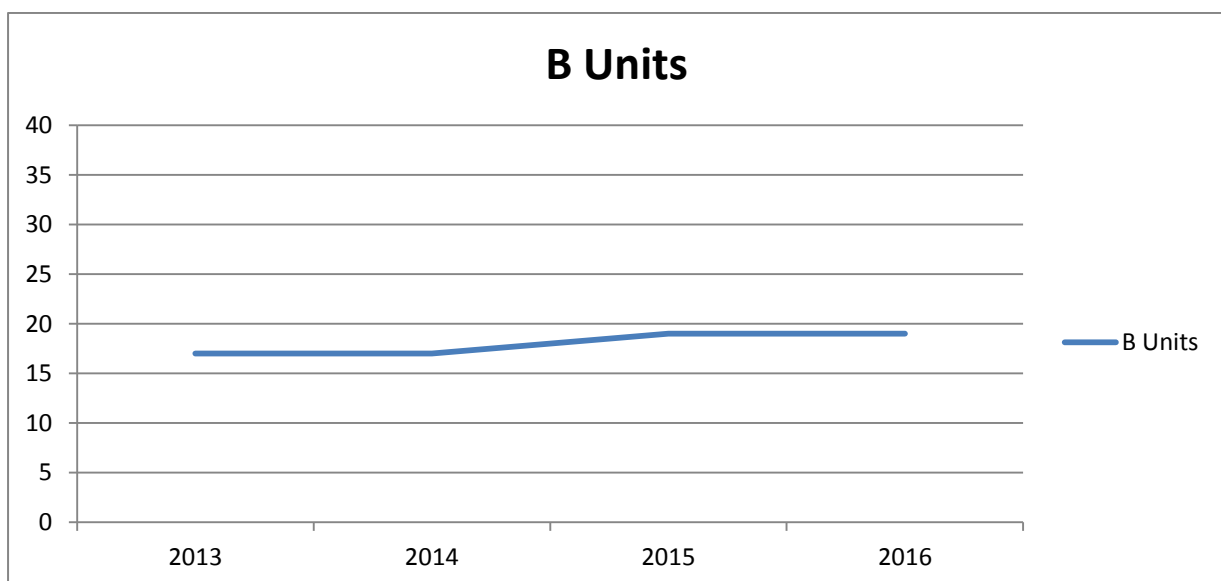
Area in Hectares	13.2ha
Number of Units	23
Total Floorspace	26965sqm
Area of Land Undeveloped	0ha

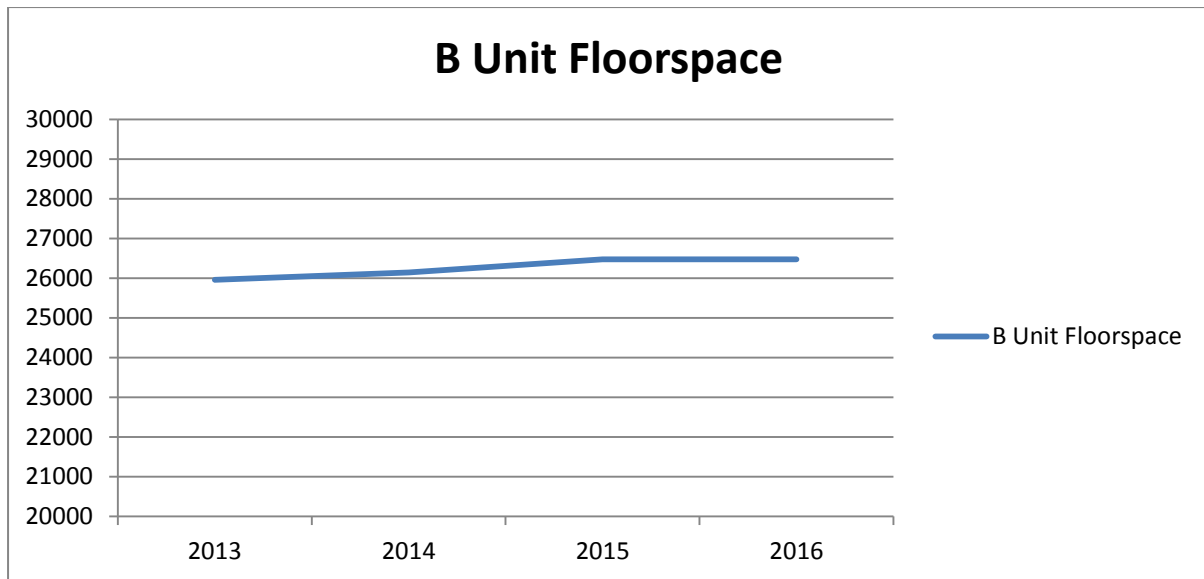


Composition of Uses



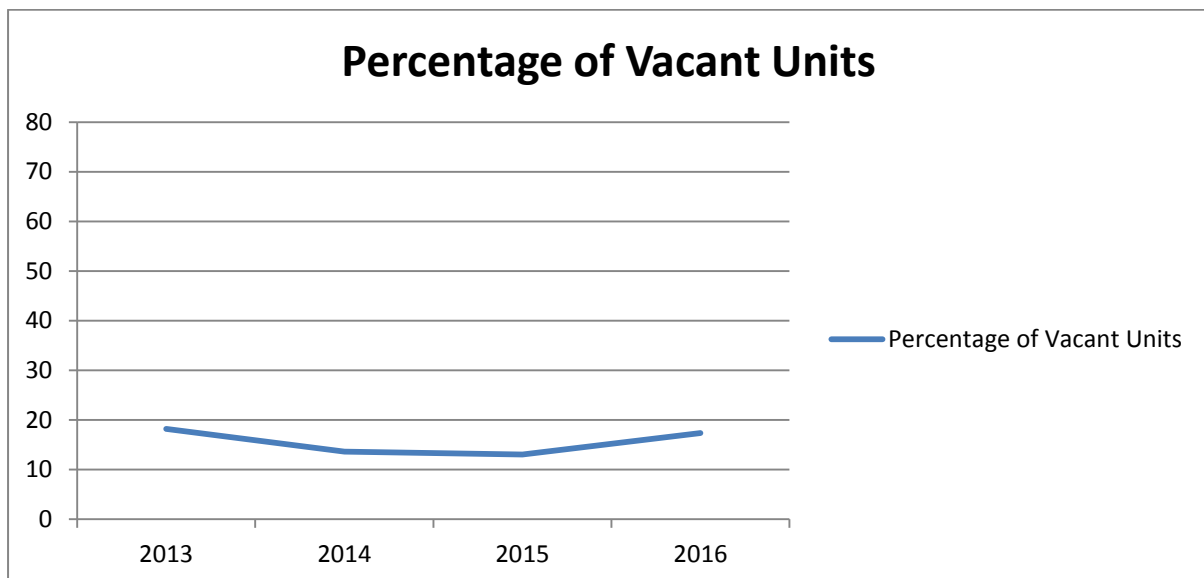
B class units currently make the largest proportion of uses within this area, with a share of 82.6% of the units and 98.2% of the floorspace. The graphs below show that the number of B class units for this area have slightly increased over the last three years.

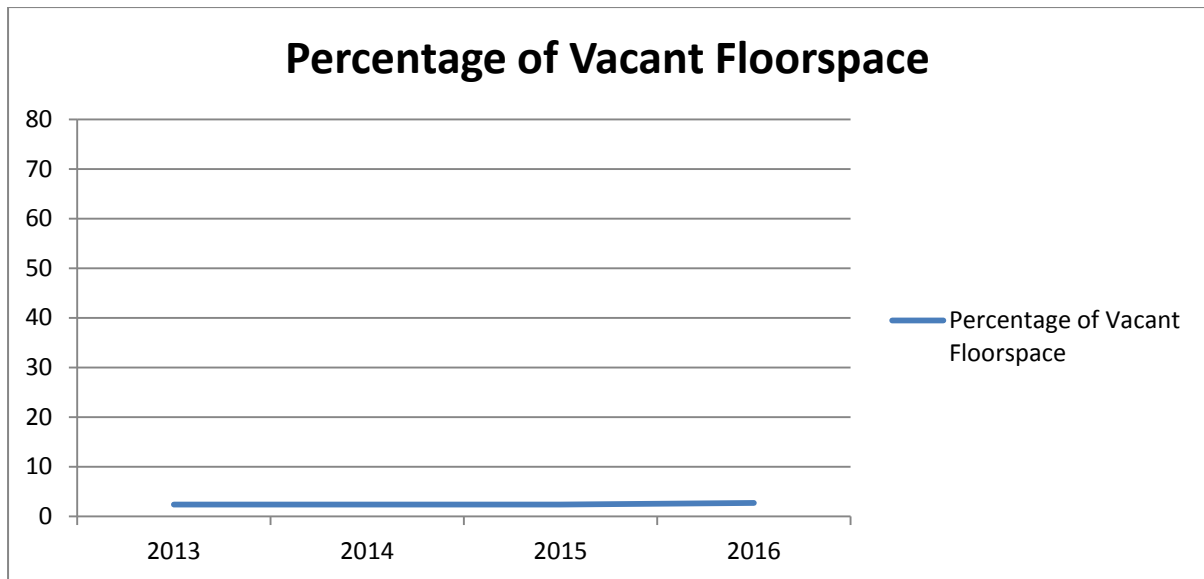




Vacancy Rates

The percentage of vacant units for this area is above average with 17.4% being vacant; however 2.8% of the floorspace is vacant which is very low. The graphs below show that both percentages for this employment area have fluctuated since 2013. The percentages fell between 2013 and 2015, due to the completion of a new AFS unit and AFS and R&P Metalworks split the Motofacts unit between them, which did not affect the percentage of vacant floorspace. There was then an increase in both in 2016 due to the loss of Commodore Garage.





Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Poor quality and appearance, but suitable for the type of uses that operate.
State of external areas	1	In poor state, however, in keeping with heavy industrial use.
Parking provision	1	Poor. Limited parking at individual units so many cars parked on road and verge.

Total Score	3	
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Quality of the Environment

Compatibility of adjacent uses.	Bounded by railway to north with residential, retail and gym across the line. Lake Lothing to south. Industrial / business use to east and allocated employment land to west.
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Criterion	Score	Comments
Landscaping and Presentation	1	No landscaping. Not particularly well kept, but in keeping with heavy industrial use. Pavement on one side only. Roads in acceptable condition.
Local Facilities for Workforce	2	Less than 500 metres at closest point, up to 2km at furthest point.
Branding	1	No online presence or on-site signage.
Total	4	

Strategic Access

Criterion	Score	Comments
Access on to	3	Direct access to A12 via Commercial Road

major road network		
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Proximity to rail, sea and air freight	This employment area is in the Lowestoft Port area.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area consists of retail, food and accommodation services, mainly from London Road and North Quay Retail Park. Due to their concentration the levels of employment here are likely to be high. This area is also close to the Harbour Road, Quay View, Barnards Way/Leyland Court and Peto Square areas, which all offer other B Class employment.
Deprivation of LSOA	This employment area does sit partially within a location considered to be within the 10% most deprived in the country. However parts of the site, mostly to the West, reside in areas that are not within the 10% most deprived areas of the UK.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	This employment area has the potential to support the SSP1 PowerPark area and other offshore business due to its location and use as a port. This makes it extremely valuable to the future development of the energy sector.

Conclusion

This area makes up the Inner Harbour of Lowestoft Port. As such employment uses in this location are important to protect. Furthermore, this area is likely to be extremely important to the future development of the offshore energy sector. This area has good access to main roads and the train station and is located in a deprived area, meaning this area is likely to be very important to

supporting local employment. While the quality of the premises and environment is poor, this does not affect the function of the area as it is a port facility. Given the above the area should continue to be protected for employment uses, either as an Existing Employment Area or as a separate policy protecting the port.

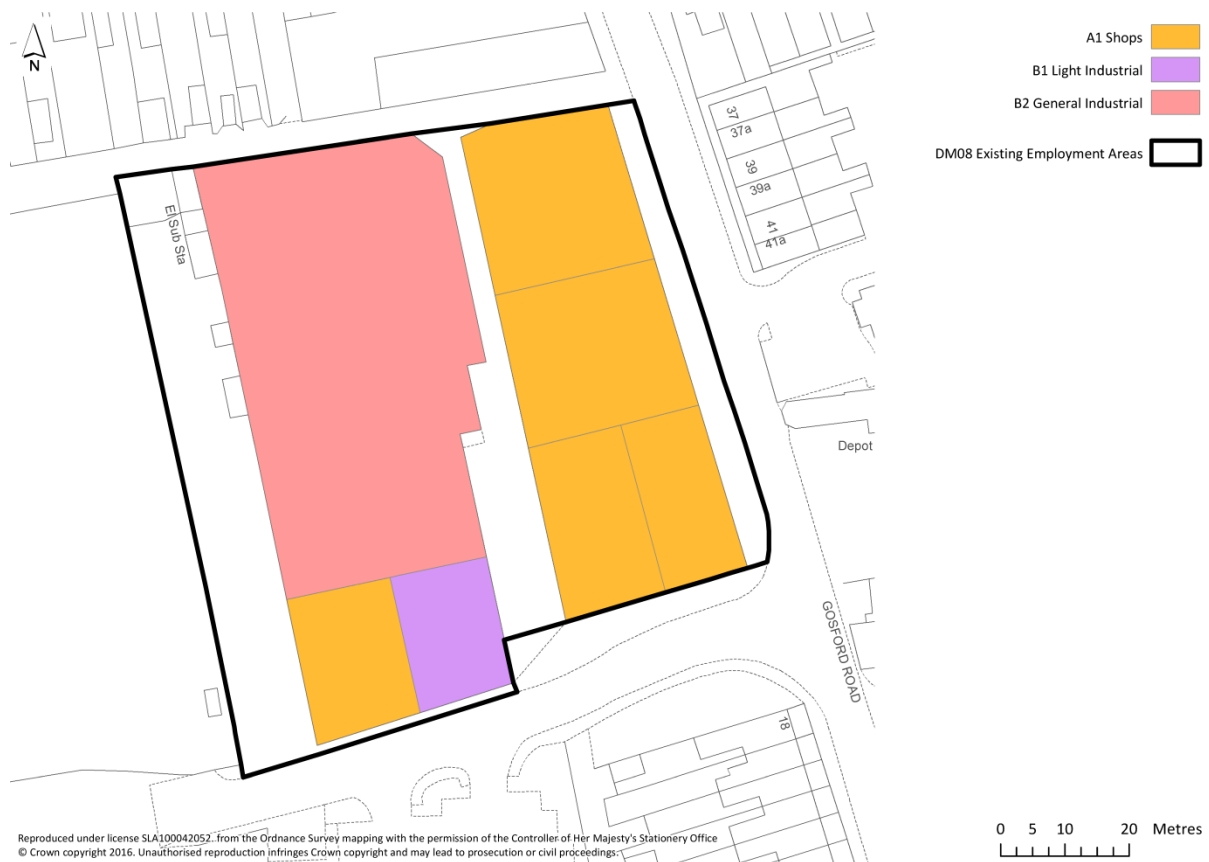
Gosford Road

Site Details

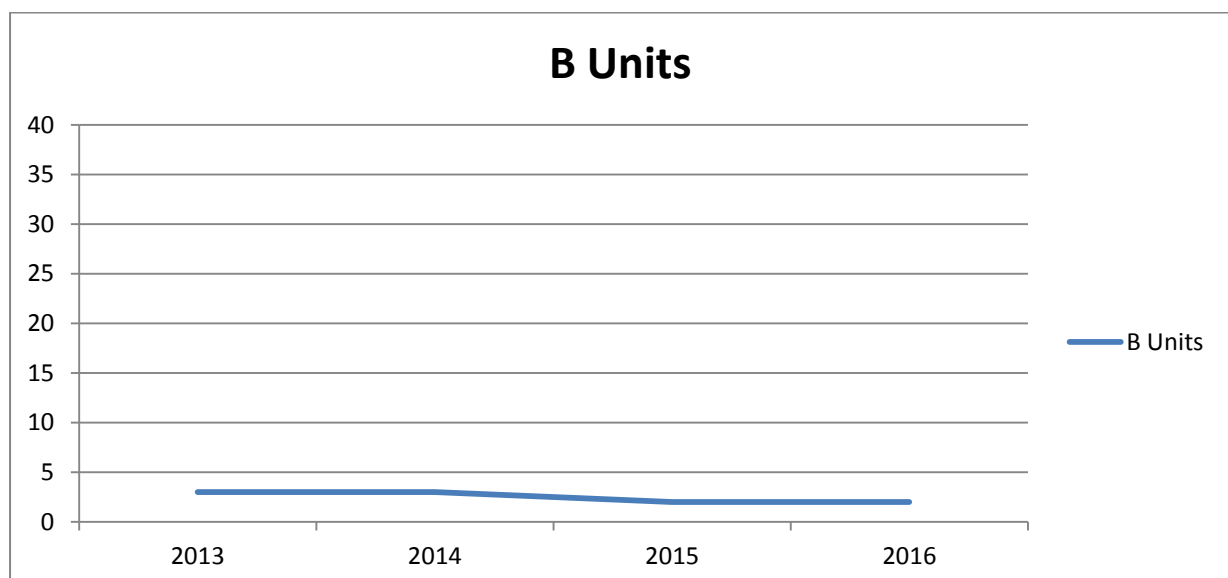
Area in Hectares	0.51ha
Number of Units	7
Total Floorspace	5170sqm
Area of Land Undeveloped	0ha

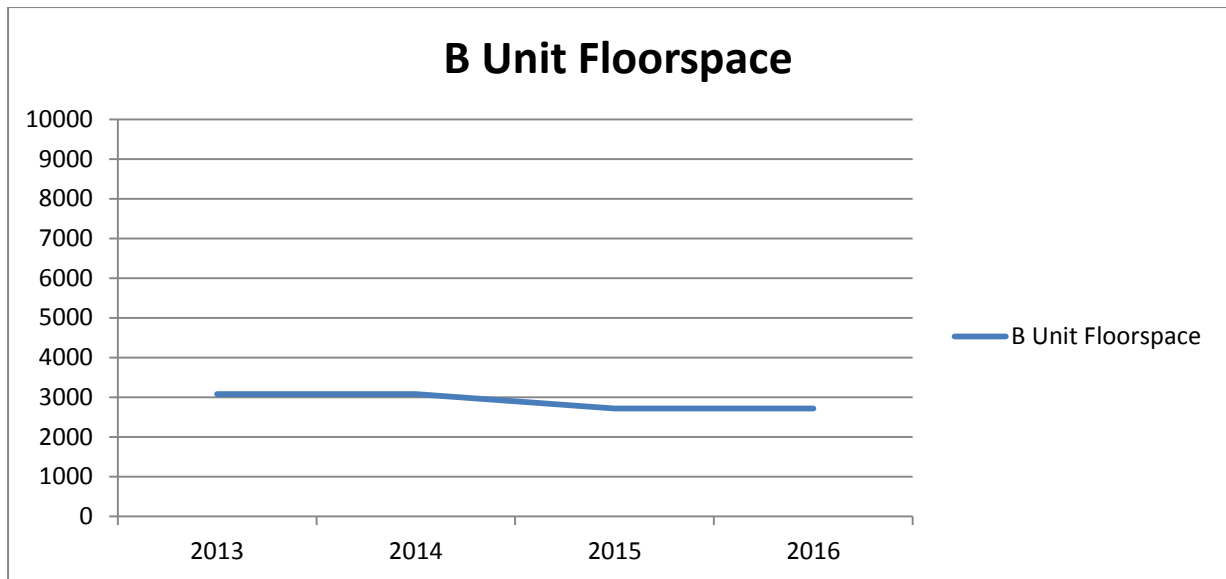


Composition of Uses



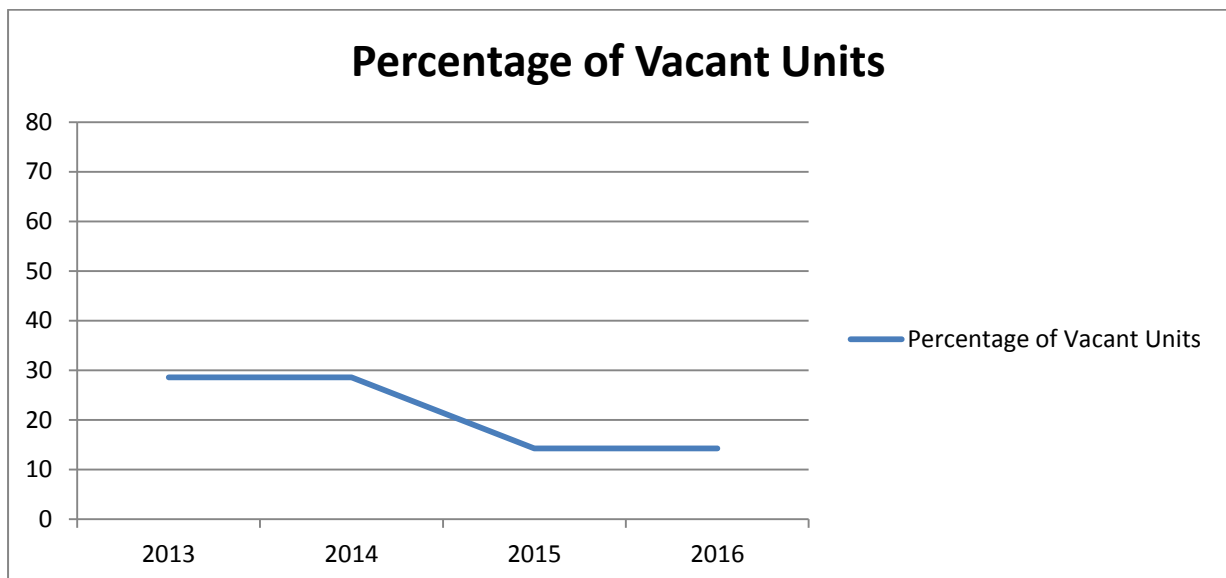
The proportion of B units in this area is small, with B units only making up 28.6% of units and 52.5% of floorspace. The graphs below show that both the number of B units and the amount of B unit floorspace fell between 2014 and 2015. This was because of the restructuring on John's Joinery, who turned one of the units designated for B Class use into an A Class unit. It should also be noted that the unit designated for B2 use is currently vacant.

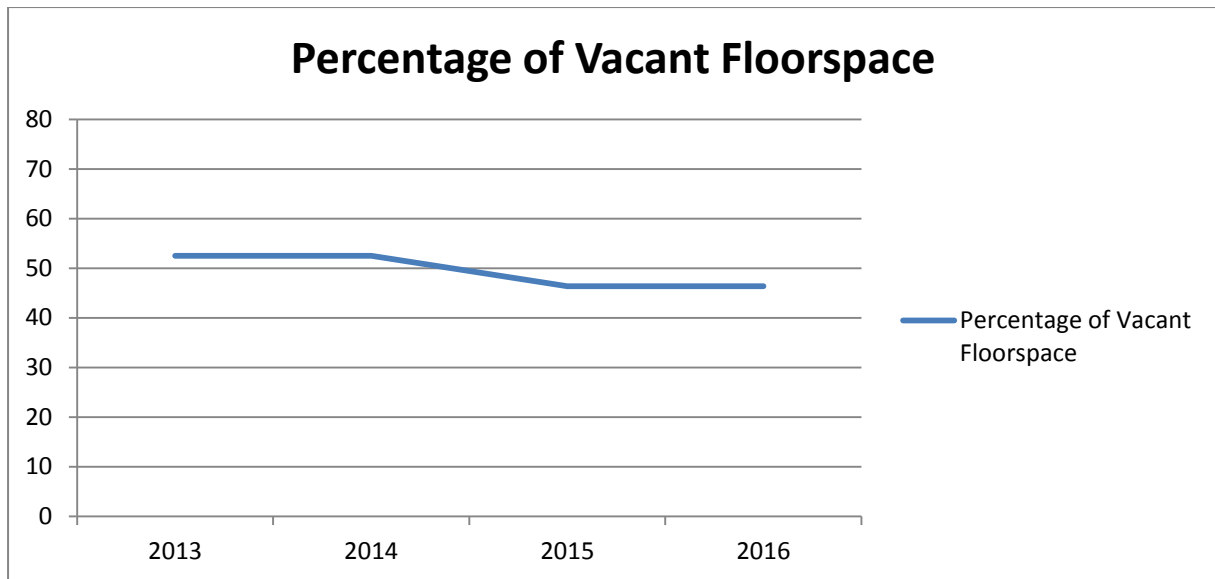




Vacancy Rates

The percentage of vacant units is slightly above average at 14.3%, however the percentage of vacant floorspace is very high at 46.4%. The graphs below show that the percentage of vacant units and the percentage of vacant floorspace were both stable between 2013 and 2014. Both fell in 2015, and then became stable again in 2016. Despite this fall in vacancies both percentages are still above average, this is because firstly this area only has a total of 7 units, and the vacant B2 unit is the largest unit in the area.





Development Rates

Between April 2012 and March 2016, this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Late 1800s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Attractive brick buildings. Unsympathetic signage and paintwork.
State of external areas	1	Limited yard space. Untidy external area.
Parking provision	1	Extremely limited parking provision.

Total Score	4	
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Quality of the Environment

Compatibility of adjacent uses.	Car park for Roys variety store. Primarily a residential area.
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Criterion	Score	Comments
Landscaping and Presentation	1	None.
Local Facilities for Workforce	3	Close to town centre with all amenities.
Branding	1	Individual premises branding. No coherency.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to Gosford Road, which leads onto the A145.

Proximity to rail, sea and air freight	This employment area is 16.1 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area predominantly comes from the town centre, which includes retail, food and accommodation services. These levels are likely to be high due to their concentration.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

Conclusion

The results for this employment area show that it should not be designated as an Existing Employment Area. This area supports a low proportion of B class units. The vacancy rates are very high for this area and have been for several years, even with the recent decline, showing that this area is struggling for market activity. One of the only 2 B class units is one of these vacancies. The quality of the premises and the surrounding environment is comparably poor. This area is also close to the Beccles town centre which provides high levels of other employment, meaning this area may not be vital to supporting employment in the local area.

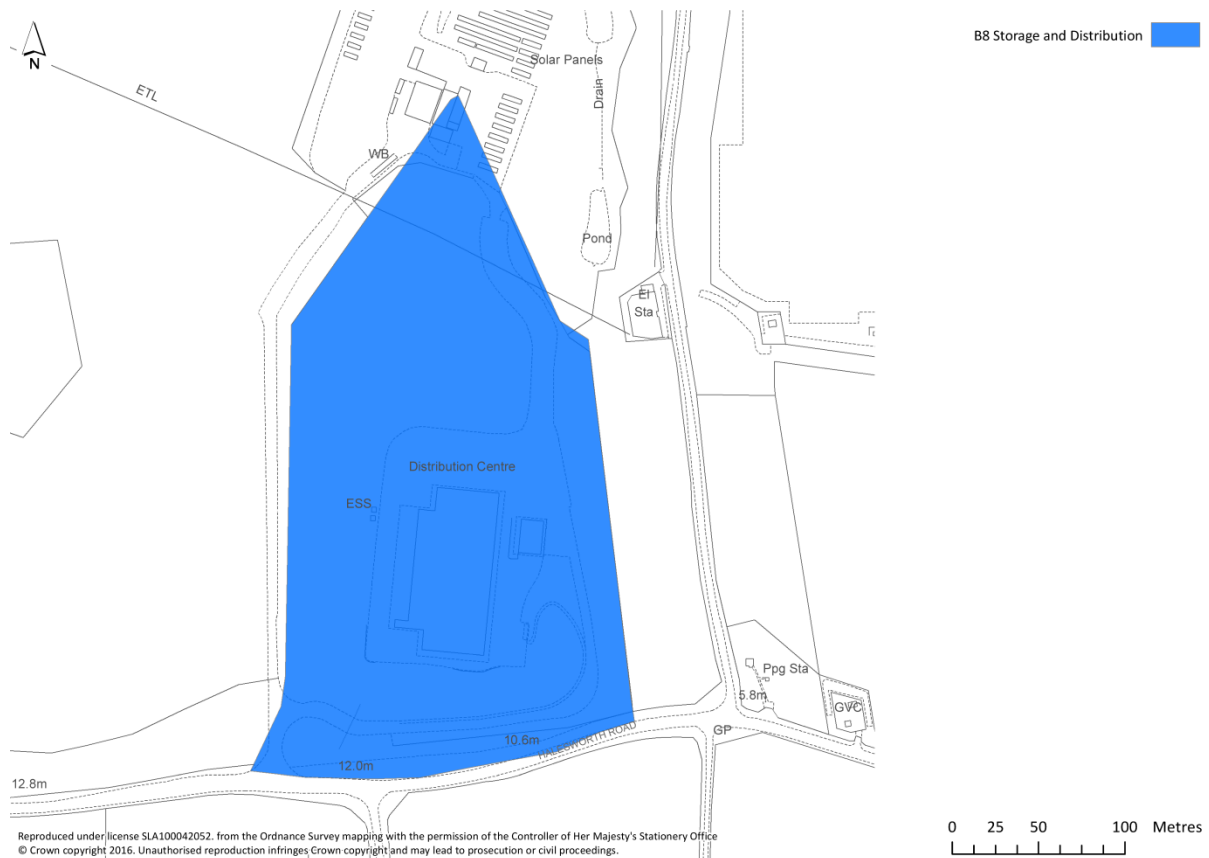
Halesworth Road, Southwold

Site Details

Area in Hectares	5.9ha
Number of Units	1
Total Floorspace	4082sqm
Area of Land Undeveloped	0ha



Composition of Uses



This employment area has seen no change in either the number of B units or the amount of B unit floorspace between 2013 and 2016 due to this area being occupied by a single employer. B units currently make up 100% of units and 100% of floorspace in this area.

