

Haven Gateway Partnership



Suffolk Haven Gateway Employment Land
Review & Strategic Sites Study

Appendix 2: Supply Analysis Method and
Matrix

October 2009

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1. EMPLOYMENT LAND SUPPLY ANALYSIS

METHOD

- 1.1 To fully explain the results and conclusions presented within the report it is necessary to outline the method used in detail. This ultimately informs the conclusions and recommendations that are detailed in the main body of the report.

Employment Land Supply Analysis

- 1.2 This section in each local authority chapter presents the findings of the analysis of the supply of employment land in each District / Borough. It is based on field surveys carried out by the respective local authorities and GVA Grimley with the work undertaken between January and May 2009. The surveys undertaken were an audit of the allocated employment sites in the adopted Local Plans across the three local authority areas comprising the Suffolk Haven Gateway including the analysis of the following variables:
- Sustainability (including public transport accessibility and adjacent uses) – By Local Authority
 - Local Access (including strategic road access and internal environment) – By Local Authority
 - Market Factors (including local access and commercial viability) – By Local Authority / GVA Grimley
- 1.3 Together these provide a “snapshot” of current employment land conditions within the respective local authority areas to allow an assessment of the current provisions fitness for purpose to satisfy employment land requirements through the LDF process.
- 1.4 In this chapter each local authority’s employment areas are reviewed in turn to provide an assessment of employment land supply in each authority. Within each authority employment sites are clustered with results given for each cluster as opposed to individual sites.
- 1.5 In addition, the Study Brief specifically required the consideration of the deliverability of seven strategic sites identified across the sub-regional area. Policy E3 of the East of England Plan identifies the need to identify Strategic Employment Sites across the region to meet