Vacancy Rates

This employment area has had no vacant units or vacant floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment completions.

Quality of Premises

Age of buildings	2001
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Criterion	Score	Comments
Appearance of buildings (State of repair)	3	Attractive architecture in good state of repair.
State of external areas	3	Well kept and tidy with good yard space.
Parking provision	3	Sufficient on site parking.
Total Score	9	

Quality of the Environment

Compatibility of adjacent uses.	Anaerobic digestion facility to north. Countryside to south, east and west.
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Criterion	Score	Comments
Landscaping and Presentation	3	Very well landscaped and roads and pavements in good condition.

Local Facilities for Workforce	1	None.
Branding	3	Individual occupier.
Total	7	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access to A1095.

Proximity to rail, sea and air freight	This employment area is 21.6 kilometres from Lowestoft Port via the B1127 and the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area consists of tourist attractions, accommodation and education services. These are however sparse and unlikely to offer high levels of employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and	Nothing to note.

regeneration objectives (e.g supporting priority sectors)	
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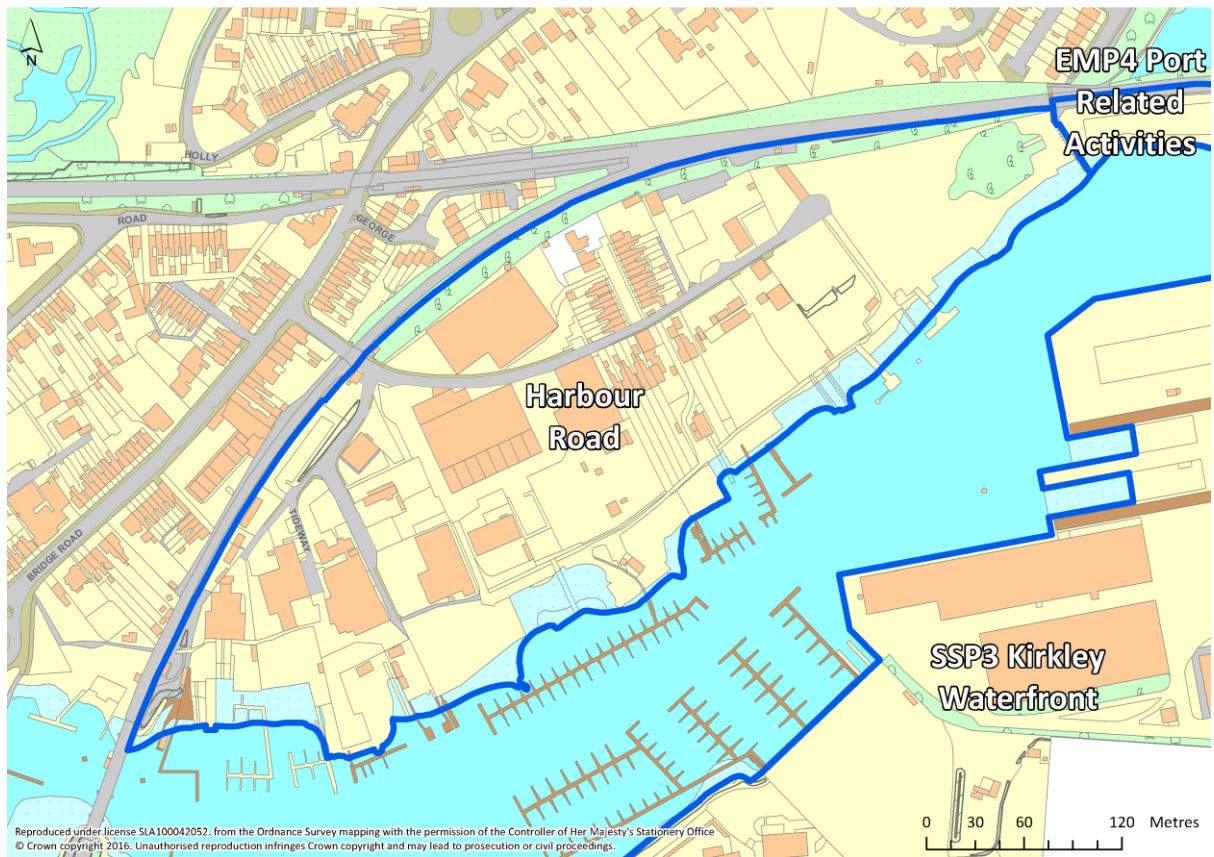
Conclusion

This site should be identified as an Existing Employment Area. The site provides an important source of employment in the rural area and is unlikely to have any suitable alternative uses. Designating the area as an Existing Employment Area means that it will have the potential to expand in the future.

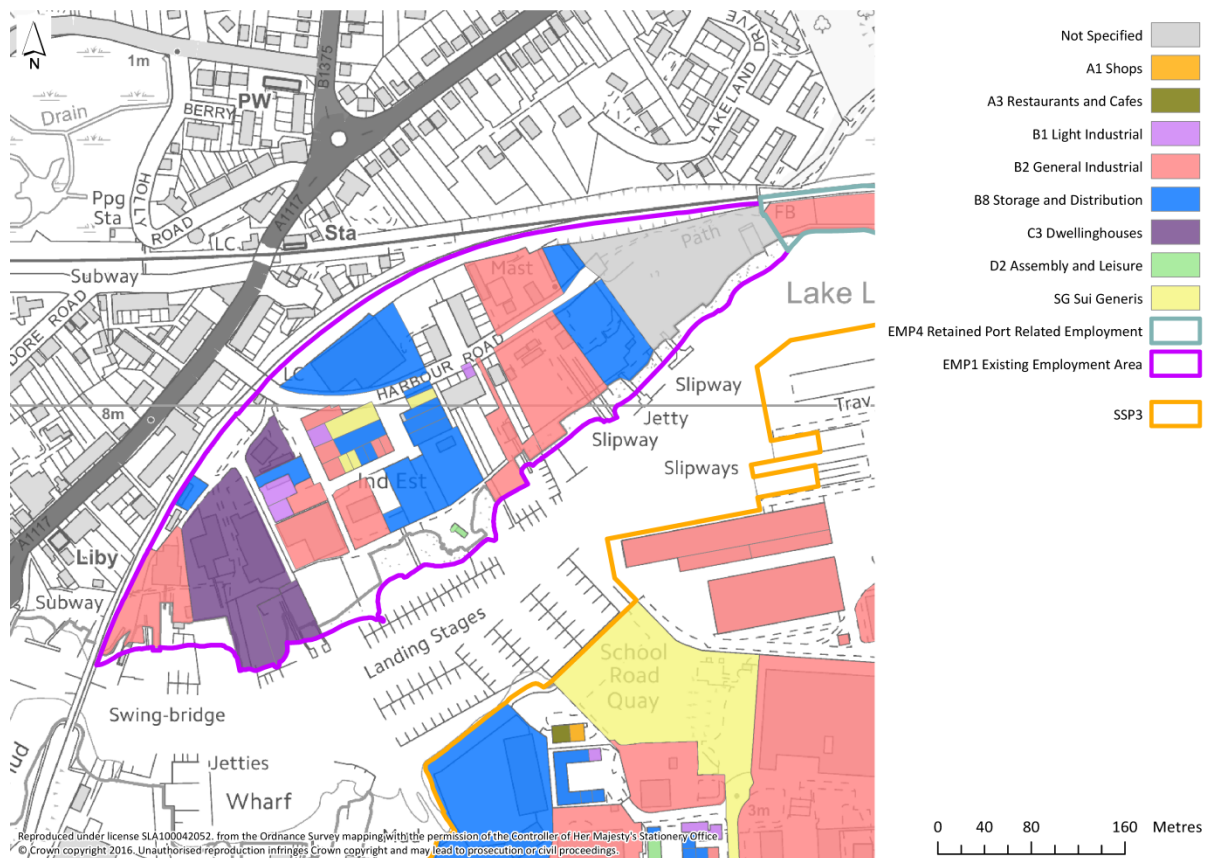
Harbour Road

Site Details

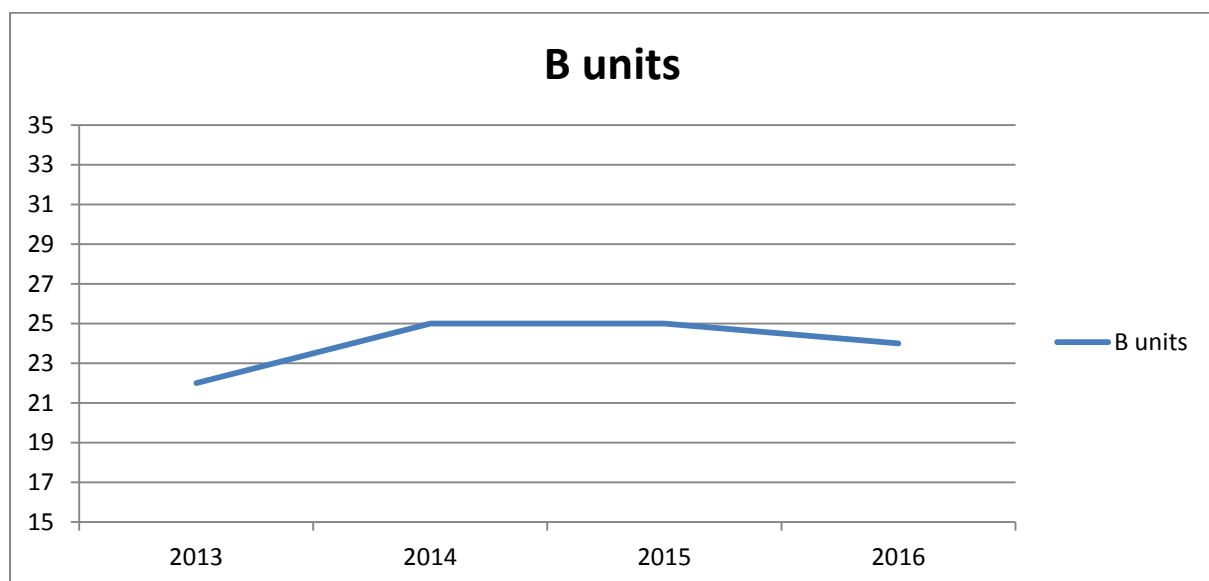
Area in Hectares	6.4ha
Number of Units	32
Total Floorspace	15514sqm
Area of Land Undeveloped	1.6ha

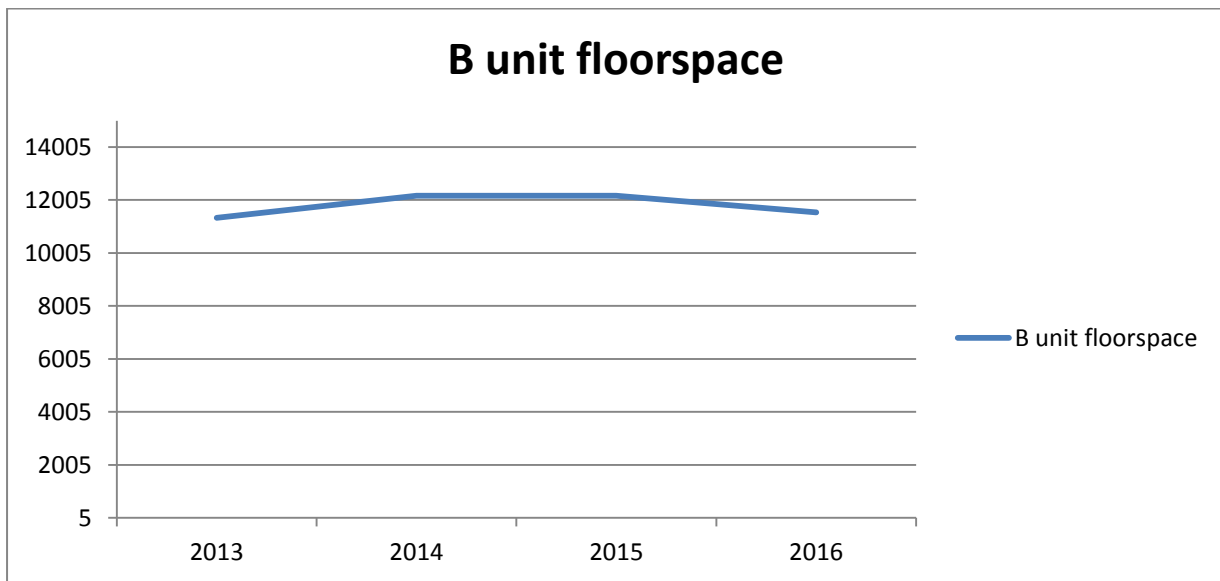


Composition of Uses



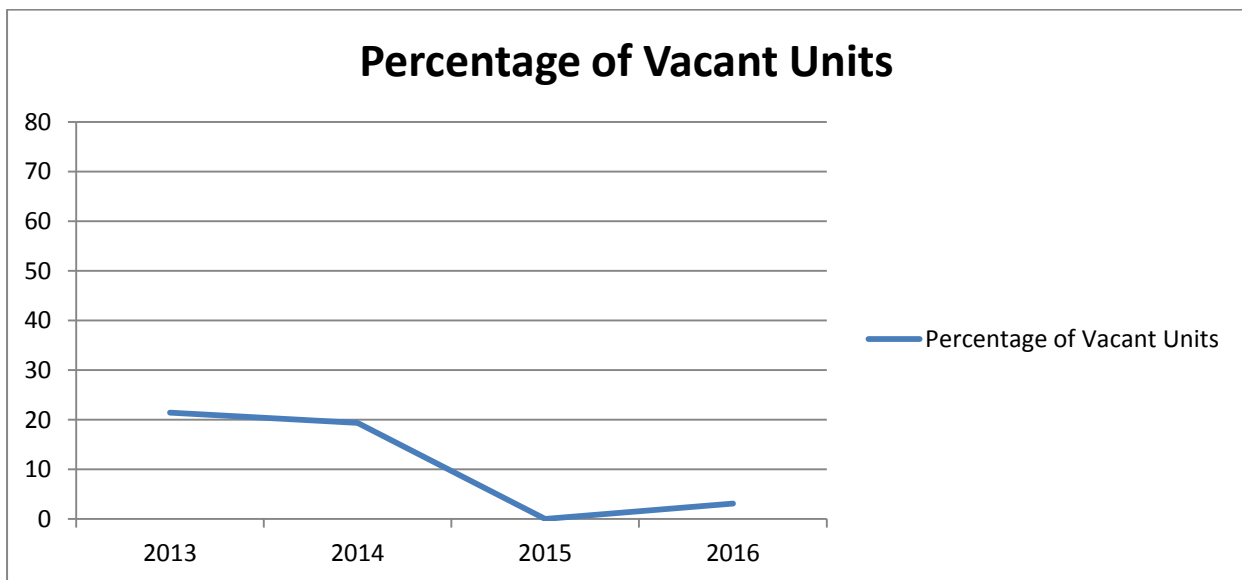
B class units currently make up the clear majority in this area, with a share of 64.9% of the units and 74.4% of the floorspace. The charts below show that this employment area saw only slight fluctuations in the number of B class units and the amount of B unit floorspace between 2013 and 2016; however the overall trend shows that they have both increased.

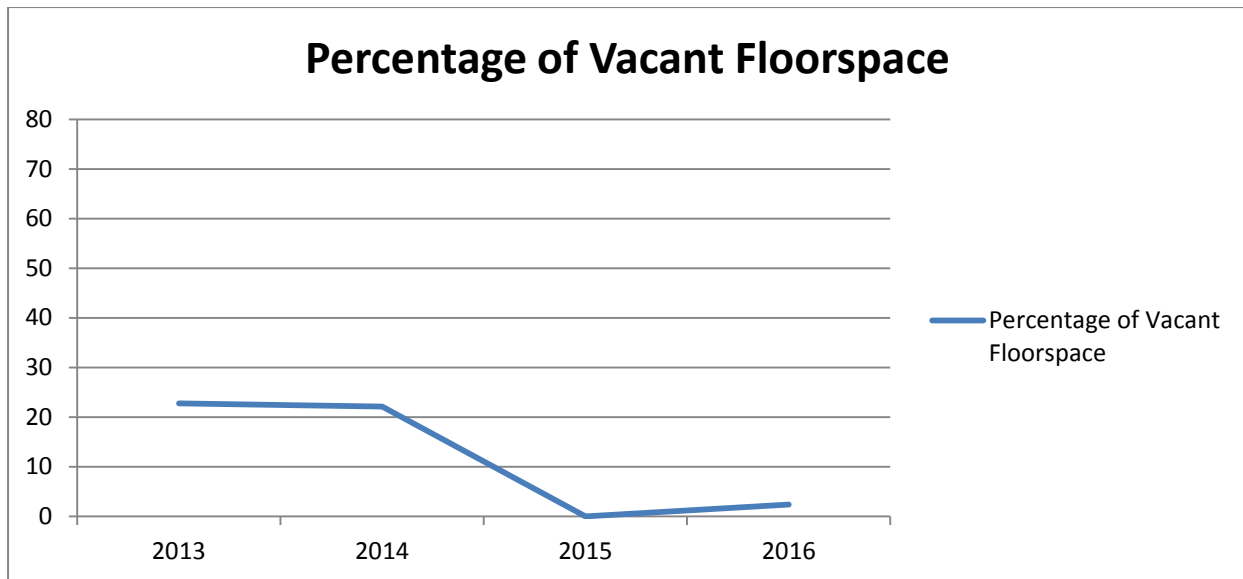




Vacancy Rates

The vacancy rates for this area are currently very low, with only 3.1% of the units and 2.4% of the floorspace being vacant. The graphs below show that this employment area saw a decrease in the percentage of vacant units and the percentage of vacant floorspace between 2013 and 2015, this was followed by a small increase in both in 2016.





Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment completions.

Quality of Premises

Age of buildings	1960s, some buildings could be older
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	No attractive architecture. Some buildings in poor state of repair.
State of external areas	1	Some areas not very well kept. Limited yard space for many units.
Parking provision	1	No designated parking for many units. No formal communal parking area.

Total Score	3	
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Quality of the Environment

Compatibility of adjacent uses.	Bounded by railway line and Lake Lothing.
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Criterion	Score	Comments
Landscaping and Presentation	1	Limited pavements for pedestrians. No landscaping. Roads in poor state of repair. Untidy appearance.
Local Facilities for Workforce	1	No on site facilities. Walking distance to a small convenience store on Bridge Road.
Branding	1	Only individual business signage on Sealake Road. No online presence.
Total	3	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access to Bridge Road.

Proximity to rail, sea and air	This area 4 kilometres from Lowestoft Port.
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freight	
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is made up of accommodation services and food establishments as well as a pharmacy and Bridge Road Surgery. This area is also close to the EMP4 Port Related Activities employment area which also offers high levels of B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country. However the area across Lake Lothing is within the 20% most deprived areas in the UK.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Due to this areas proximity to the SSP1 PowerPark and its connections to Lowestoft Port, this area has the potential to support the development of the offshore energy sector.

Conclusion

This maritime focussed area includes a mix of units in terms of size age and appearance. Some of the units have access to Lake Lothing. The results for this employment area show that it should continue to be designated as a Existing Employment Area. This area supports a high proportion of B class units and vacancy rates have recently become very low showing that market activity may be increasing for this area. The areas connections to main roads and the port area are good. Also this area is located near some areas considered to be some of the most deprived in the UK meaning that this area may be important to supporting local employment. Additionally, this area has the potential to support the future development of the offshore energy sector. While the quality of the environment may be poor due to its proximity to the port, this does not affect the function of the area.

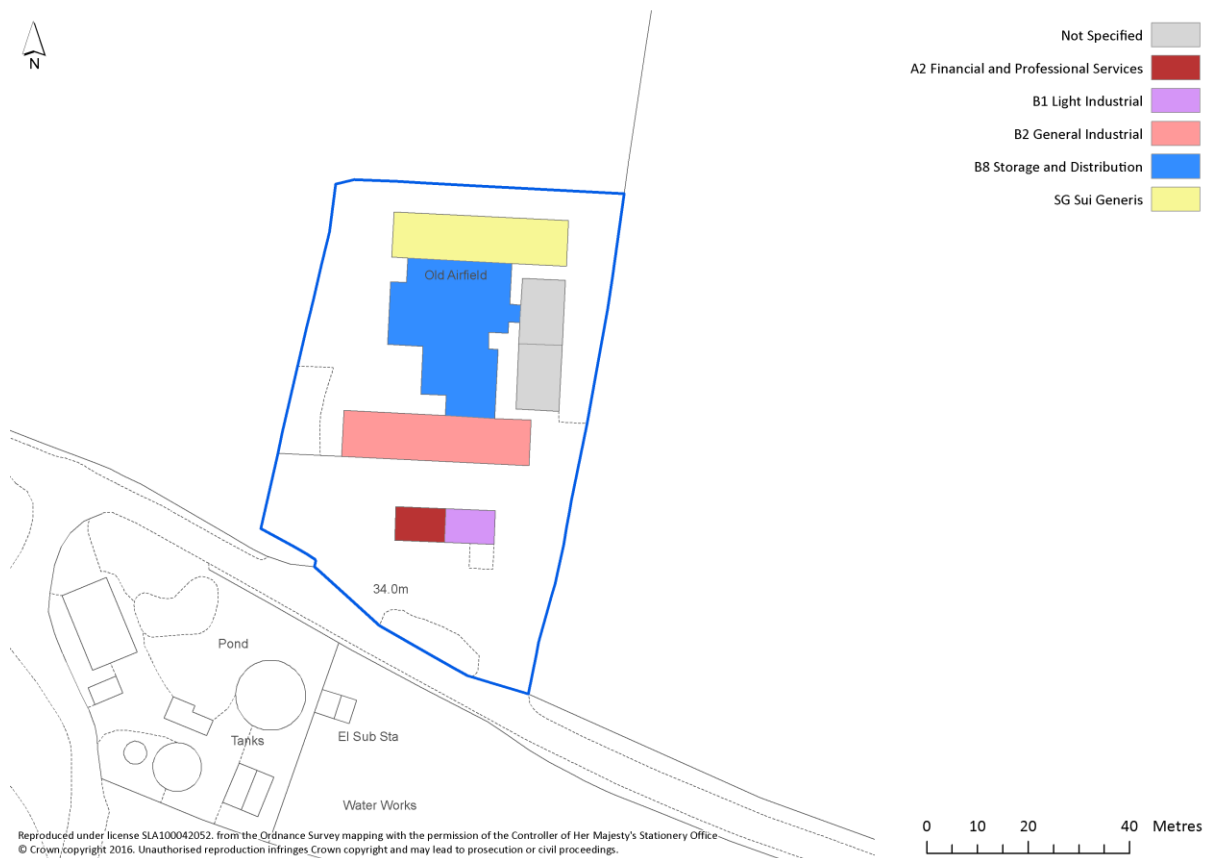
Holton Old Airfield

Site Details

Area in Hectares	0.13ha
Number of Units	7
Total Floorspace	1561sqm
Area of Land Undeveloped	0ha



Composition of Uses



As this employment area has only been surveyed in 2016, there is no time series data for this area. This area currently has 42.9% of its units and 61.8% of its floorspace designated for B Class employment.

Vacancy Rates

This employment area currently has no vacant units or floorspace. Again, as this area has only one year's worth of data, no time series is available.

Development Rates

As there is no time series data for this area, the amount of employment floorspace gained or lost since 2012 is unknown.

Quality of Premises

Age of buildings	1940s
------------------	-------

Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Former airfield buildings. Not attractive.
State of external areas	1	Not untidy but not particularly well kept.
Parking provision	1	Informal parking. Large area at front but not sufficient parking at rear units.
Total Score	3	

Quality of the Environment

Compatibility of adjacent uses.	Agricultural to north, east and west. Water treatment works and heavily wooded area to south.
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Criterion	Score	Comments
Landscaping and	1	No landscaping. Poor quality roads. No footpath. Cockpit and

Presentation		bomb at entrance to site.
Local Facilities for Workforce	1	None.
Branding	1	Small wooden sign at entrance to site but no contact details or website.
Total	3	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to Sparrowhawk Road.

Proximity to rail, sea and air freight	This employment area is 26.9 kilometres from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area consists of accommodation services and motor vehicle specialists, however these are very sparse. The main other sources of employment come from the Bernard Matthews, Beccles Road and Spectra areas, which offer high levels of alternative B Class employment.
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Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	Nothing to note.

Conclusion

This area is comprised of a mix of former military buildings converted into various business uses. The results for this employment area suggest there is limited justification for the protection of B class uses on this site. Therefore the site should not be designated as an Existing Employment Area. The proportion of B class units is relatively low, the premises and environment are of poor quality has poor accessibility. Also, there are substantial levels of alternative employment in the local area and the location is not considered deprived, suggesting that this employment area may not be integral to maintaining local employment levels.

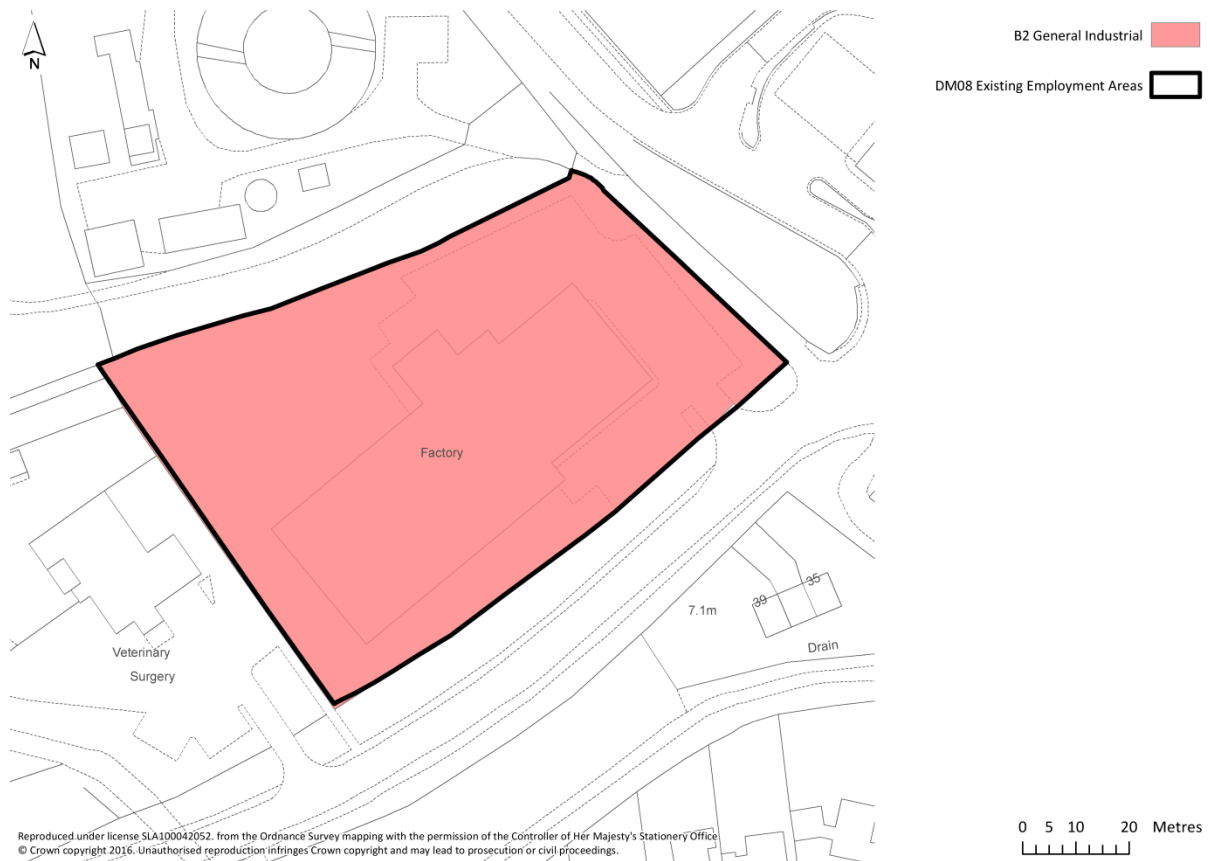
Klauke UK Ltd, Hillside Road East, Bungay

Site Details

Area in Hectares	0.66ha
Number of Units	1
Total Floorspace	2048sqm
Area of Land Undeveloped	0ha



Composition of Uses



This employment area has not seen any change in either the number of B units or the amount of B unit floorspace between 2013 and 2016 due to this area being occupied by a single employer. B class units currently make up 100% of units and 100% of floorspace.

Vacancy Rates

This employment area has had no vacant units or vacant floorspace between 2013 and 2016 due to this area being occupied by a single employer.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1970s?
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Not attractive but in reasonable state of repair.
State of external areas	2	Well kept and tidy, plenty of space surrounding building.
Parking provision	3	Sufficient on site parking.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Veterinary surgery to west, residential to south, water recycling centre to north, supermarket and petrol filling station to east.
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Criterion	Score	Comments
Landscaping and Presentation	2	Well kept roads and some landscaping to road frontage.
Local Facilities for Workforce	2	Adjacent to Co-Operative supermarket.

Branding	3	Individual occupier.
Total	7	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Direct access to the B1062 which leads onto the A144.

Proximity to rail, sea and air freight	This employment area is 23.5 kilometres from Lowestoft Port via the B1062 and A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area comes from retail services, health and education services. These are likely to offer medium levels of employment due to their moderate concentration. This area is also close to the Southend Road area, which offers other B Class employment.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority	Nothing to note.

sectors)	
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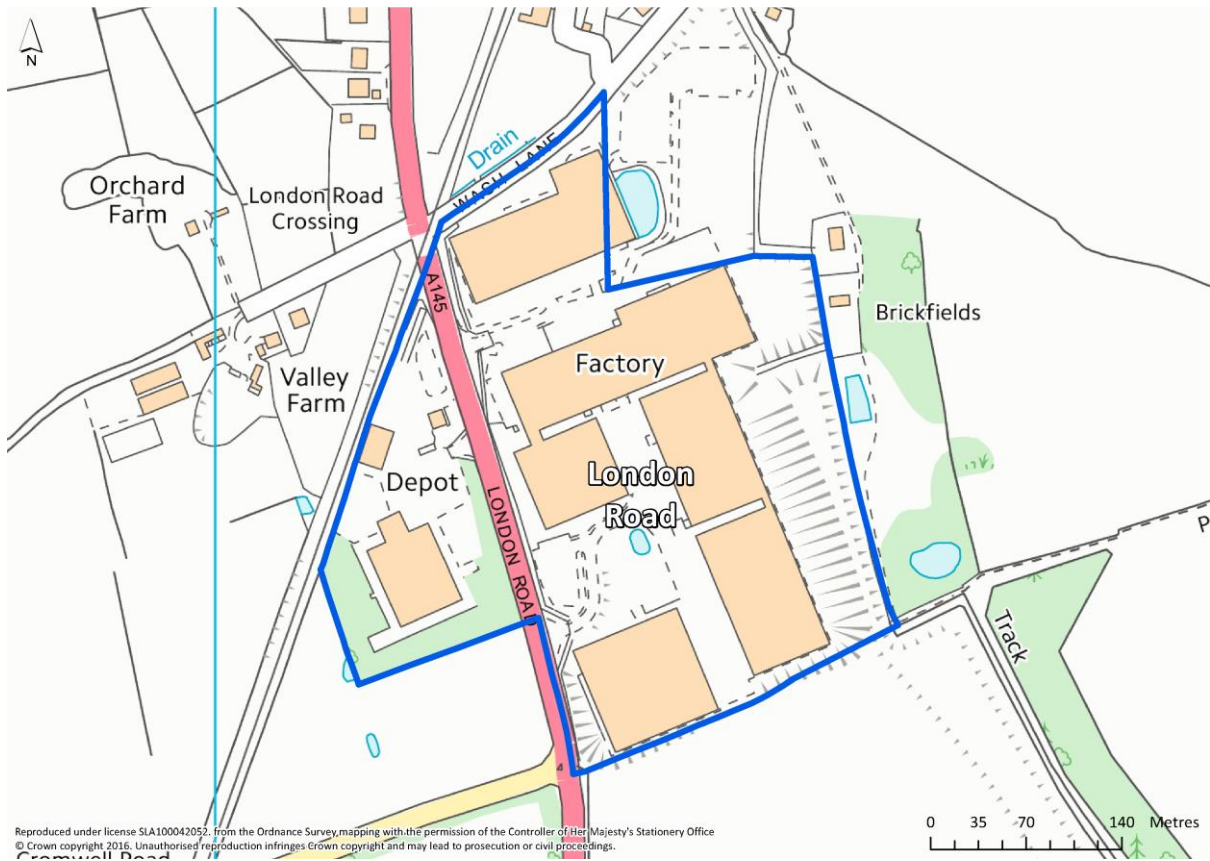
Conclusion

This employment area is occupied by a single manufacturing employer. Bungay has very limited employment premises. The site provides an important source of employment in the Bungay and is unlikely to have any suitable alternative uses. As such the site should continue to be identified as an Existing Employment Area.

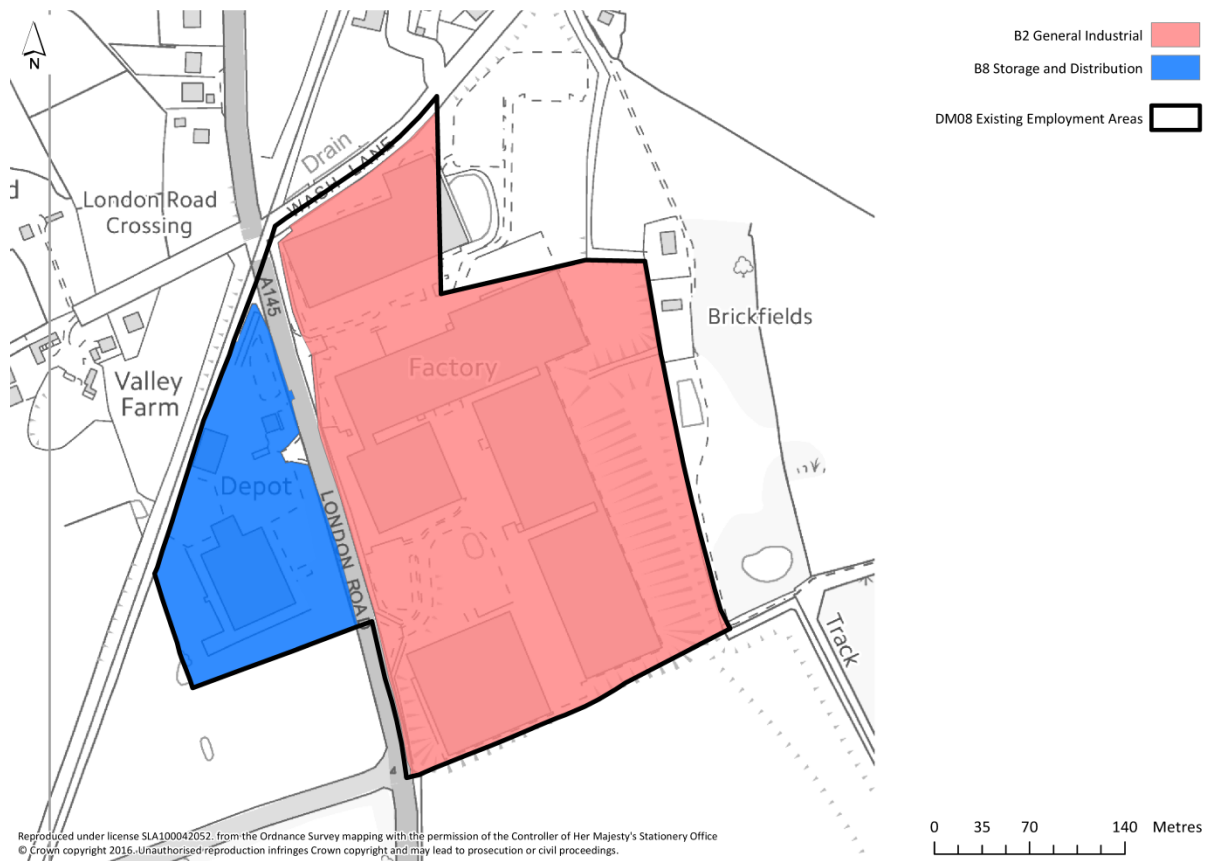
London Road Beccles

Site Details

Area in Hectares	11.4ha
Number of Units	2
Total Floorspace	44044sqm
Area of Land Undeveloped	0ha



Composition of Uses



B class units currently make up 100% of units and 100% of floorspace in this area. There are only two units in this area, one controlled by M&H Plastics and the other by Exploration Electronics/Airbridge Compressions.

Vacancy Rates

This employment area has had no vacant units or floorspace between 2013 and 2016.

Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1980s
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Standard industrial buildings.
State of external areas	2	M&H Plastics extremely well kept and tidy. West of London Road not so well kept and tidy.
Parking provision	3	M&H Plastics has excellent parking provision and plenty of parking on site to the west of London Road.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Primarily surrounded by agricultural land.
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Criterion	Score	Comments
Landscaping and Presentation	2	M&H Plastics well landscaped. West of London Road not landscaped.
Local Facilities for Workforce	1	No nearby facilities. M&H Plastics has facilities on-site.

Branding	1	M&H Plastics has excellent on-site and online presence. However, the site to the west of London Road has very little on-site or online presence.
Total	4	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access to the A145.

Proximity to rail, sea and air freight	This employment area is 18.1 kilometres from Lowestoft Port via the A146.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is fairly negligible, with small numbers of retail and motor services.
Deprivation of LSOA	This employment area and the surrounding areas are not within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority	Nothing to note.

sectors)	
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Conclusion

This employment area is characterised by two employers occupying bespoke units. M and H Plastics operate the largest part of the site on the east side of London Road and employ a significant number of local people. The results for this employment area show that it should be designated as an Existing Employment Area. All units are within B Class use, with none of the units being vacant since 2013. The quality of the premises is good, as are the connections to main roads and there is very little alternative employment in the immediate vicinity.

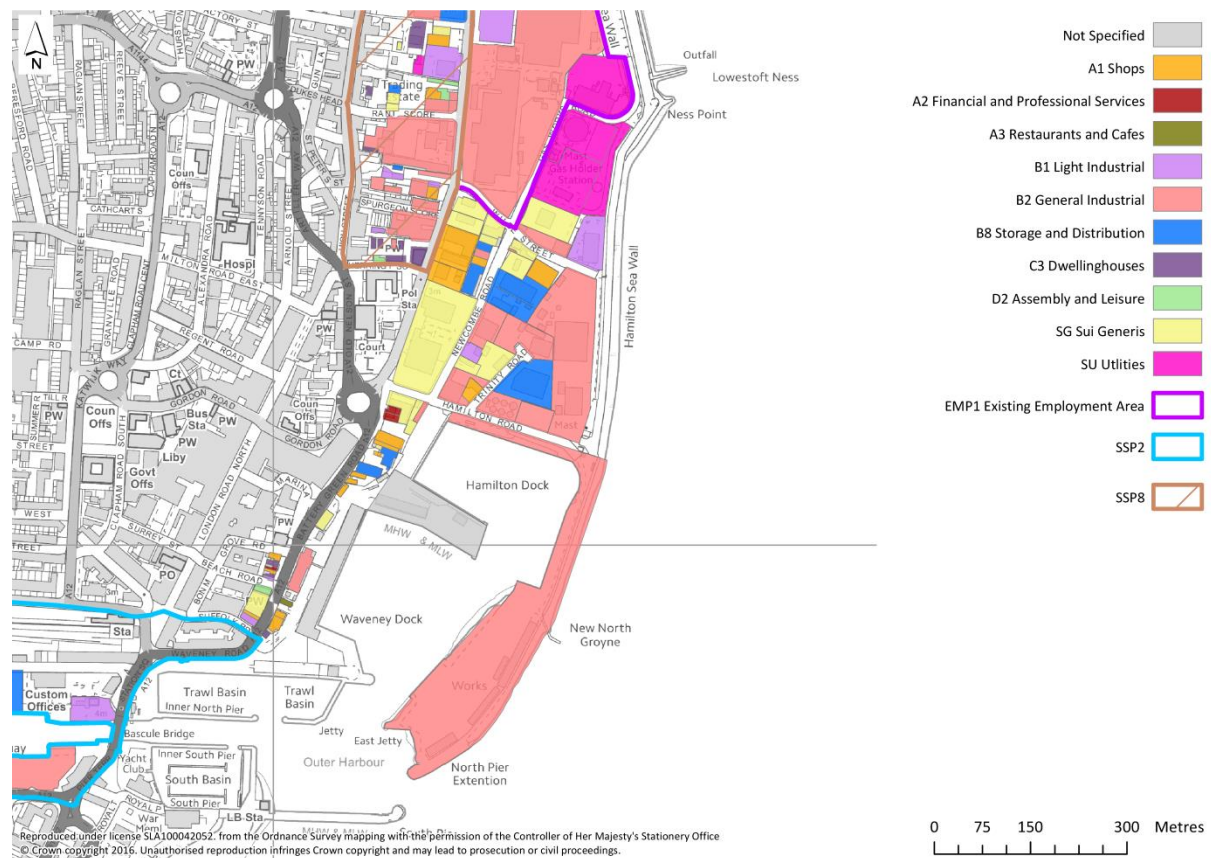
SSP1 PowerPark

Site Details

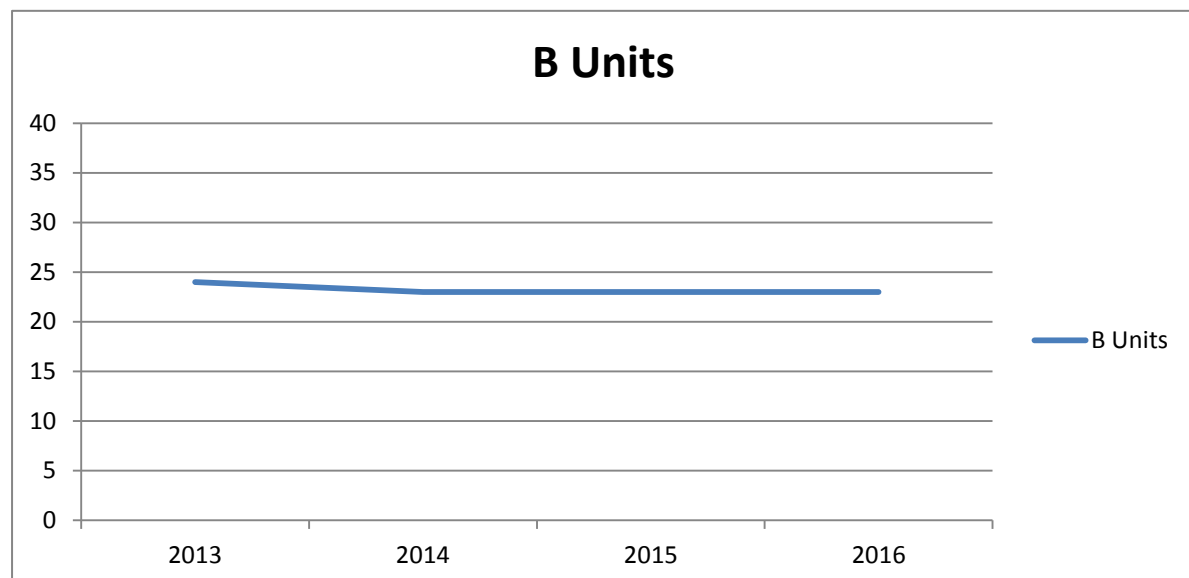
Area in Hectares	16.4ha
Number of Units	65
Total Floorspace	43334m2
Area of Land Undeveloped	2ha

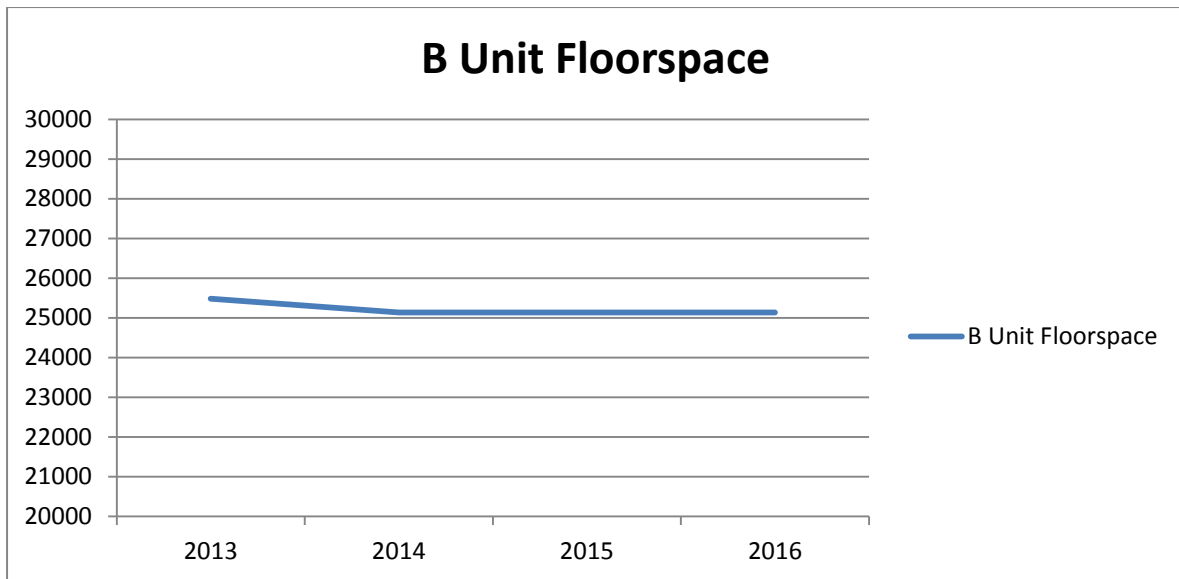


Composition of Uses



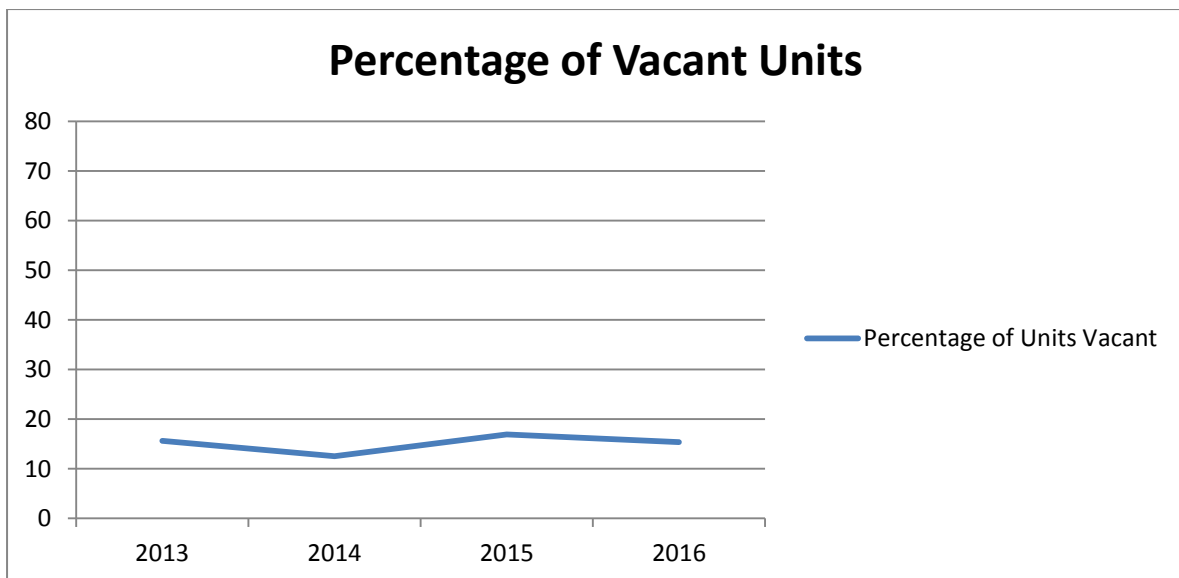
B class units currently make up a relatively small proportion of this area with a share of only 35.4% of units and 58% of floorspace. The graphs below show that the amount of B class floorspace has remained steady over the last three years.

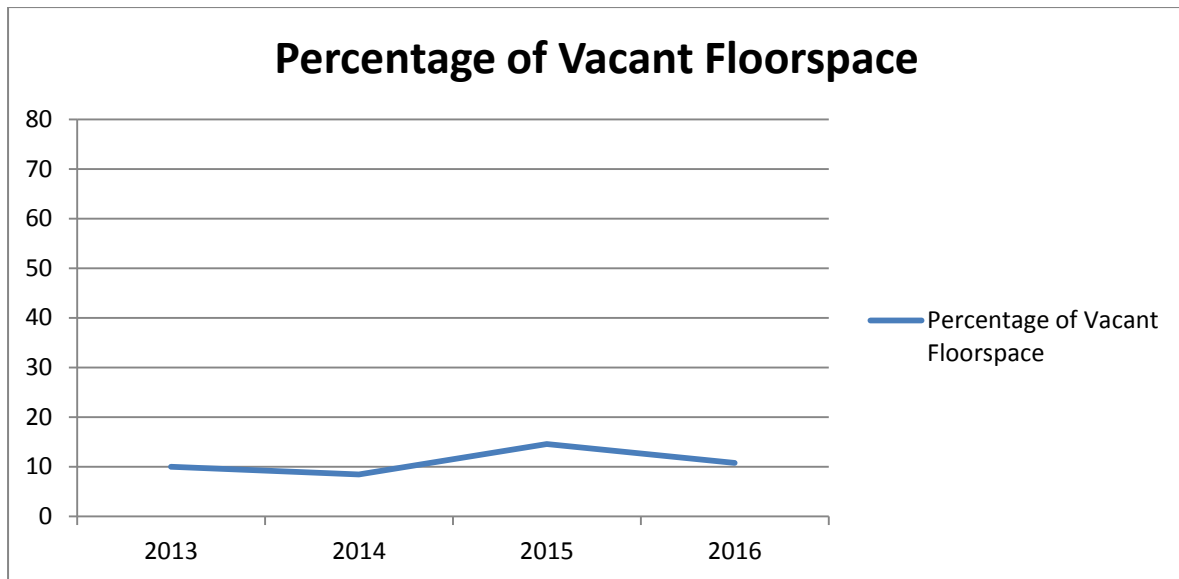




Vacancy Rates

This employment area currently has 15.4% of its units and 10.8% of its floorspace vacant. The graphs below show that the percentage of vacant units as well as the amount of vacant floorspace has remained largely steady since 2013 with just minor variations from year to year. It should also be noted that the percentages are mostly above average between 2013 to 2016.





Development Rates

Between April 2012 and March 2012 this employment area has not gained any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Not particularly attractive but in reasonable state of repair.
State of external areas	2	Some units well kept and good yard space, others less so.

Parking provision	2	Most units have sufficient parking but problems do exist on main roads, possibly due to proximity to the town centre (workers and shoppers).
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	North sea to east. Harbour to south. Town centre / residential to west. Birds Eye to north.
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Criterion	Score	Comments
Landscaping and Presentation	2	Pavements and roads in reasonable condition. Some areas are less well kept than others.
Local Facilities for Workforce	3	Mobile catering unit on site. Within walking distance of town centre.
Branding	1	No signage. No online presence.
Total	6	

Strategic Access

Criterion	Score	Comments
Access on to	3	Direct access to the A12.

major road network		
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Proximity to rail, sea and air freight	The site is 0.6 km from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is made up of financial services and food establishments as well as a high number of retail outlets. The levels of employment from these are likely to be high due to their high concentration. This area is also close to the Beach Industrial Area and SSP8 area, which offer other B Class jobs at high levels of employment.
Deprivation of LSOA	This employment area is within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	The site is uniquely situated to take advantage of the growing offshore wind and renewables sector. The area already supports a number of businesses in this sector and its location close to the port will make it attractive for more companies to set up in the area. The key challenge will be supporting non-energy sector businesses to relocate to help create a stronger cluster of energy sector businesses.

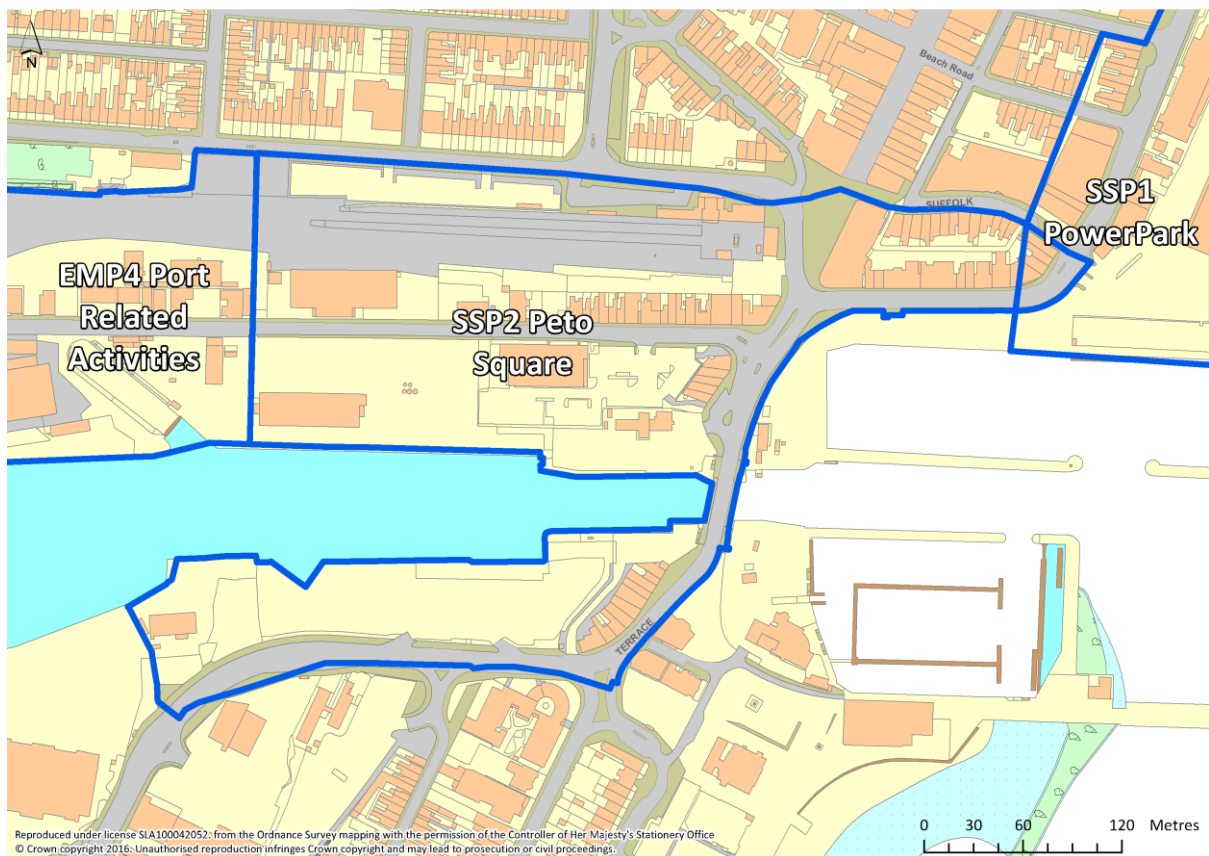
Conclusion

The results for this employment area show that B class employment units should continue to be protected. The area is uniquely positioned close to the Lowestoft Port and is therefore well placed to take advantage of the growth in offshore renewables sector.

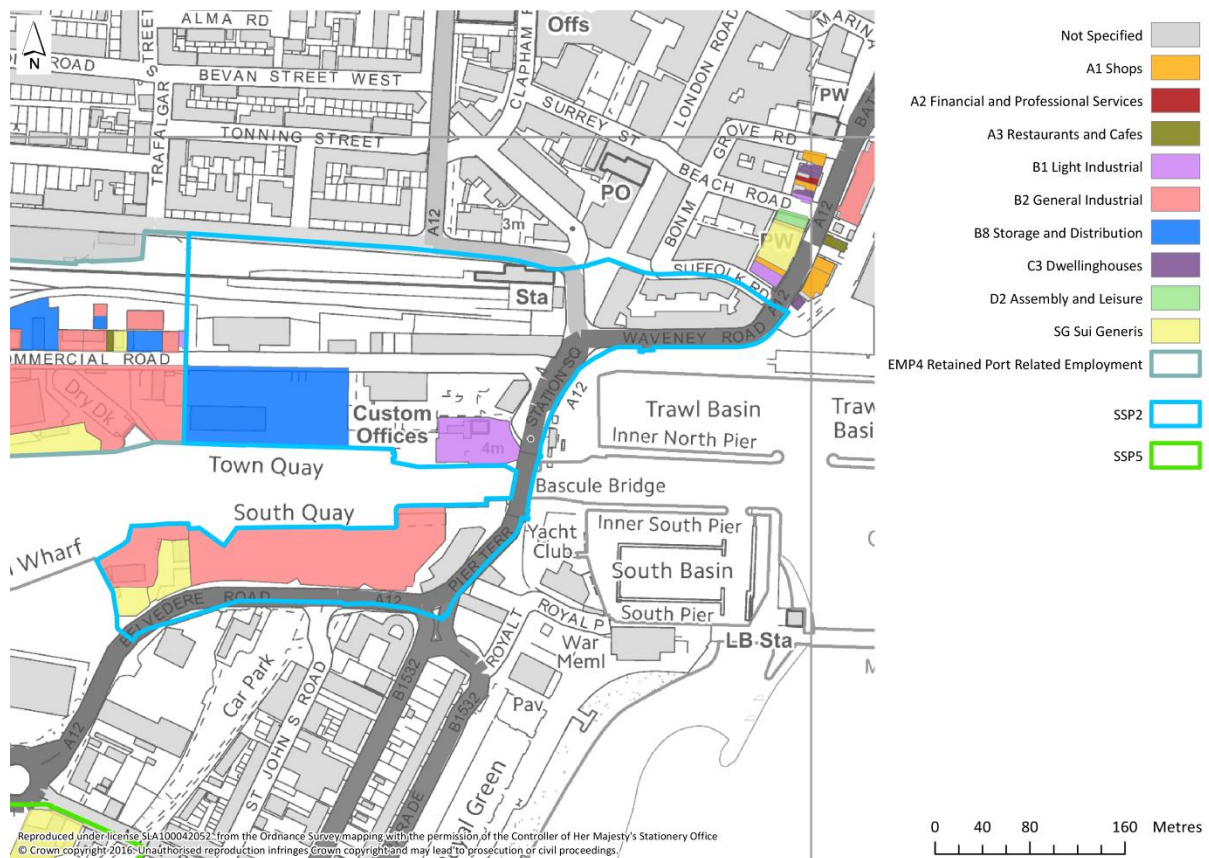
SSP2 Peto Square and South Quay

Site Details

Area in Hectares	2.6ha
Number of Units	6
Total Floorspace	2489sqm
Area of Land Undeveloped	0ha



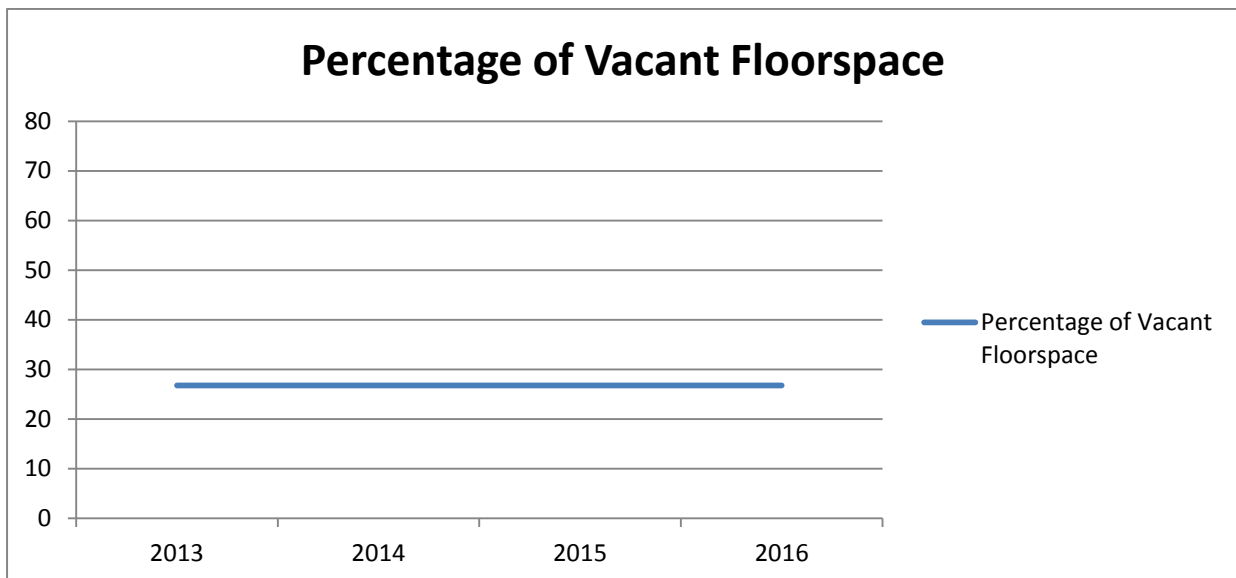
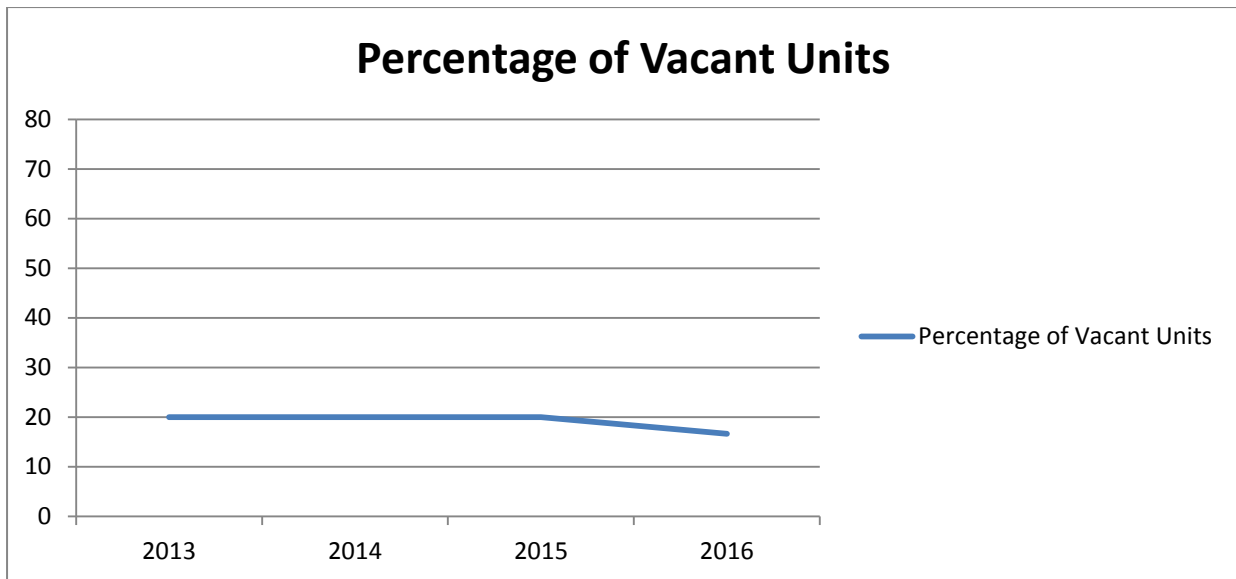
Composition of Uses



B class units currently have a clear majority in this area, with a share of 66.7% of units and 91.7% of floorspace in this area. This employment area has not seen any change in the number of B units or amount of B Unit floorspace between 2013 and 2016.

Vacancy Rates

This employment area currently has slightly above average vacancy rates with 16.7% of its units and 26.8% of its floorspace vacant. This employment area has had a stable percentage of vacant floorspace between 2013 and 2016 at 26.8%.



Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
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Appearance of buildings (State of repair)	1	Generally not attractive or in a good state of repair. A small number of individual buildings have architectural merit.
State of external areas	1	Yard space to some units on Commercial Road. Generally untidy appearance.
Parking provision	1	Very limited parking for some units. Kerb parking in Commercial Road.
Total Score	3	

Quality of the Environment

Compatibility of adjacent uses.	Primarily town centre and residential uses.
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Criterion	Score	Comments
Landscaping and Presentation	1	Not well landscaped. A12 road and pavement in good condition. Commercial Road has narrow pavement only on one side.
Local Facilities for Workforce	3	Close to town centre.
Branding	1	Individual business signage.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to A12 via Commercial Road

Proximity to rail, sea and air freight	This area is within the Lowestoft Port area.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area predominantly consists of retail and food services. These are high in number and therefore offer high employment levels. This area is also near the SSP1 and EMP4 Port Related Activities areas which offer other B Class employment at high levels.
Deprivation of LSOA	This employment area is considered to be within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	This employment area is located close to the SSP1 area and so will be able to support the development of the offshore renewable energy sector in the future.

Conclusion

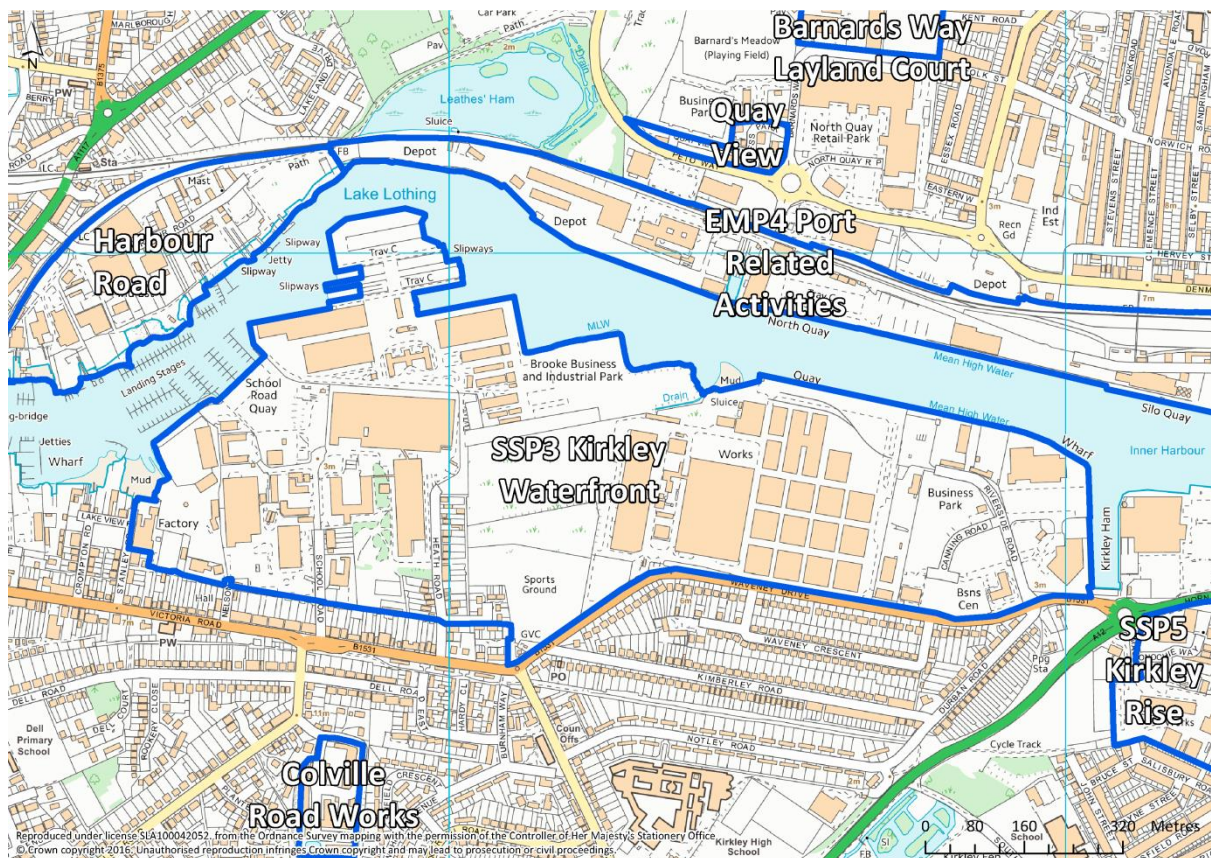
The results for this employment area show the units that are currently being used for employment should be protected whilst any others should be left to a more flexible approach. This is due to the low proportion of B units and high vacancy rates, suggesting that market activity in this area is falling short and a more flexible approach may allow new industries to make use of the area. However, this

area contains important activities related to the port, especially in South Quay. Also, due to the areas proximity to the SSP1 area, this area has the potential to support future offshore renewable energy businesses.

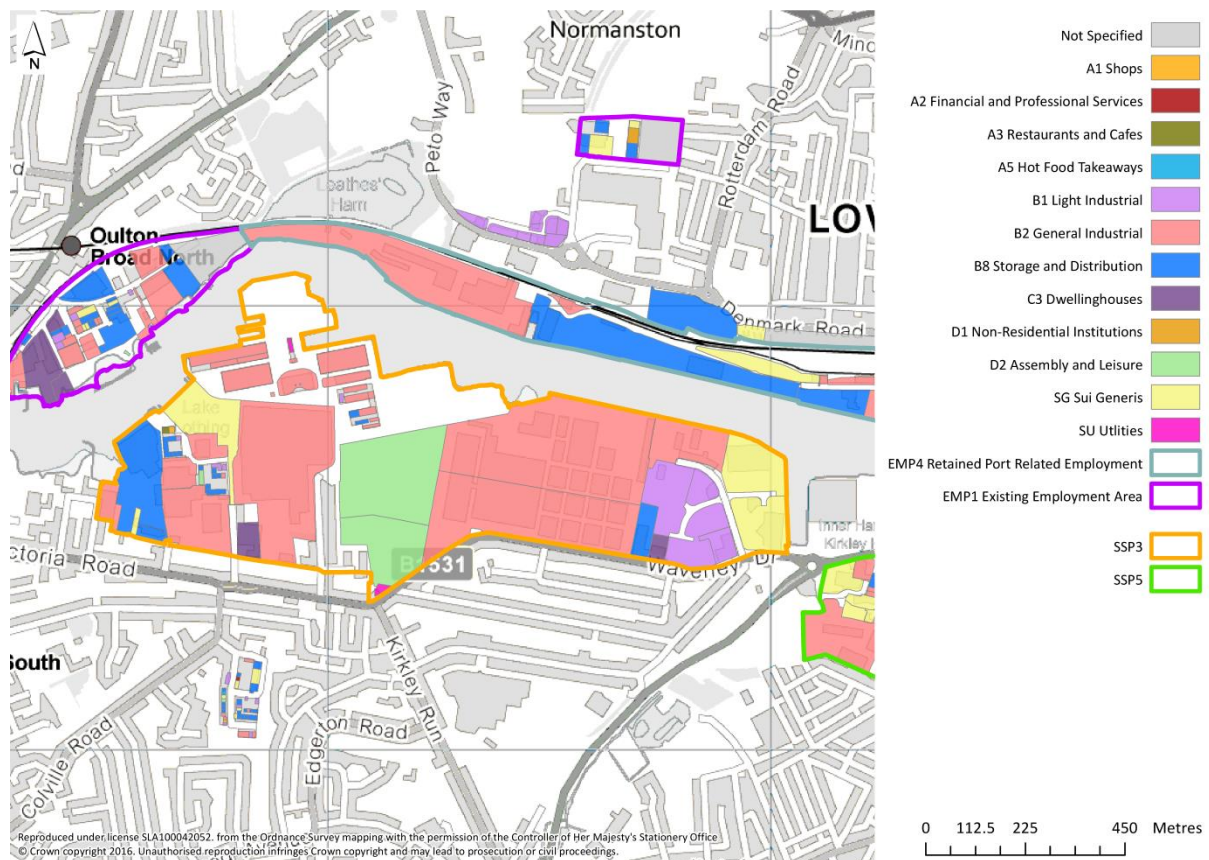
SSP3 Kirkley Waterfront and Sustainable Urban Neighbourhood (Riverside Road Area Only)

Site Details

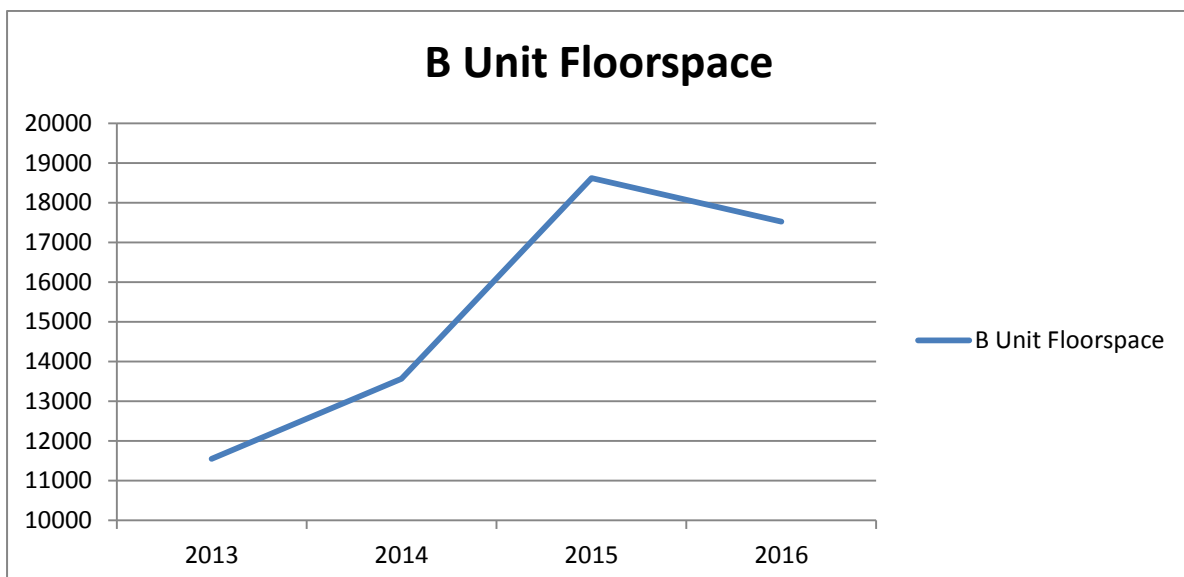
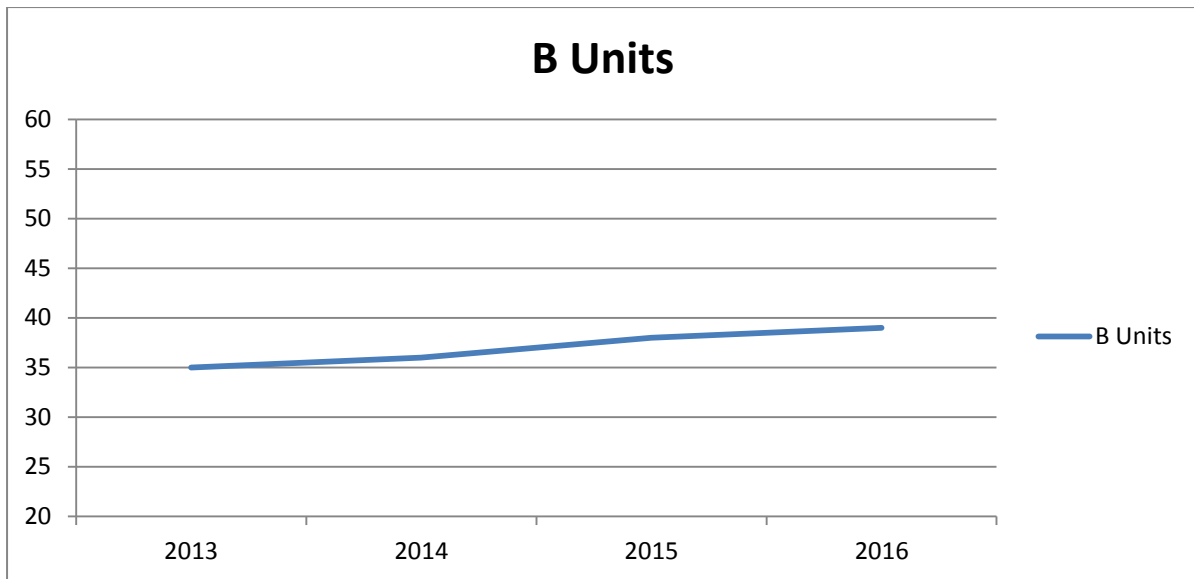
Area in Hectares	46.3ha
Number of Units	53
Total Floorspace	27327sqm
Area of Land Undeveloped	24.4ha



Composition of Uses

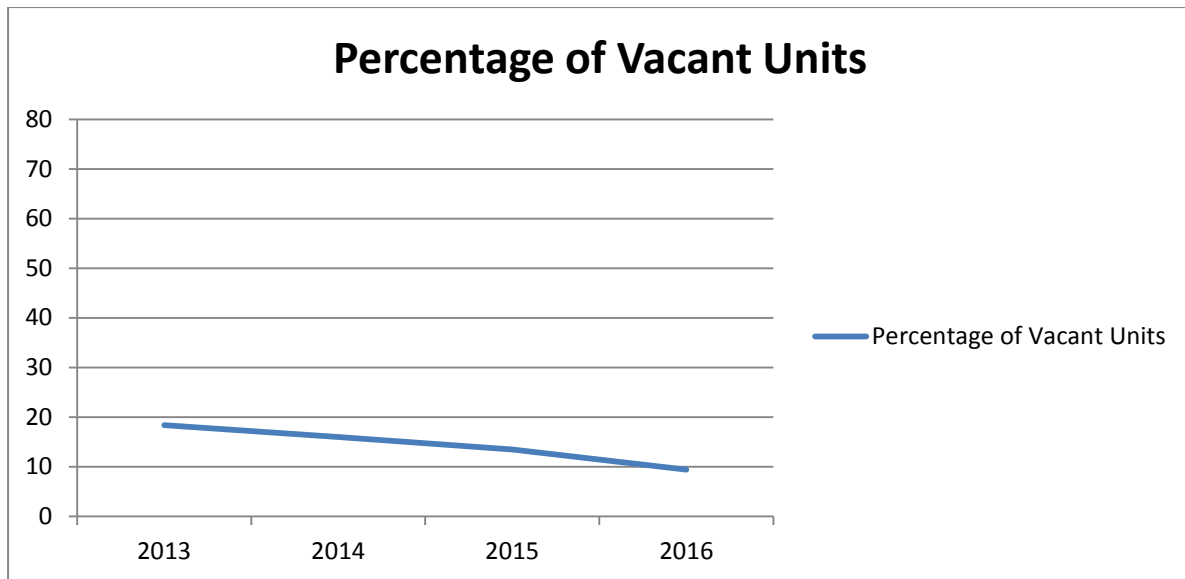


B class units currently make up a large majority of units and floorspace in this area, with a share of 73.6% of units and 64.1% of floorspace. The graphs below show that this employment area has seen an increase in the number of B units since 2013. There was also an increase in the amount of B class unit floorspace between 2013 and 2015 as units were being built. However there was a decrease in floorspace in 2016. This was due to the loss of Witham Paints and the unit used by them.



Vacancy Rates

Vacancy rates in this area are very low with currently only 9.4% of its units (floorspace data is not available for this site due to the redevelopment of parts of the site). Most of the vacant units are on the Brooke Business Park. The graph below shows that the percentage of vacant units at this employment site has decreased between 2013 and 2016.



Development Rates

Between April 2012 and March 2016 this employment area did not gain any employment floorspace.

Quality of Premises

Age of buildings	1930s onwards
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Criterion	Score	Comments
Appearance of buildings (State of repair)	3	On Riverside Road, there are individually designed units in good state of repair. Units on the NWES sites are also in good state of repair. Units on Brooke Business Park are in a poorer state.
State of external areas	3	Riverside Road and School Road areas are well kept and tidy. Brooke Business Park is in less good condition.
Parking provision	1	High demand for parking spaces results in kerbside parking around Riverside Road area.
Total Score	7	

Quality of the Environment

Compatibility of adjacent uses.	Lake Lothing to north. Residential to south. Vacant employment site to west.
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Criterion	Score	Comments
Landscaping and Presentation	2	At Riverside Road there is some landscaping on individual sites. All well kept. Roads and pavements in good condition. Landscaping is largely non-existent at Brooke Business Park and elsewhere within the area.
Local Facilities for Workforce	2	Riverside Road is 500m to Asda supermarket and newsagent / post office on Waveney Crescent. Other parts of the site have access to convenience store on Victoria Road.
Branding	2	Signage for individual buildings. No marketing evidence or online presence. Brooke Business Park has some signage and a site office.
Total	6	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to A12 via Waveney Drive.

Proximity to rail, sea and air freight	This site is 1.6 kilometres from Lowestoft Port via Waveney Drive and the A12. However, parts of the site have quay frontage on to Lake Lothing and could therefore benefit from maritime connections.
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Social and Regeneration Policy

Availability of other local employment	There are other employment premises to the north, west, south and east of this site.
Deprivation of LSOA	This employment area is within the 20% most deprived areas in the country, with some surrounding areas being within the 10% most deprived areas of the UK.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	This area has the potential to help support future growth of the offshore renewable energy sector due to its location close to the SSP1 employment area.

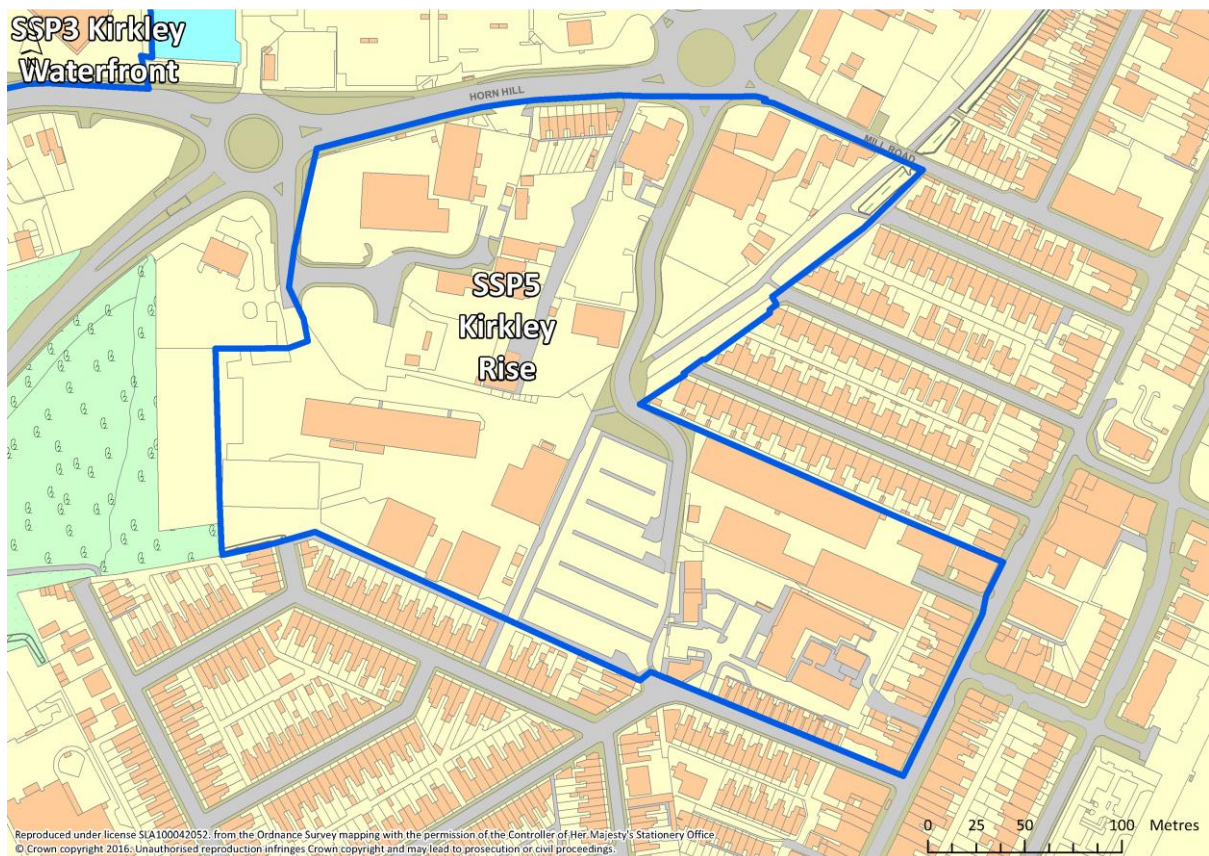
Conclusion

This area covers mostly former, derelict and underused industrial land on the waterfront of Lake Lothing. The modern office and business units on Riverside Road should be protected for employment use, as should the start-up units on School Road. The existing buildings on Brooke Business Park are in a poorer state of repair and there is a planning consent in place for the redevelopment of this area for mixed uses including residential. As such these existing premises should not be specifically protected in any future planning policy.

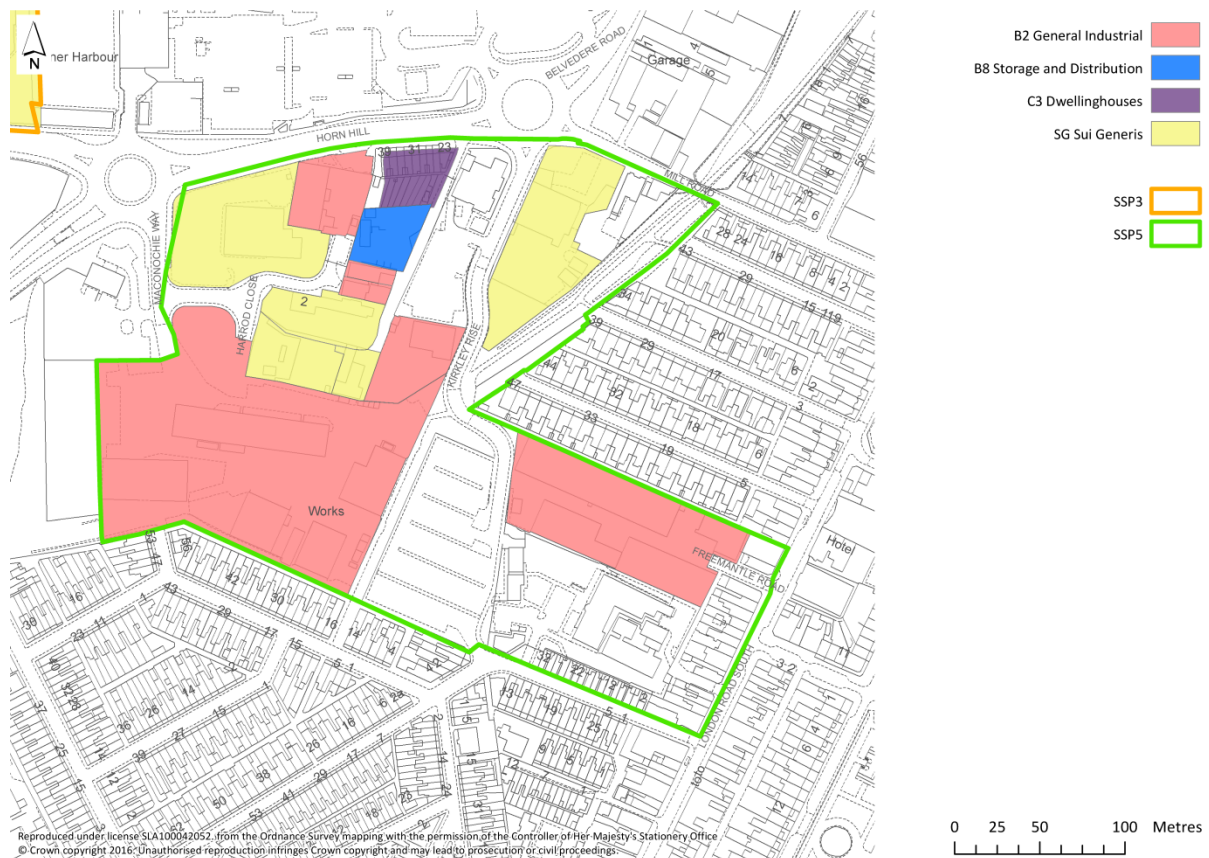
SSP5 Kirkley Rise

Site Details

Area in Hectares	4.7ha
Number of Units	13
Total Floorspace	15035sqm
Area of Land Undeveloped	0ha



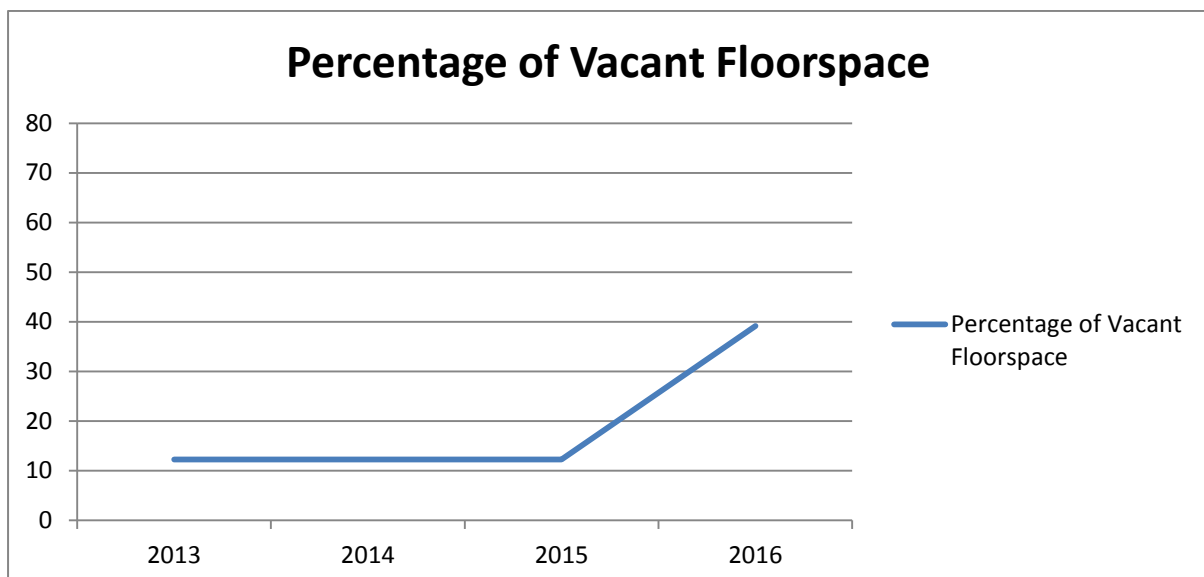
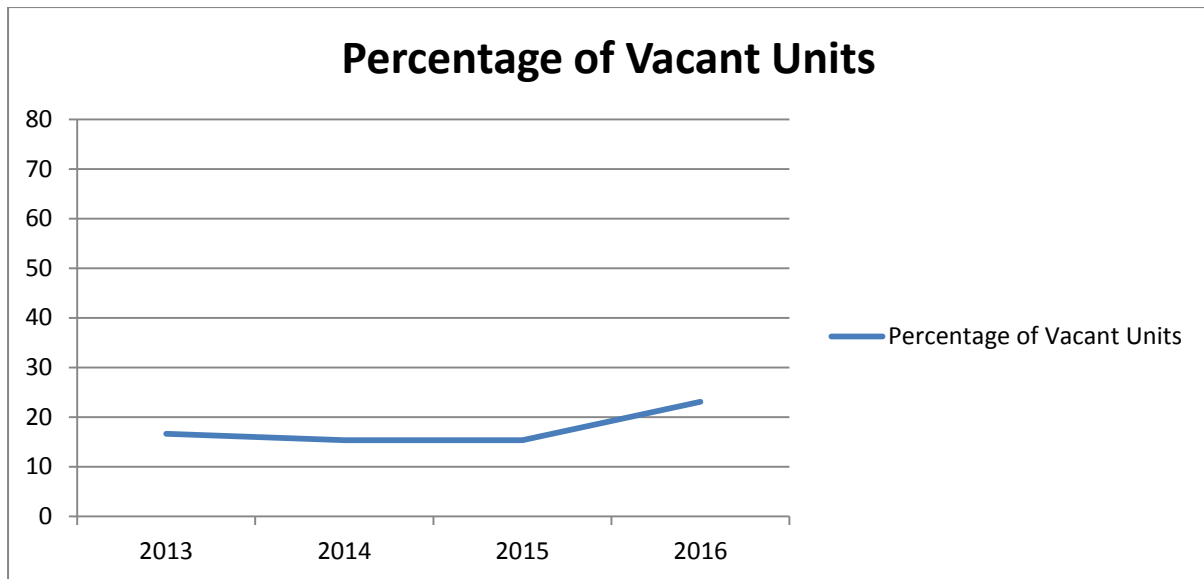
Composition of Uses



B class units currently make up the majority of units and floorspace in this area, with a share of 53.8% of units and 73.5% of floorspace. This employment area has not seen any change in either the number of B class units or amount of B class unit floorspace between 2013 and 2016.

Vacancy Rates

This employment area currently has above average vacancy rates, with 23.1% of its units and 39.2% of its floorspace vacant. The graphs below show that this employment area saw no change in either the percentage of vacant units or the percentage of vacant floorspace between 2013 and 2015. However both increased in 2016 due to the closure of AKD Engineering.



Development Rates

Between April 2012 and March 2012 this employment area has not gained any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
Appearance of buildings (State of repair)	2	Mixture of attractive and unattractive buildings. Some are in good state of repair, others not.
State of external areas	2	Some areas are tidy and with good yard space.
Parking provision	2	Most units have sufficient parking.
Total Score	6	

Quality of the Environment

Compatibility of adjacent uses.	Residential to east and south. Supermarket to north. Office and open to east.
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Criterion	Score	Comments
Landscaping and Presentation	1	No landscaping. Mixture of quality of roads and pavements.
Local Facilities for Workforce	3	Within walking distance of Kirkley and town centre.
Branding	1	Individual signage of varying quality.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	3	Direct access to the A12.

Proximity to rail, sea and air freight	This site is 1 kilometre from Lowestoft Port via the A12.
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Social and Regeneration Policy

Availability of other local employment	Other employment in the local area is mostly made up of retail, food and accommodation services. The levels of employment for these are likely to be high due to both their size and concentration. This area is also close to the Peto Square and South Quay and SSP3 areas, which also offer high levels of B Class employment.
Deprivation of LSOA	This employment area is within the 10% most deprived areas of the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	This employment area has the potential to support future development of future offshore renewable energy companies. This is due to the areas proximity to the SSP1 employment area.

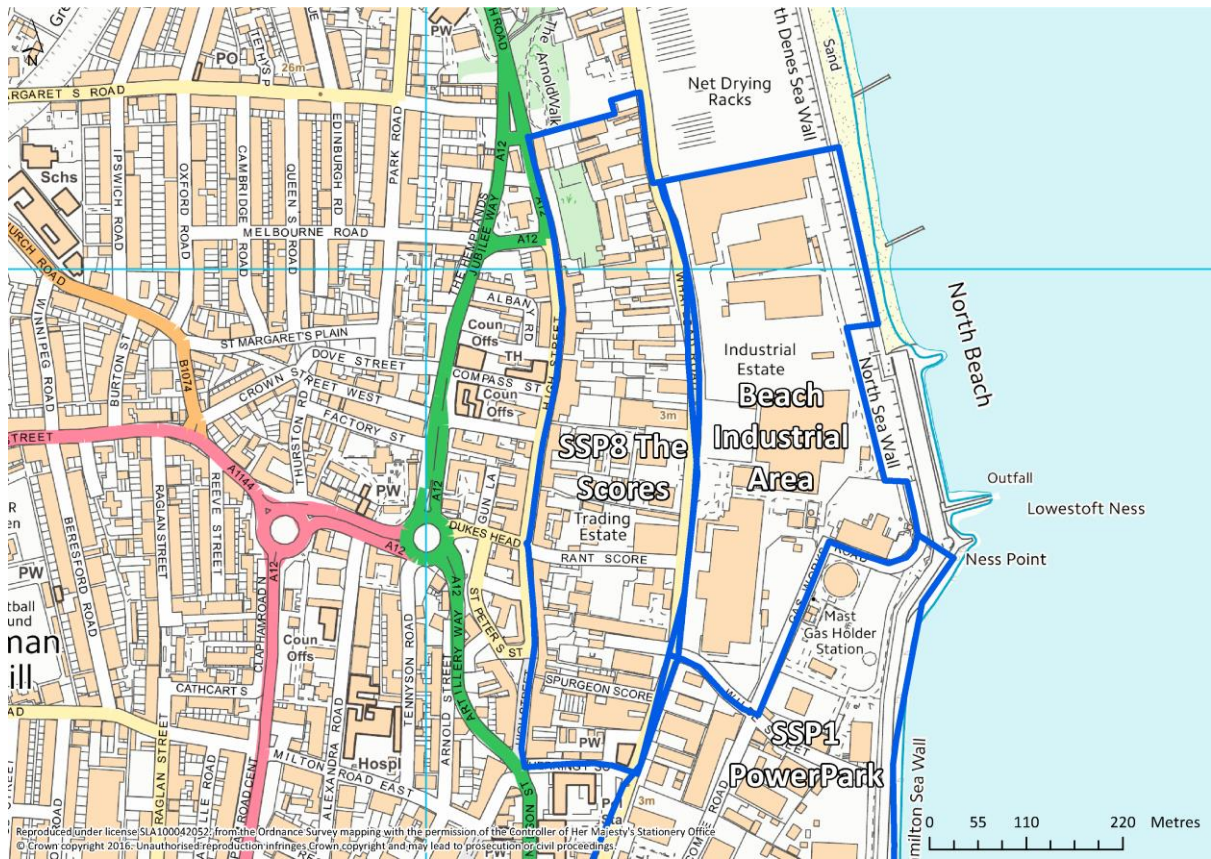
Conclusion

The results for this employment area suggest that B class employment in this area should be protected and any other uses should not be protected. The vacancy rates for this area are high, the premises and environment are average quality and the area is close to other sources of employment. However, the potential for this area to support offshore renewable energy and its access on to the major road network means that it is worth maintaining B class units.

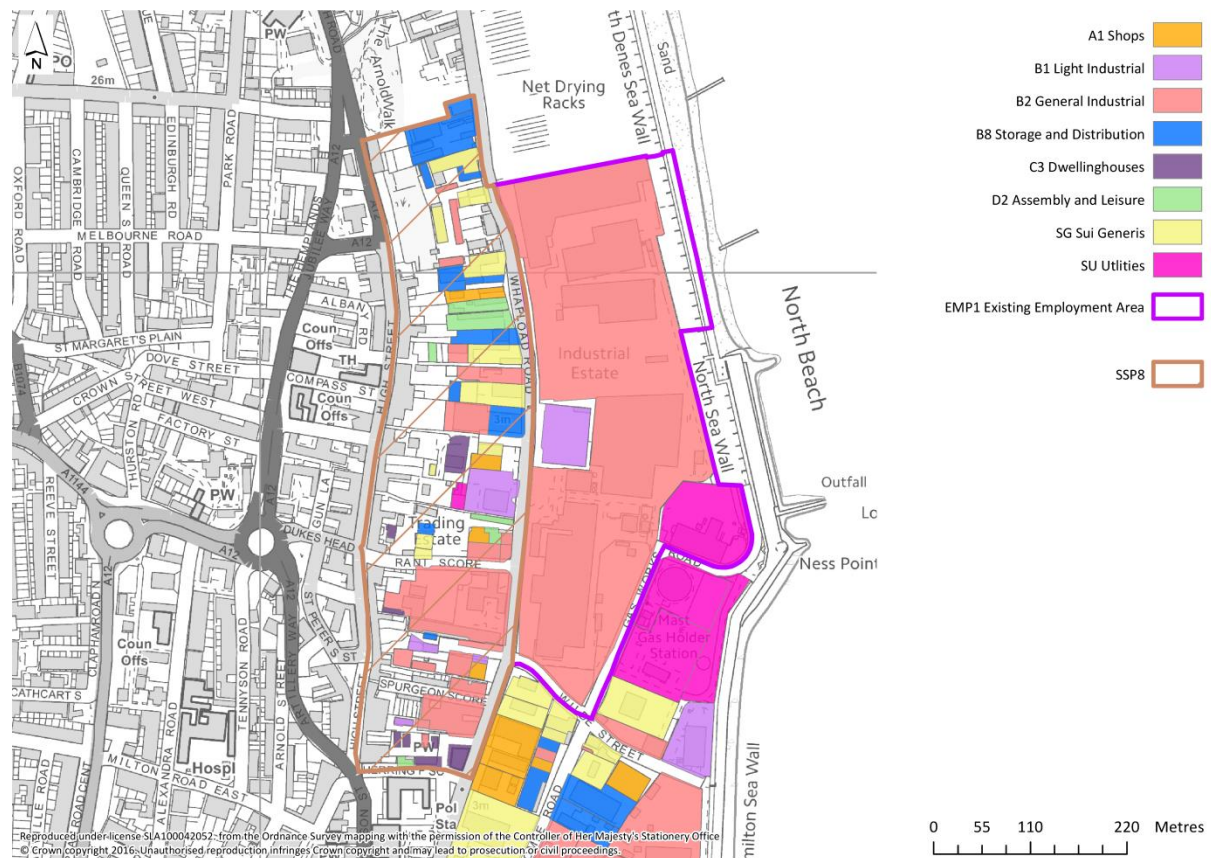
SSP8 The Scores

Site Details

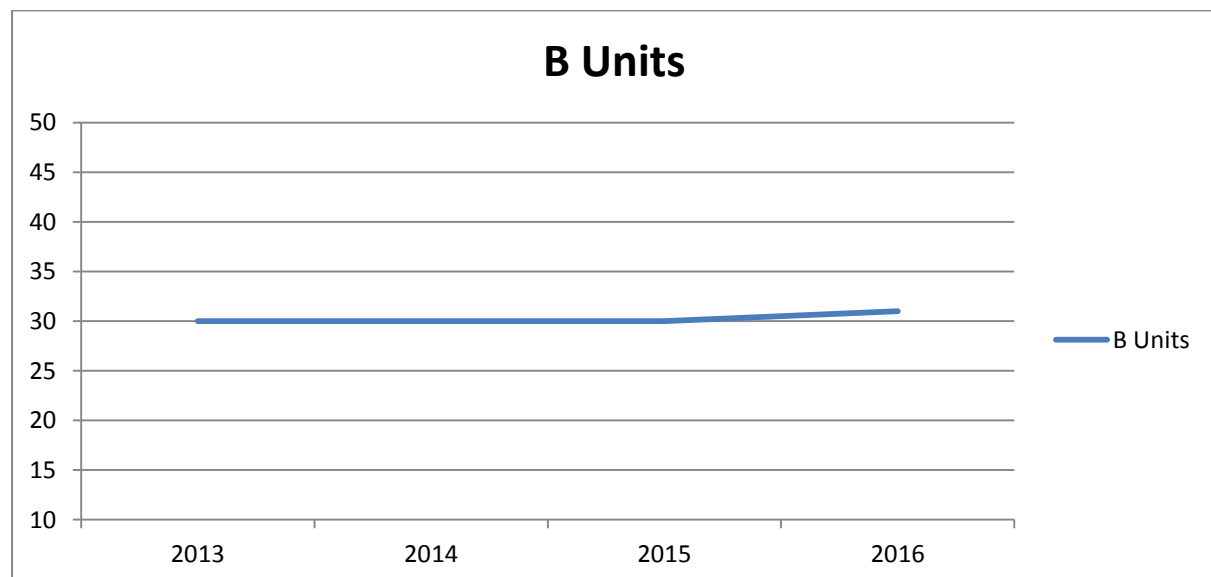
Area in Hectares	4.9ha
Number of Units	59
Total Floorspace	28700sqm
Area of Land Undeveloped	0.28ha

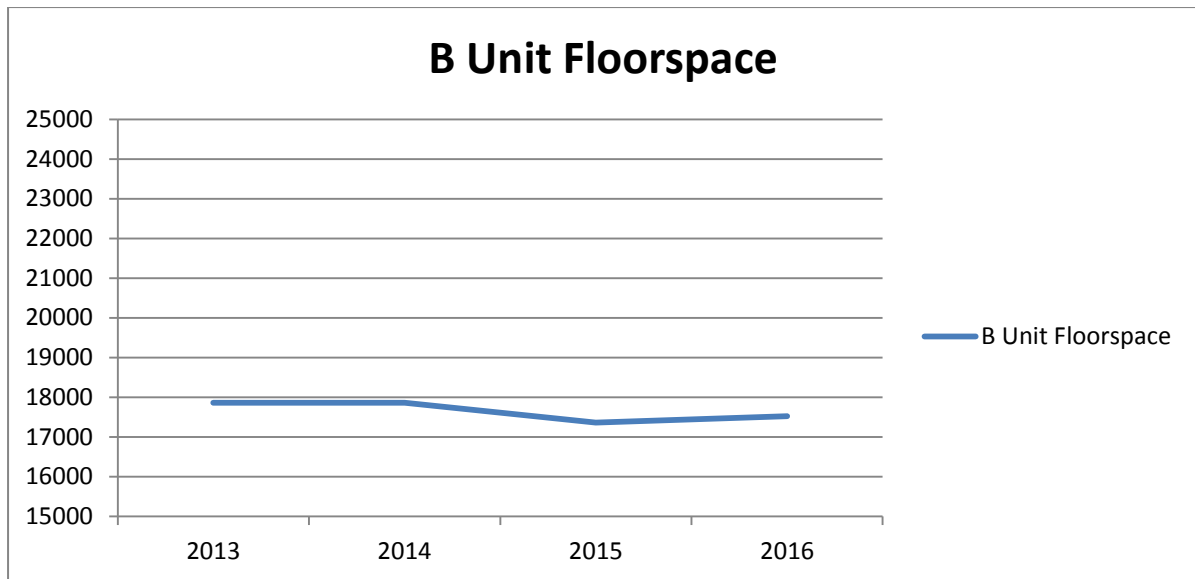


Composition of Uses



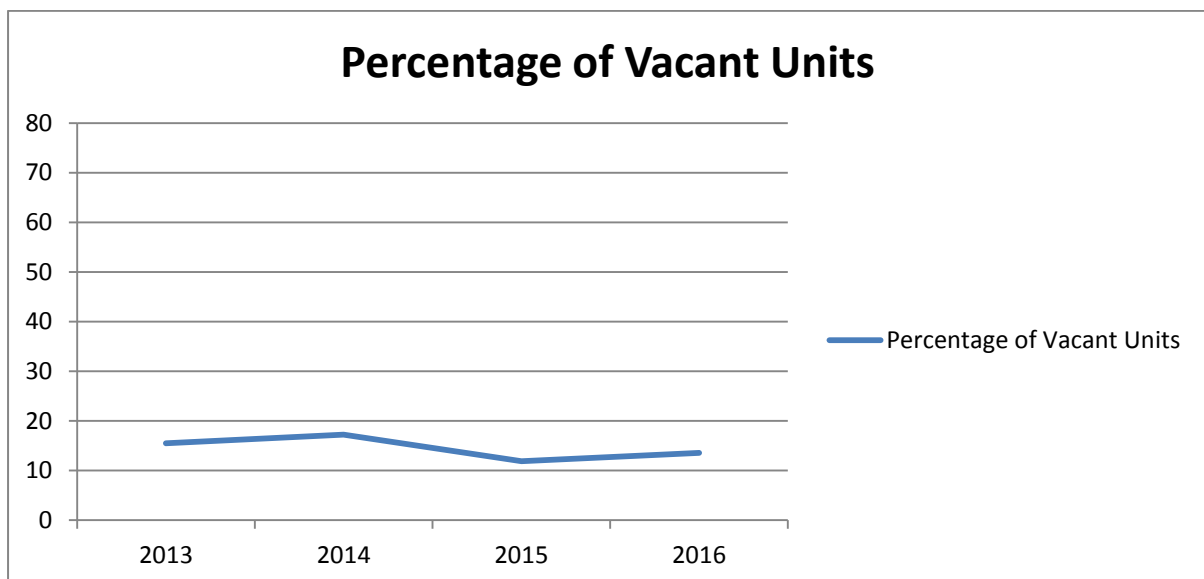
B class units currently make up the majority of units and floorspace in this area, with a share of 52.5% of units and 61.1% of floorspace. The graphs below show that the number of B class units and floorspace has stayed largely the same over the last three years.

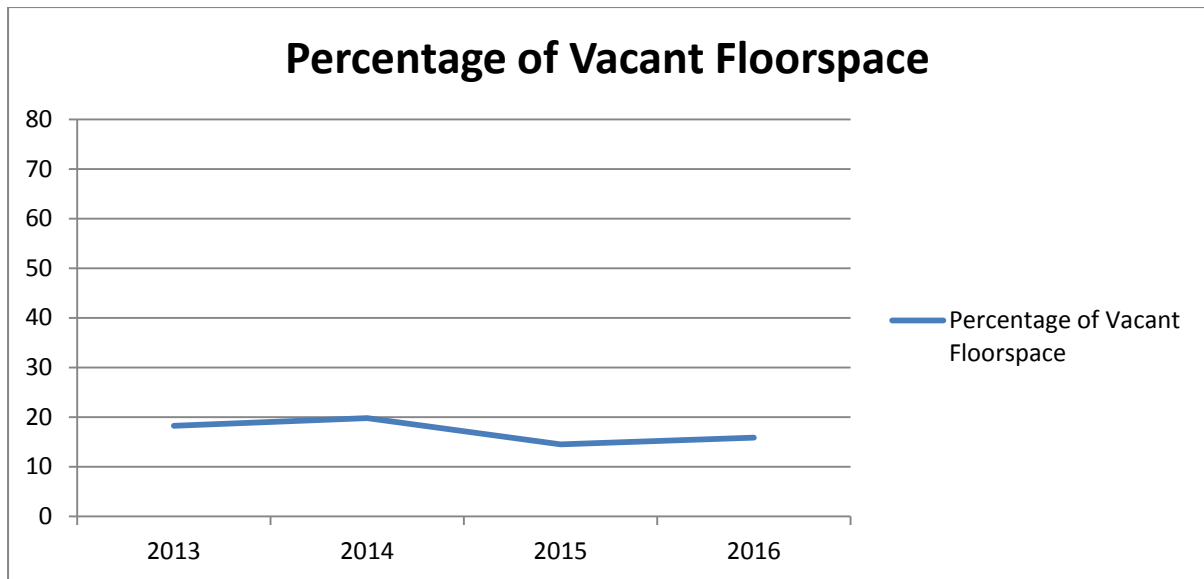




Vacancy Rates

This employment area currently has 13.6% of its units and 15.9% of its floorspace vacant. The proportion of vacant units and vacant floorspace is above the norm but the graphs below show that rates have stayed reasonably stable over the last three years.





Development Rates

Between April 2012 and March 2012 this employment area has not gained any employment floorspace.

Quality of Premises

Age of buildings	Various
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Criterion	Score	Comments
Appearance of buildings (State of repair)	1	Not attractive architecture in poor state of repair.
State of external areas	1	Not well kept or tidy.
Parking provision	2	Some units have sufficient parking.
Total Score	4	

Quality of the Environment

Compatibility of adjacent uses.	Residential to north. Employment to east. Retail to west. Police station to south.
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Criterion	Score	Comments
Landscaping and Presentation	1	No landscaping. Not well kept. Roads and pavements acceptable.
Local Facilities for Workforce	3	Close to High Street and town centre.
Branding	1	Individual site signage of generally poor quality.
Total	5	

Strategic Access

Criterion	Score	Comments
Access on to major road network	2	Access to A12 via High Street and other roads.

Proximity to rail, sea and air	This employment area is 1.4 kilometres from Lowestoft Port via
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freight	Whapload Road.
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Social and Regeneration Policy

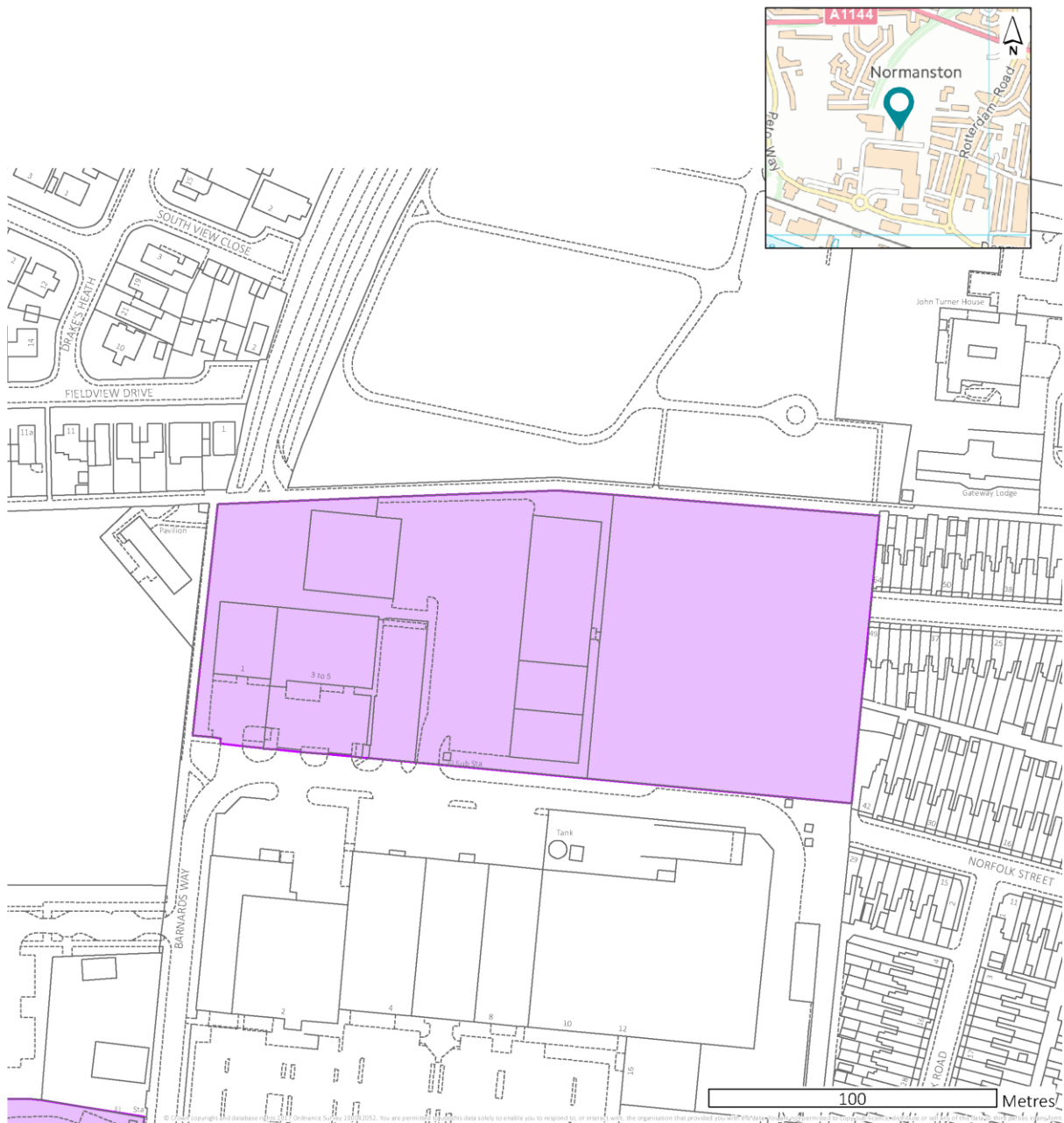
Availability of other local employment	Other employment in the local area comes from the Beach Industrial Estate, the PowerPark, port and retail, food and accommodation services. Due to their high concentration, it can be assumed that these offer high employment levels.
Deprivation of LSOA	This employment area is within the 10% most deprived areas in the country.
Ability of Site to meet economic and regeneration objectives (e.g supporting priority sectors)	This employment area has the potential to support the offshore renewable energy sector due to its location near the SSP1 employment area.

Conclusion

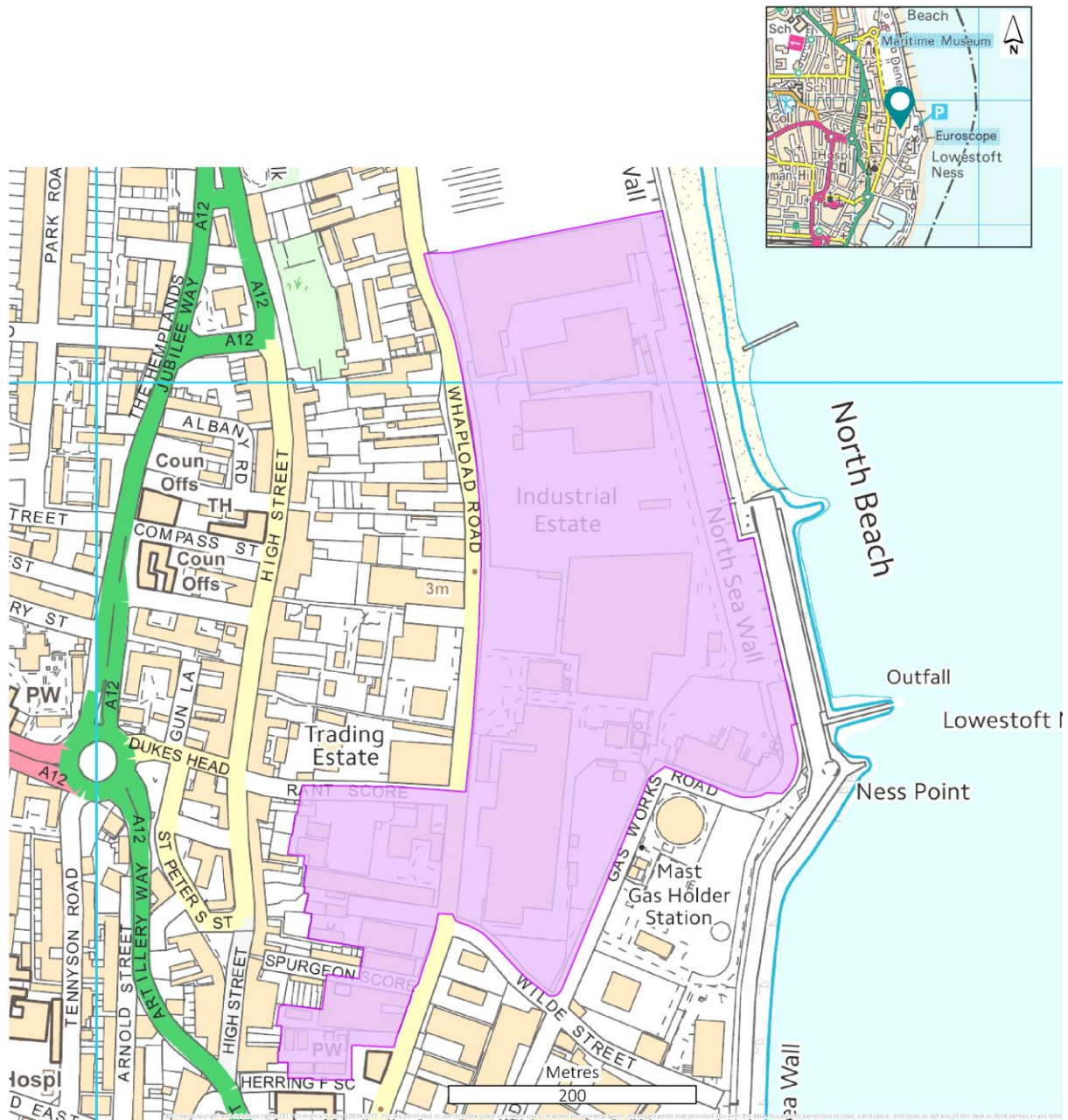
The results for this employment area show that the area south of Rant Score should be protected for B class employment with the rest of the employment area being left for a more flexible approach. This is due to the average proportions of B units and the high vacancy rates. The only part of the area with a high concentration of B Class units is the area south of Rant Score which does currently house energy companies. This area then has the potential to support further development of the offshore renewable energy sector due to its location and some energy companies already being based there.

Appendix 2 – Revised Existing Employment Areas

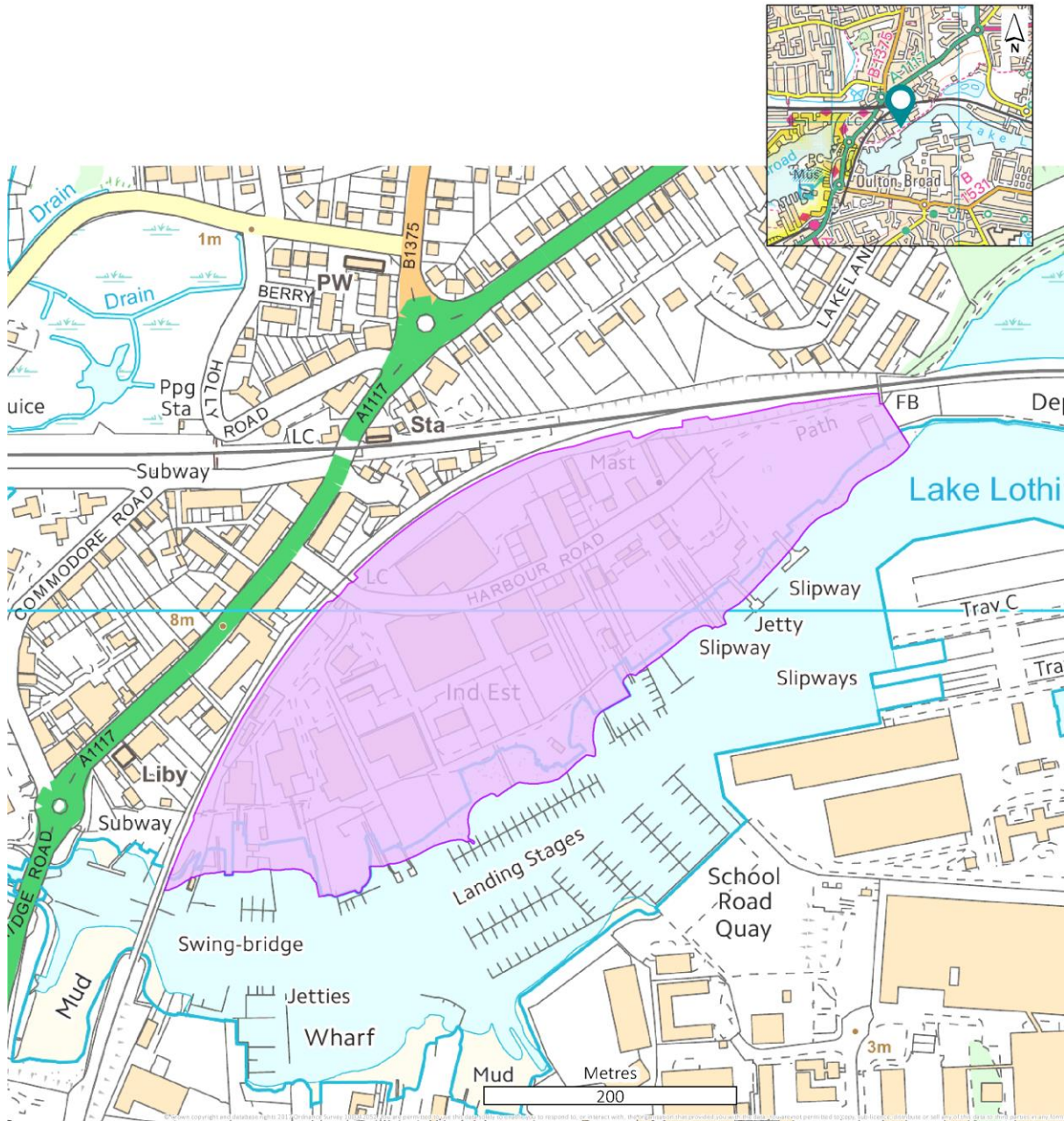
Lowestoft – Barnards Way



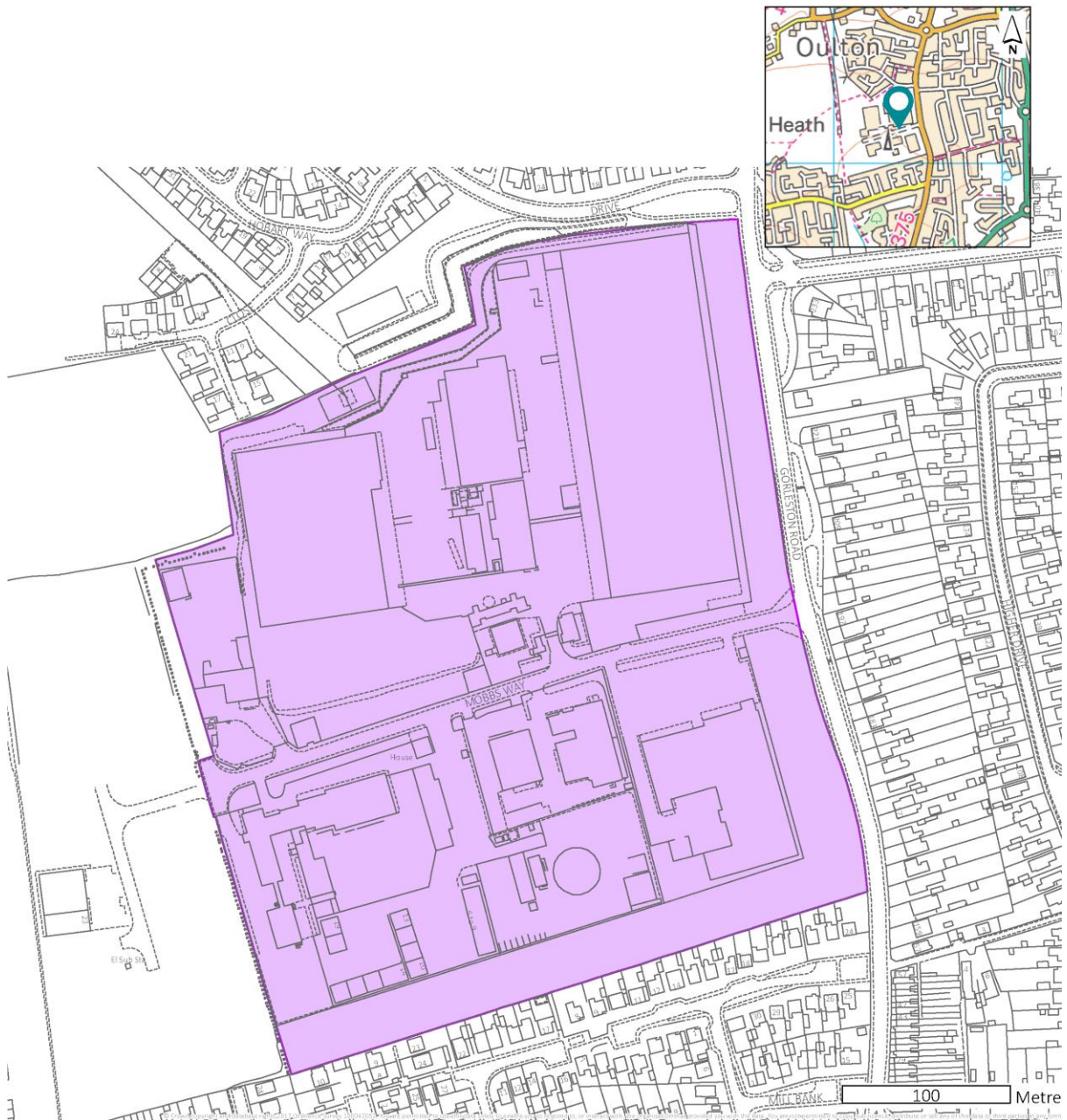
Lowestoft – Beach Industrial Estate



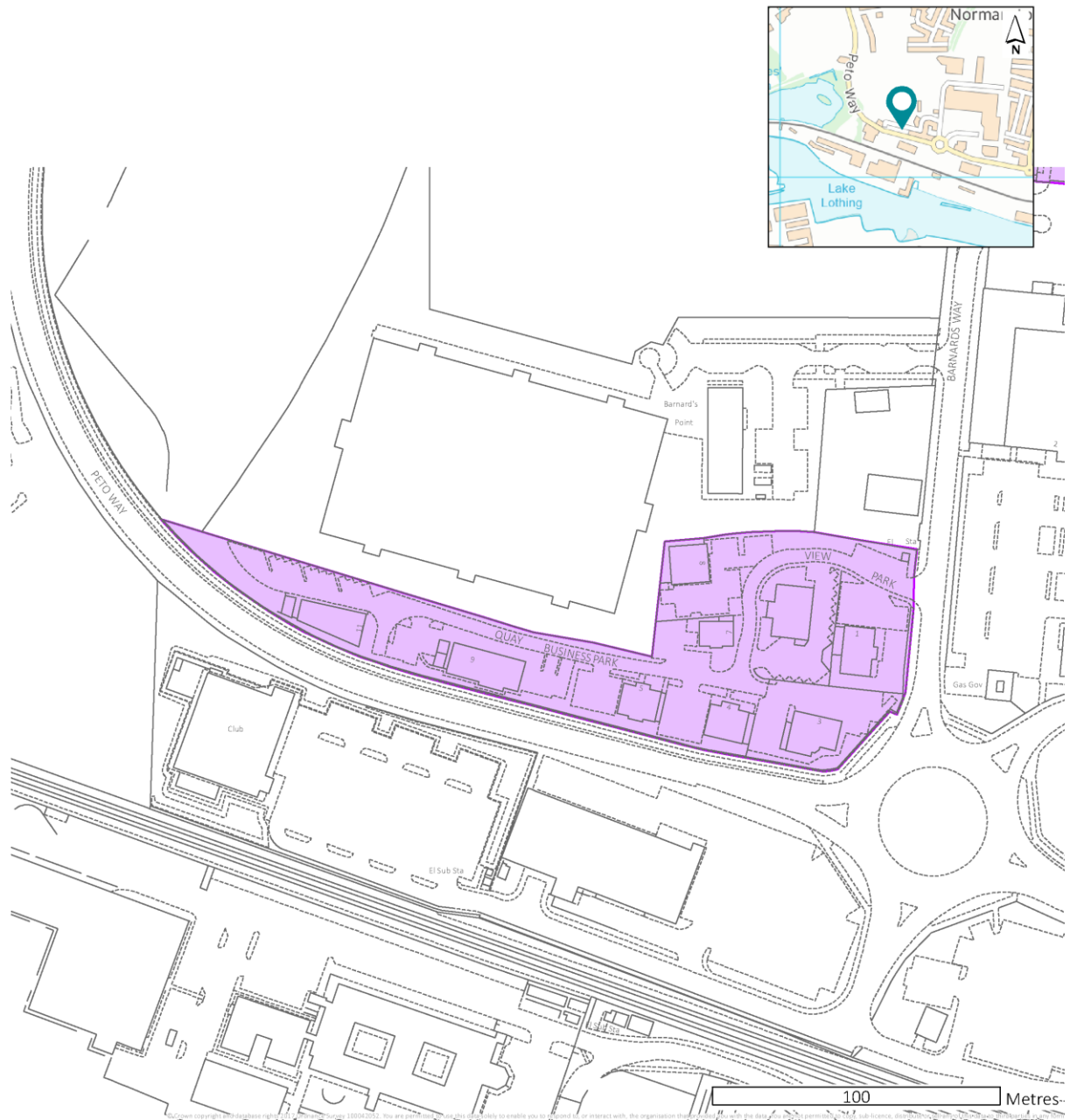
Lowestoft – Harbour Road



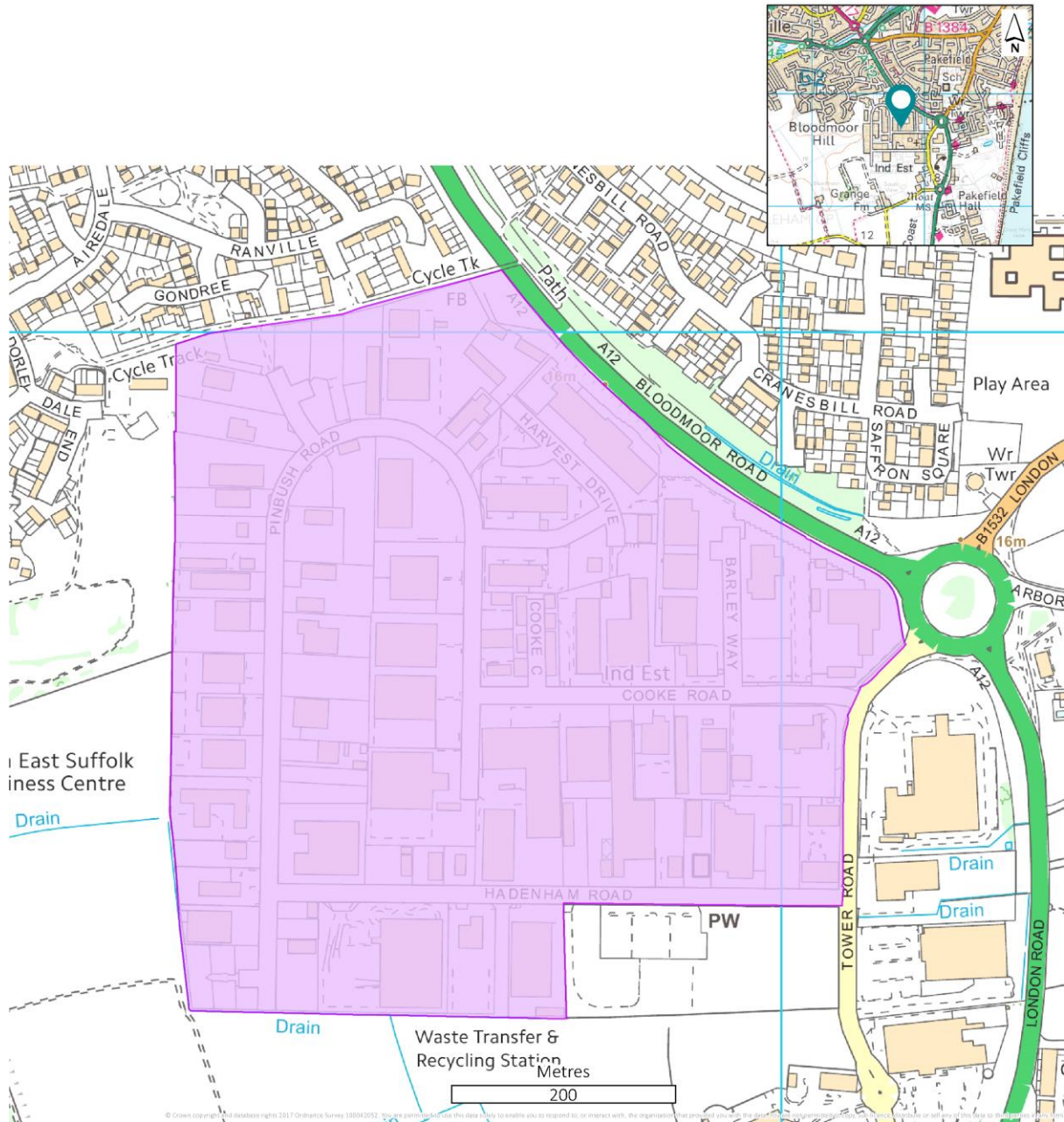
Lowestoft – Oulton Industrial Estate



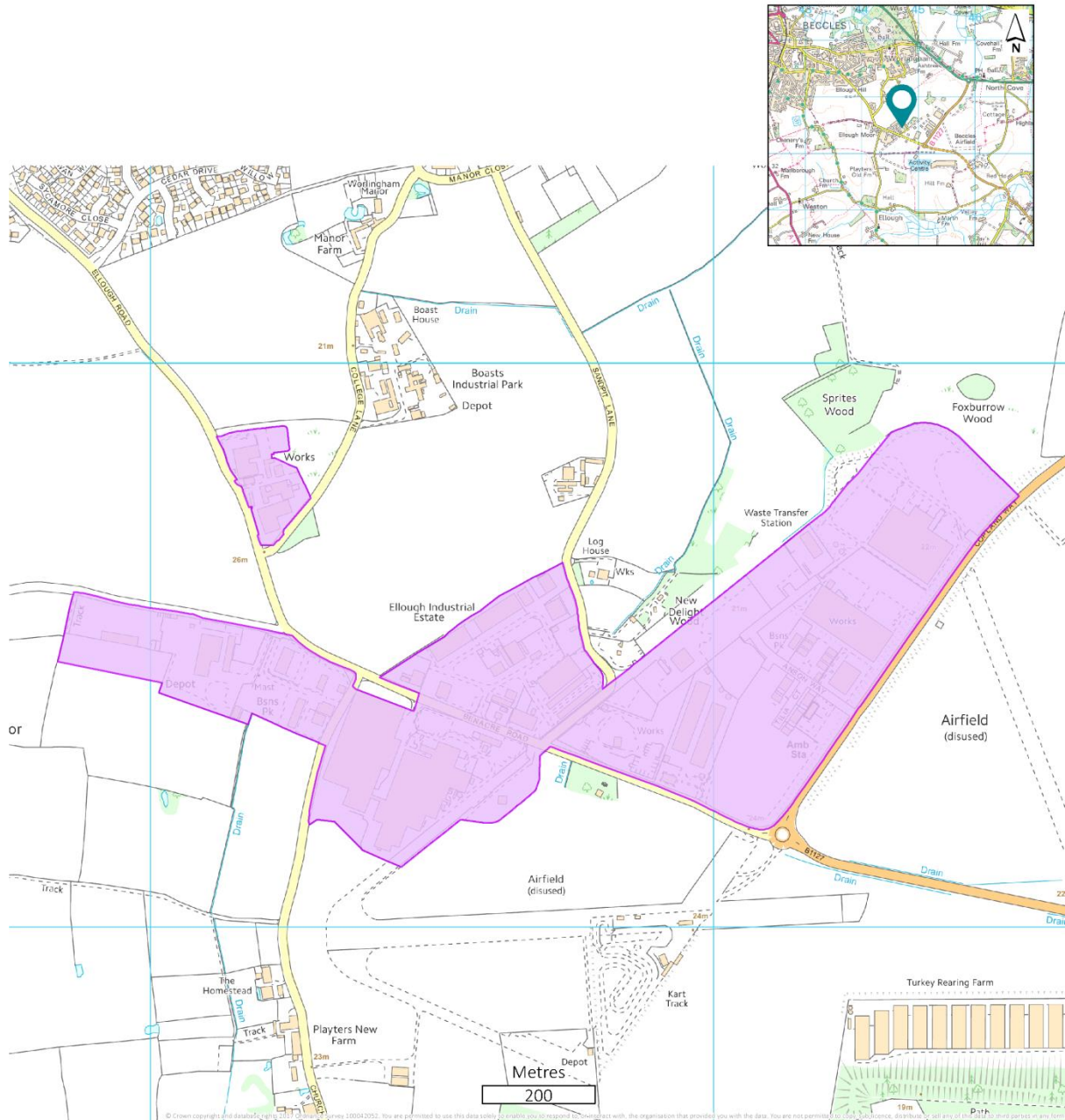
Lowestoft – Quay View



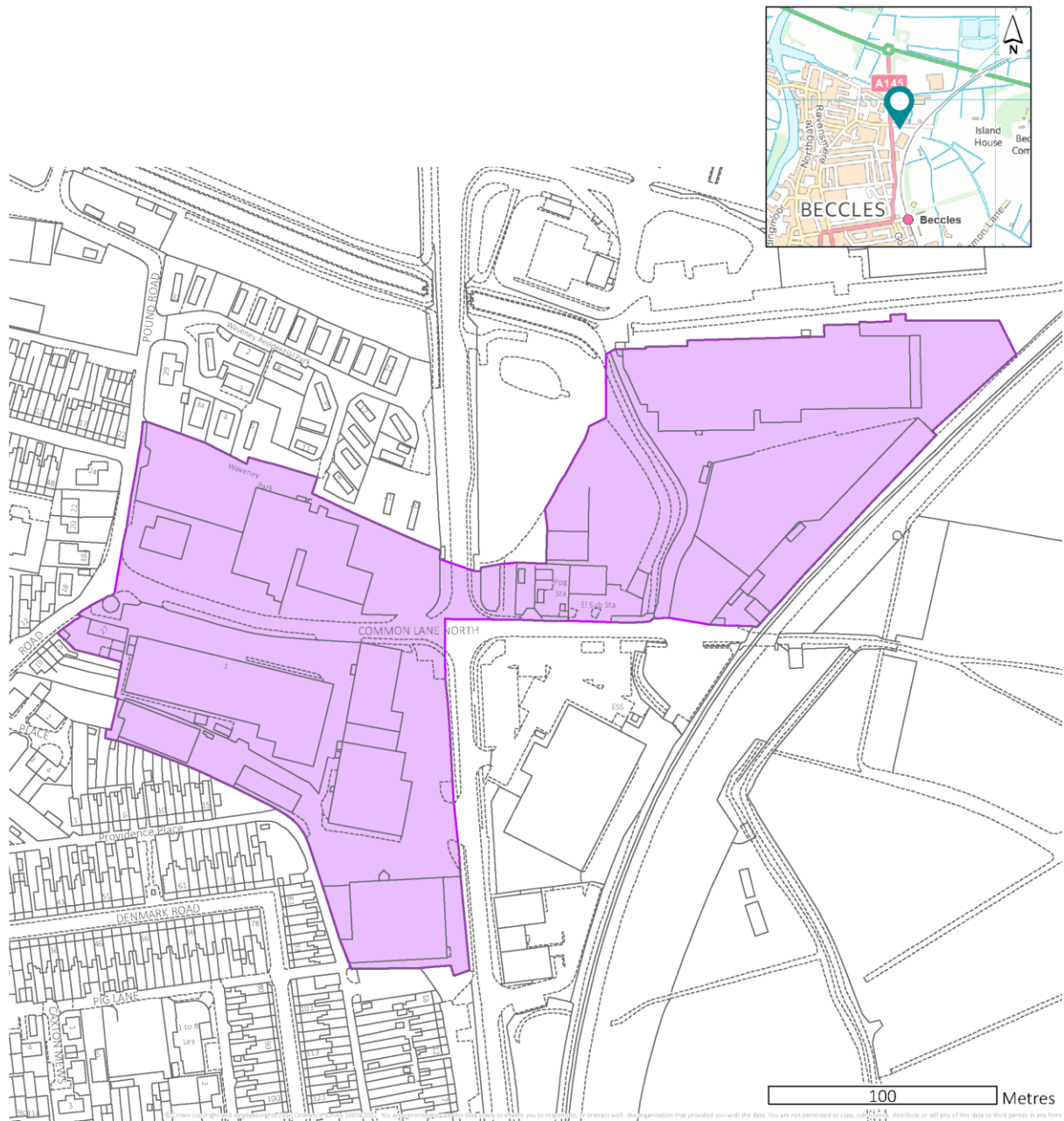
Lowestoft – South Lowestoft Industrial Estate



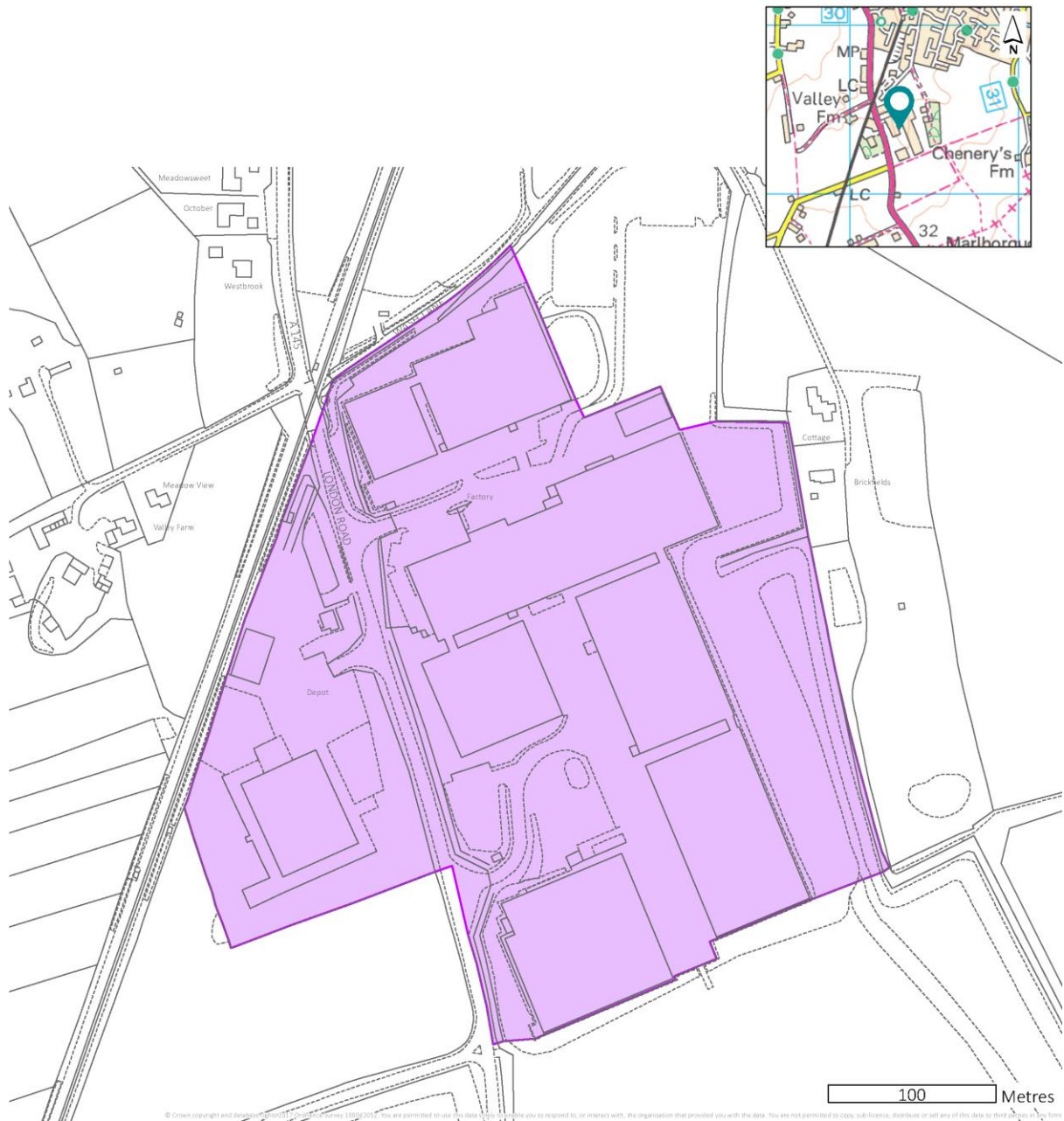
Beccles - Ellough Industrial Estates



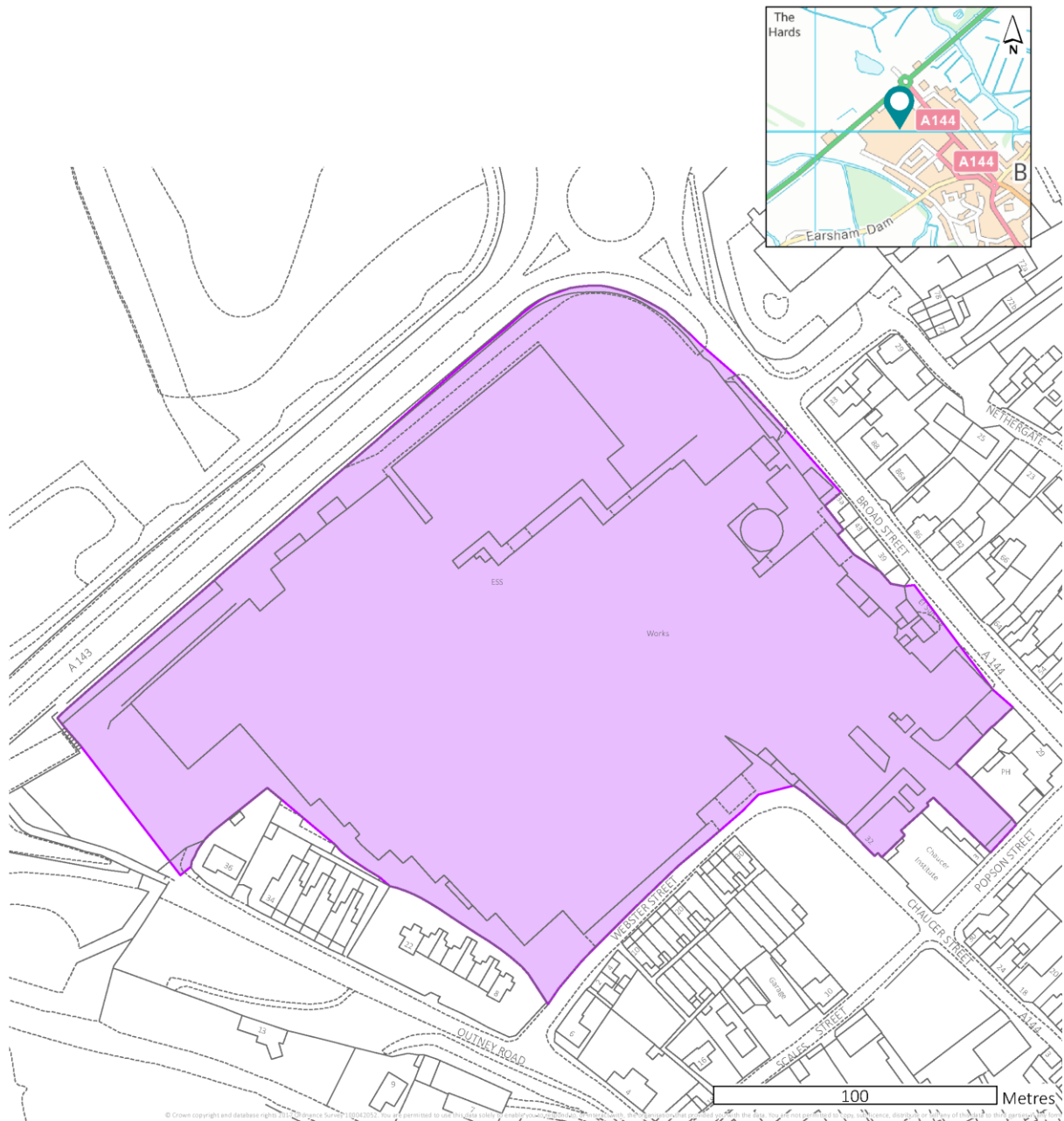
Beccles – Common Lane North



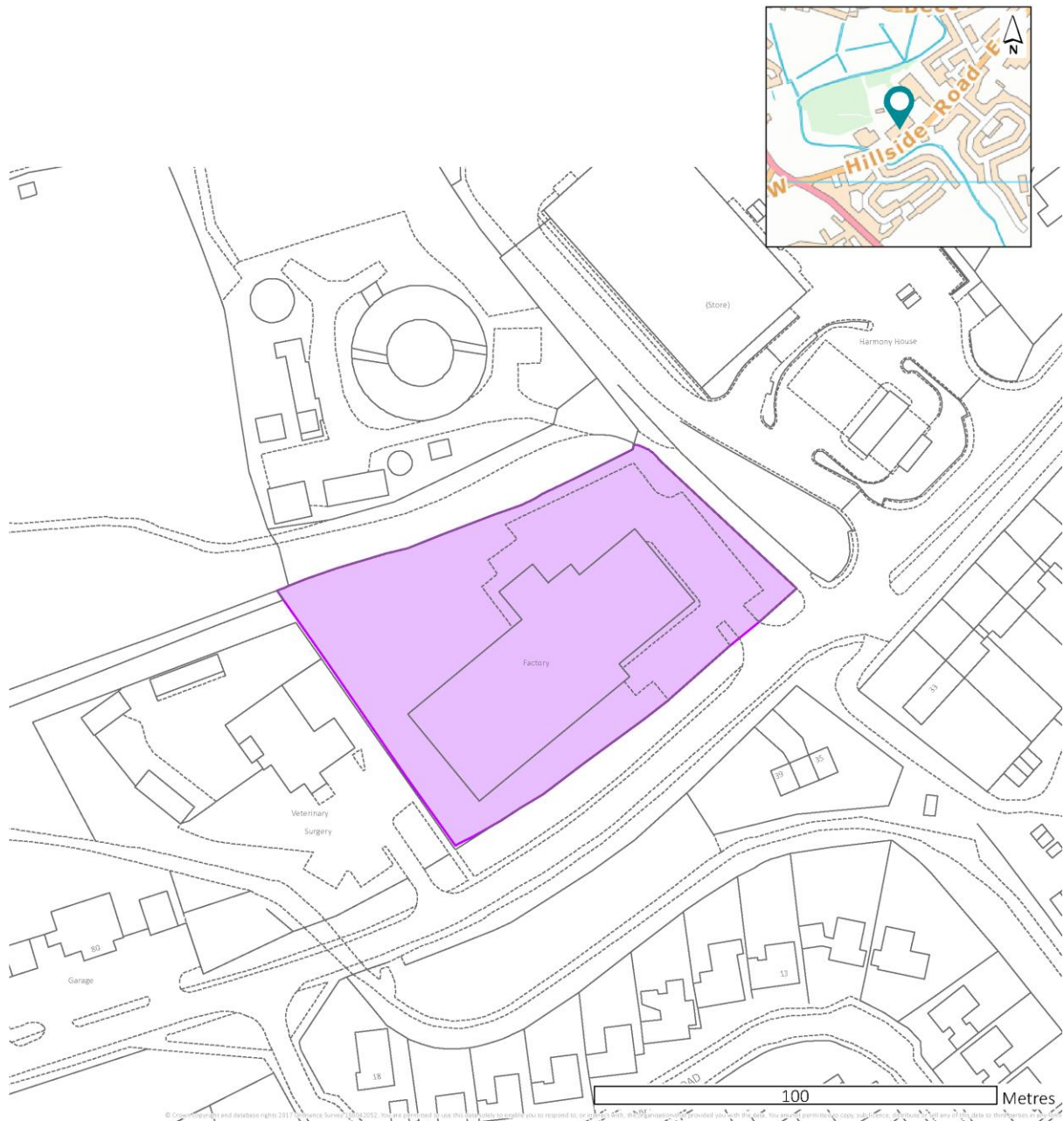
Beccles - London Road



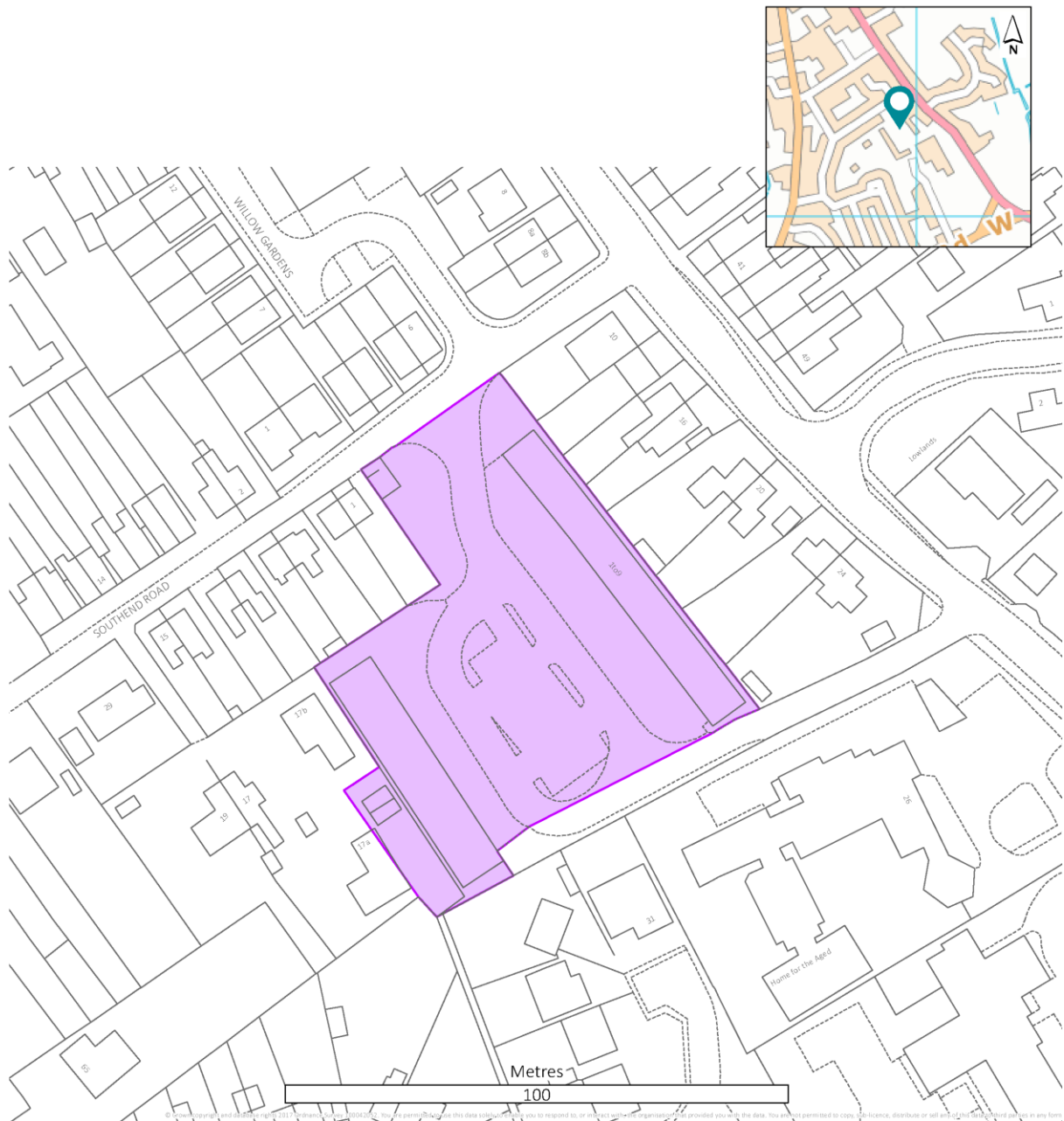
Bungay – Clays



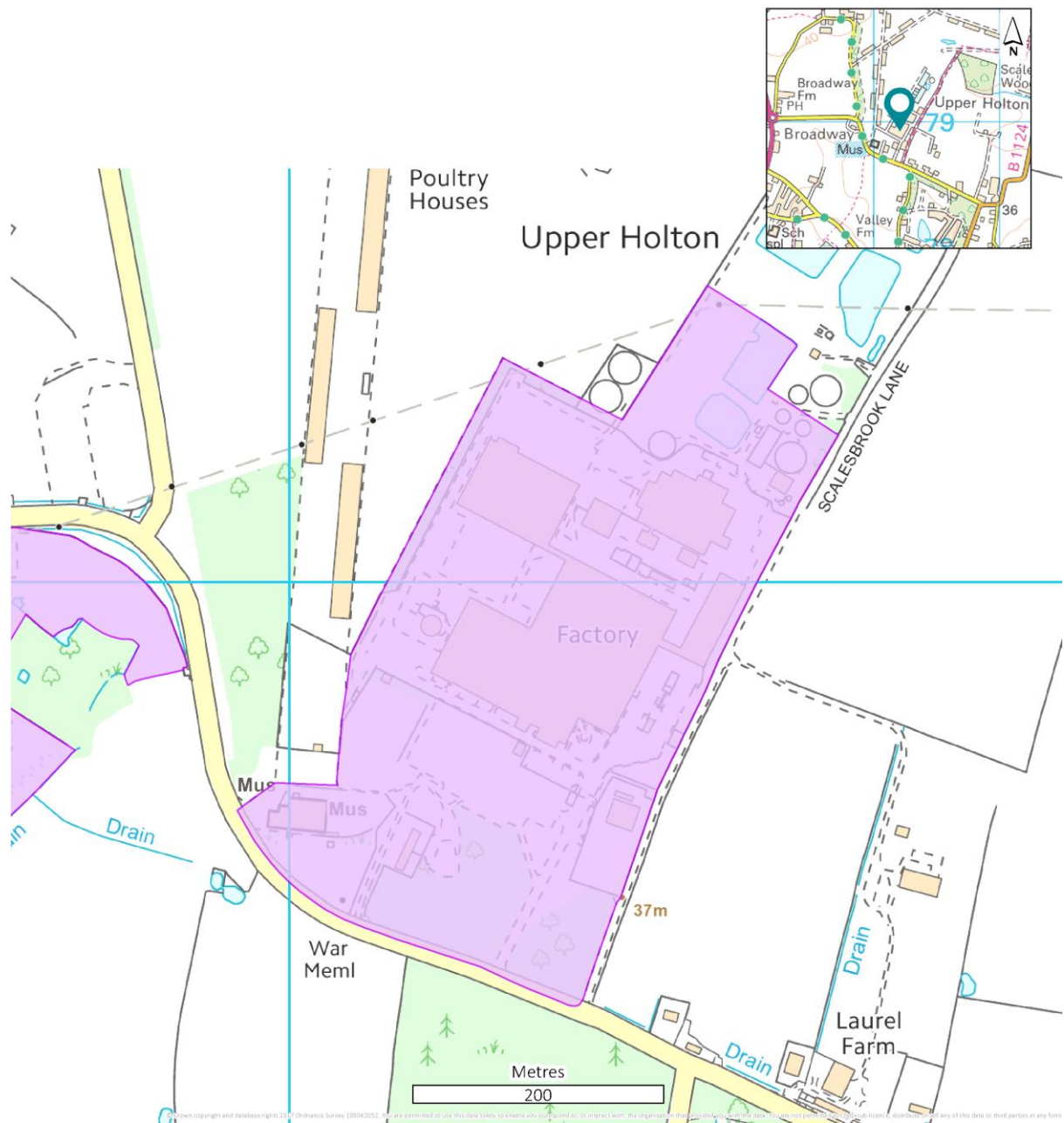
Bungay – Hillside Road



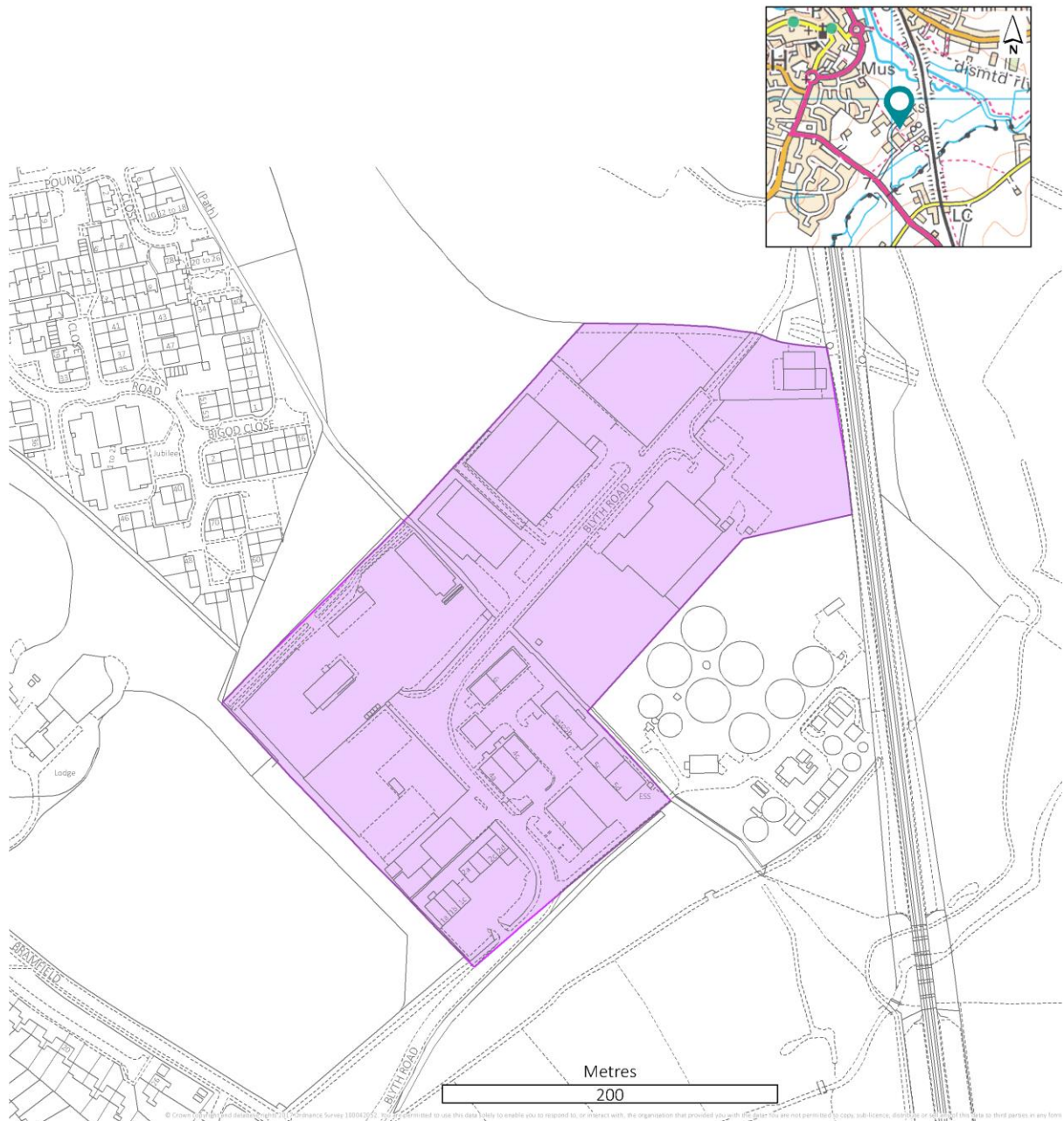
Bungay – Southend Road



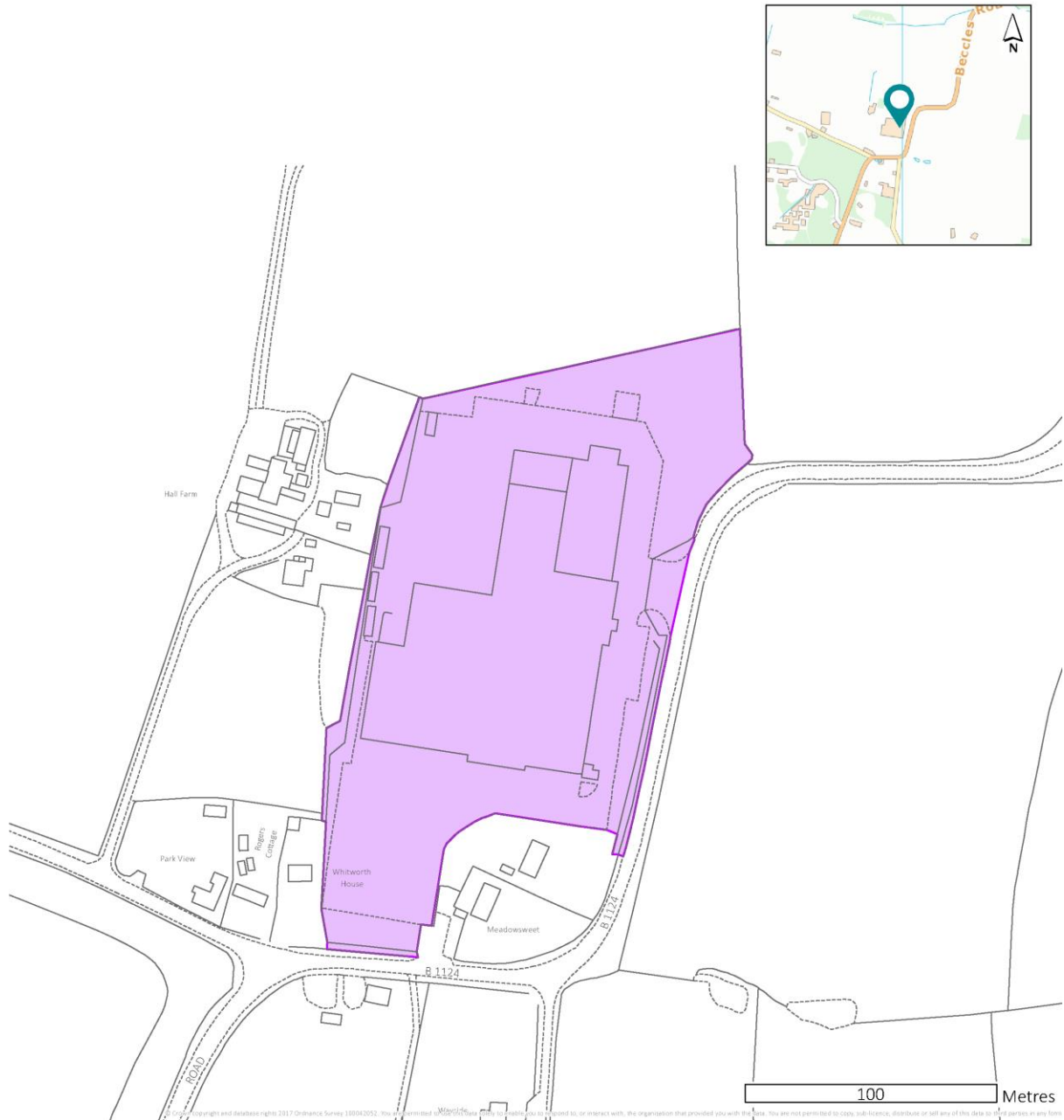
Halesworth – Bernard Matthews



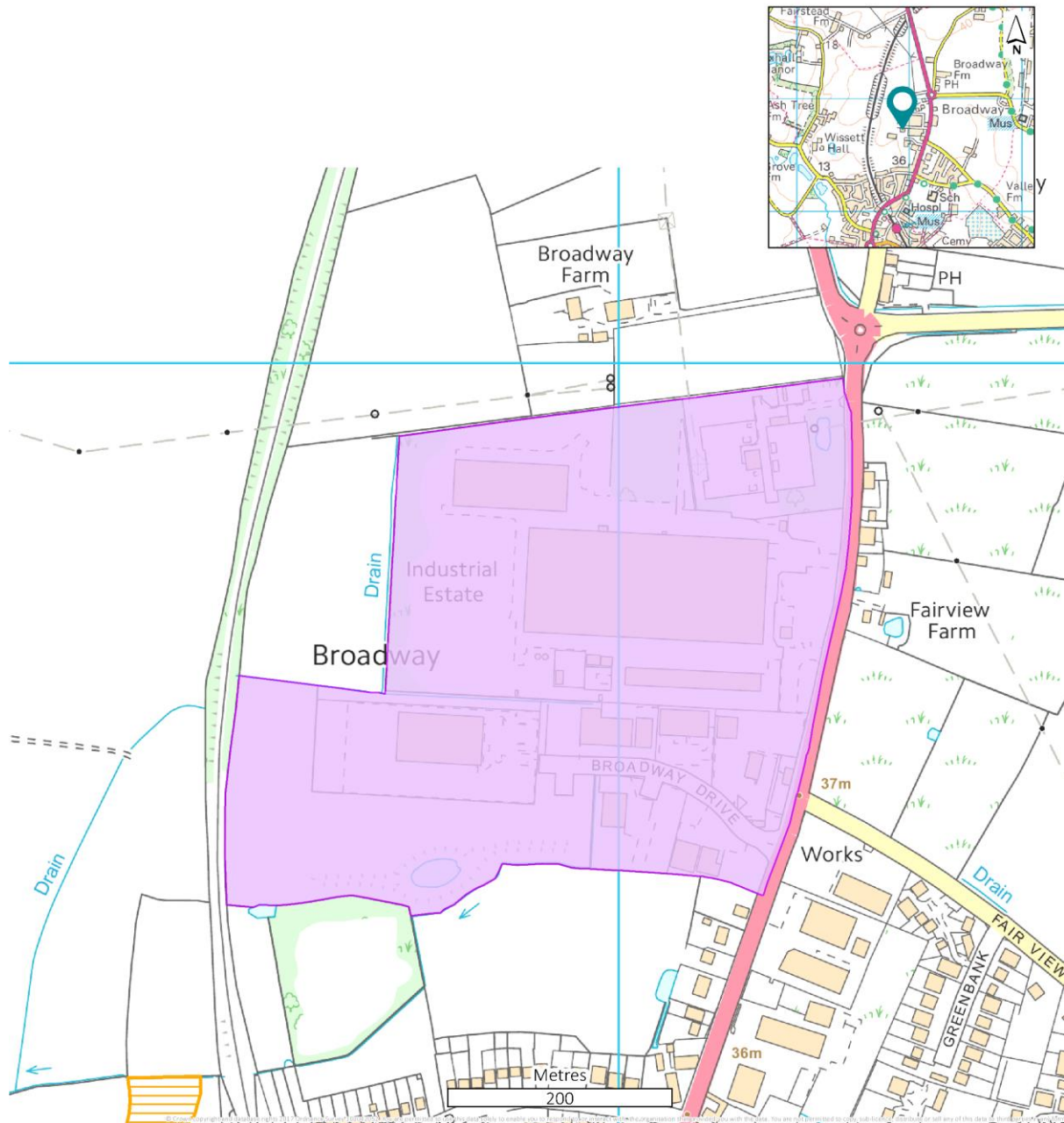
Halesworth – Blyth Road



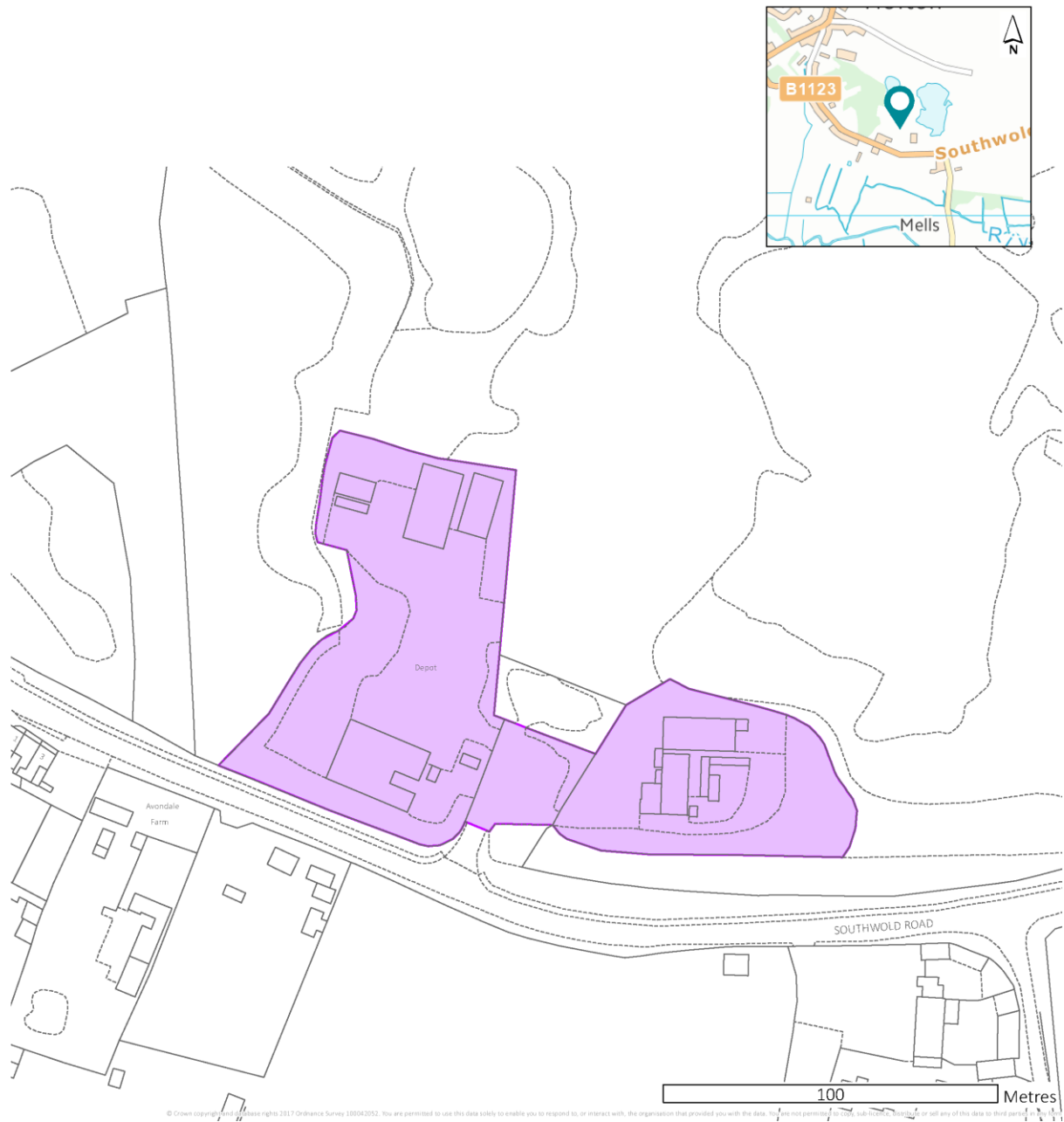
Halesworth – Broadway Colours



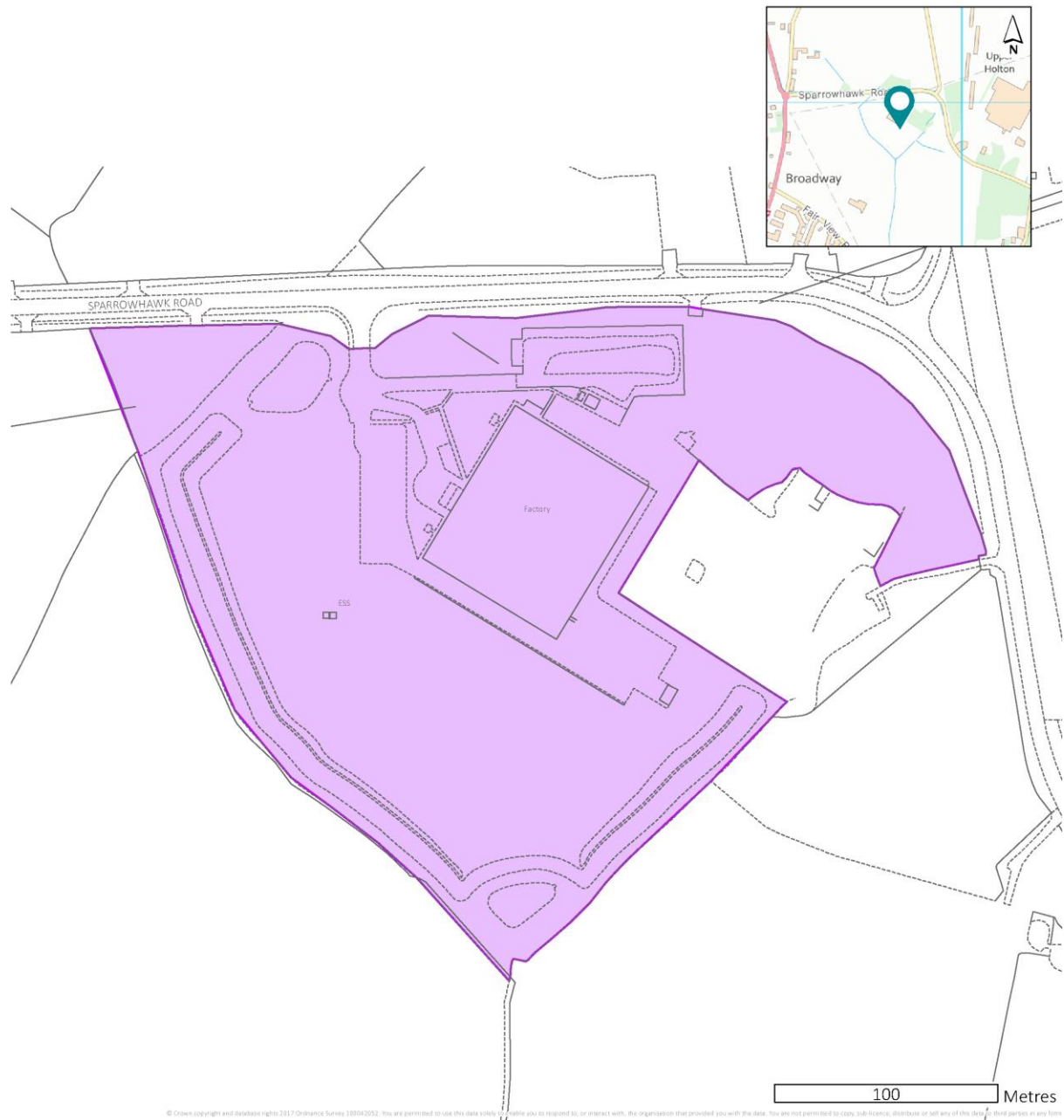
Halesworth – Broadway Drive and Norwich Road



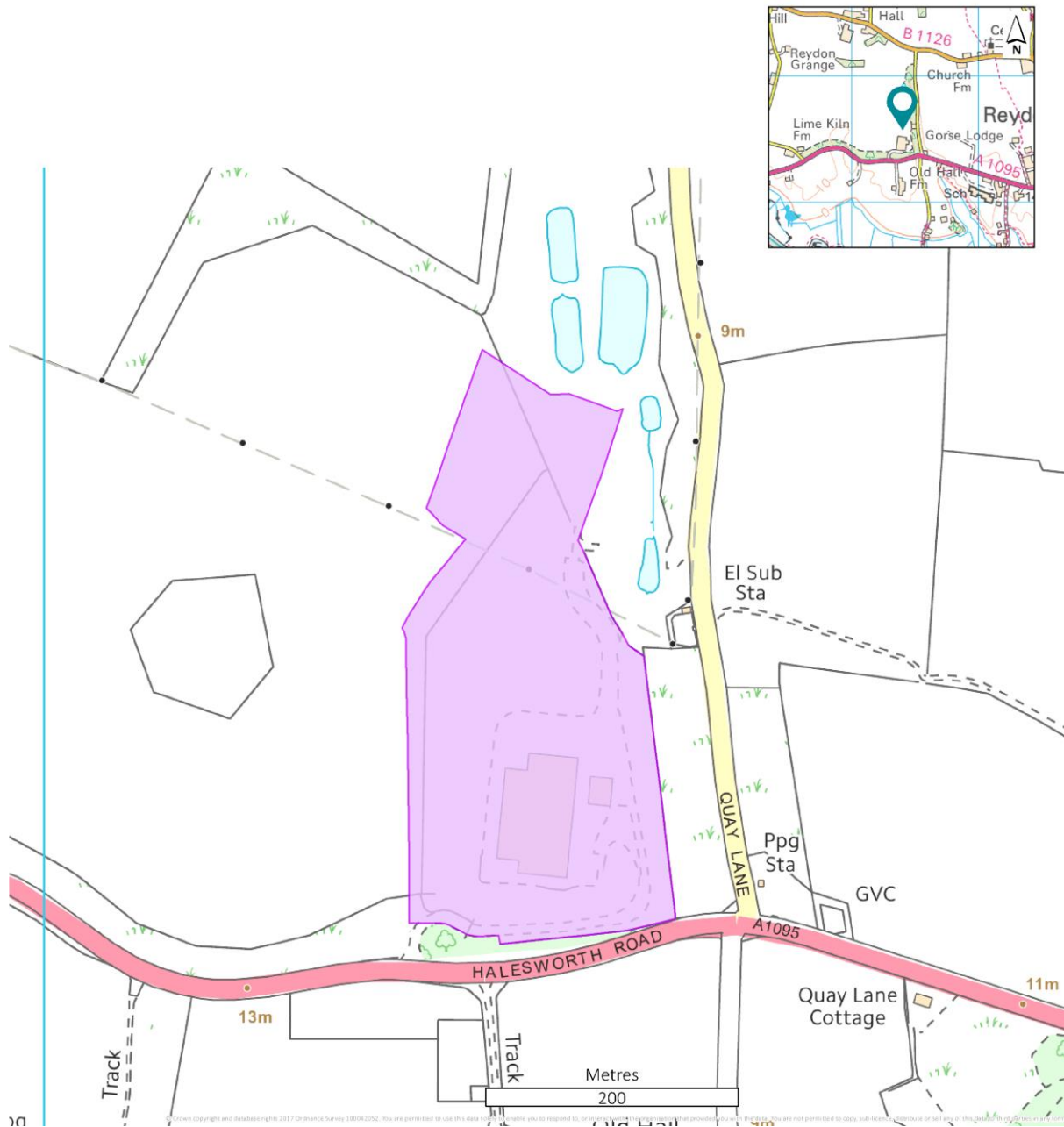
Halesworth – Southwold Road (Holton)



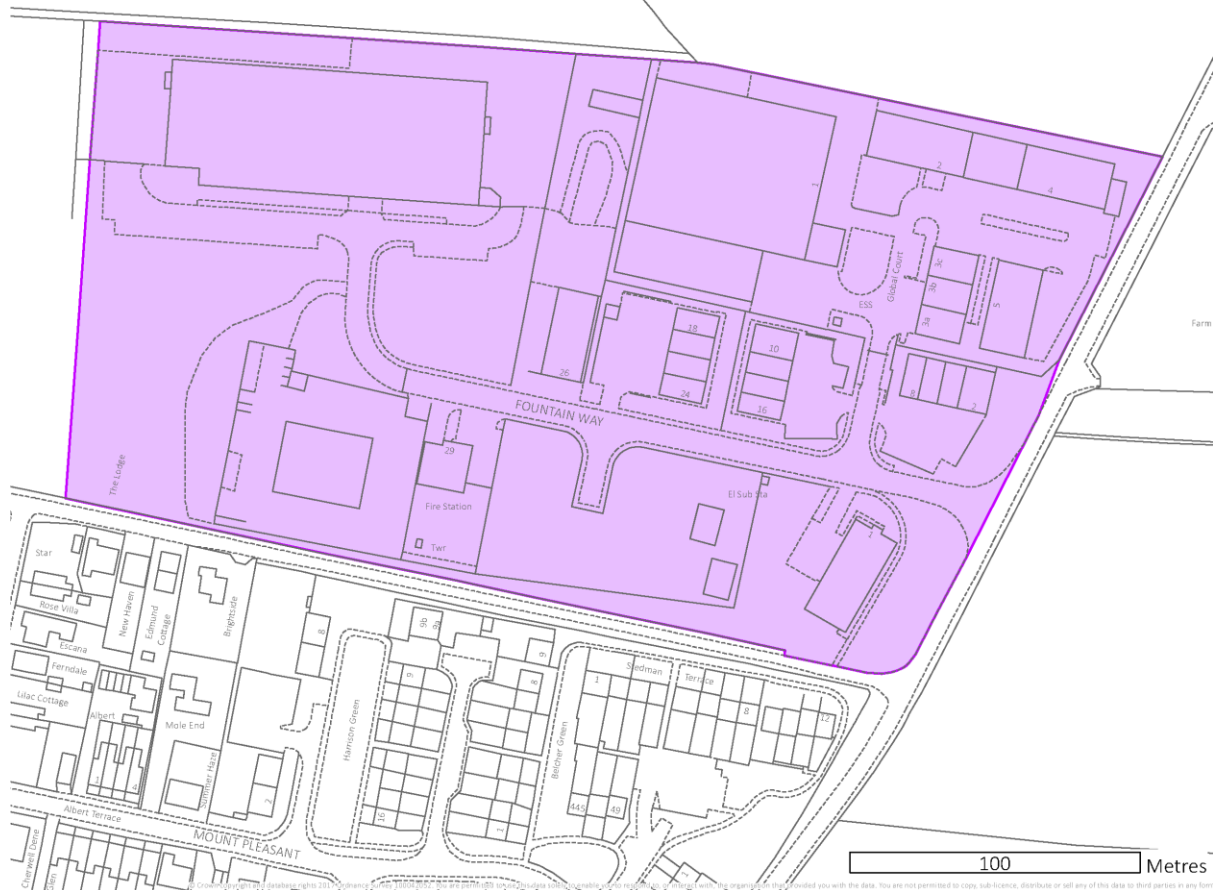
Halesworth – Sparrowhawk Road – Holton



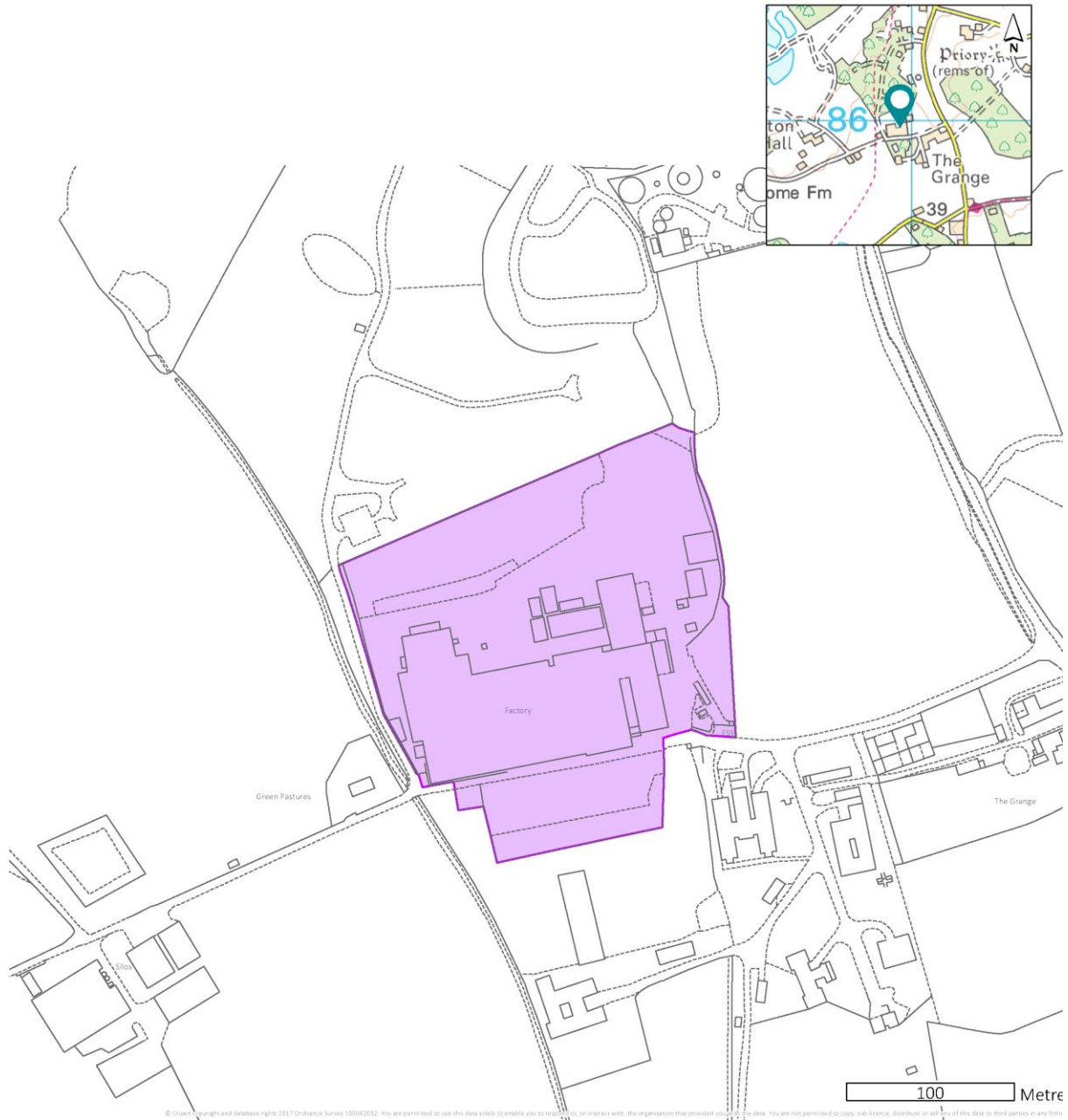
Reydon – Halesworth Road



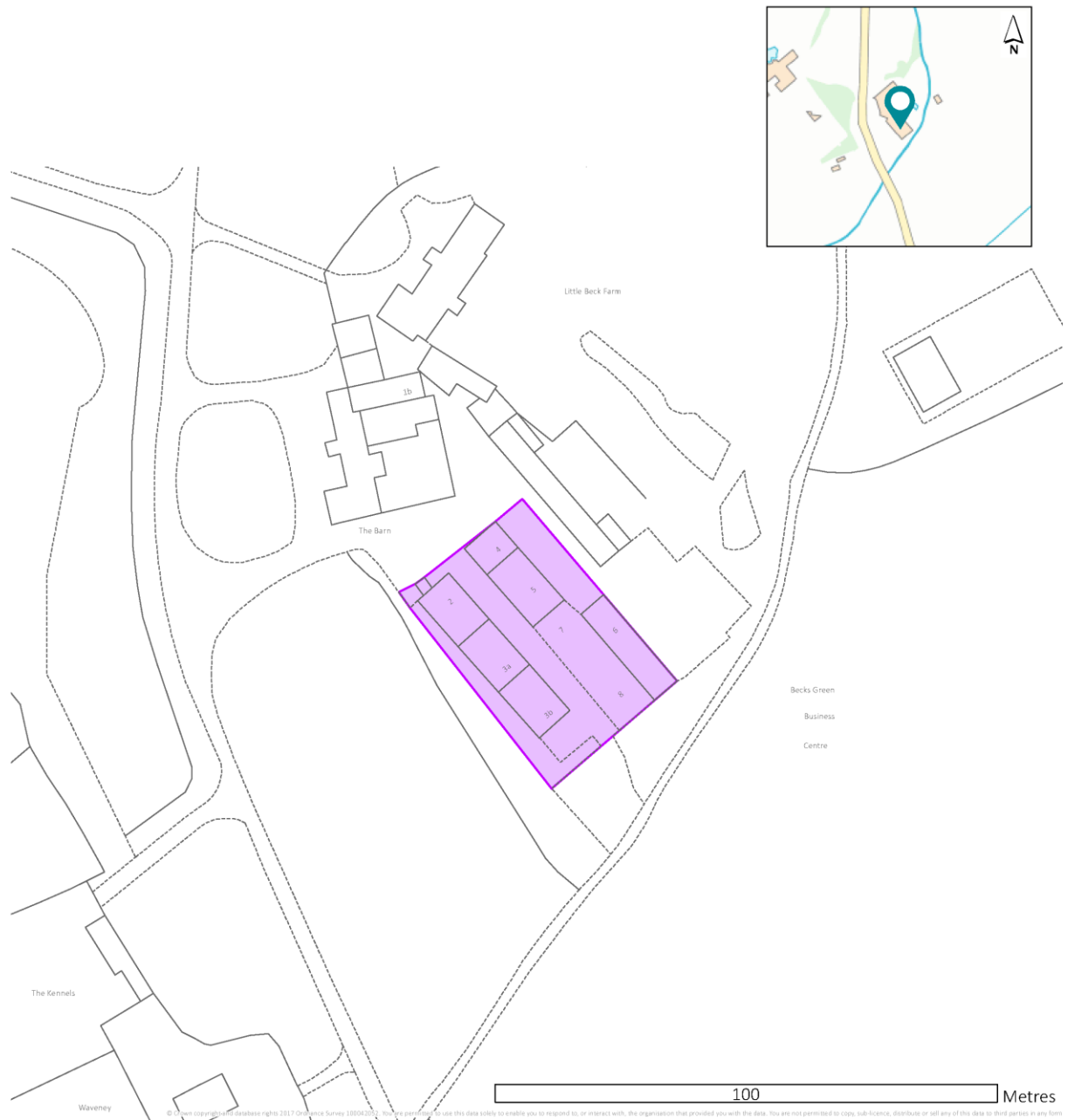
Reydon- Reydon Business Park



Rural – 2 Sisters Food Group (Flixton)



Rural – Becks Green



Rural - Wren Business Centre

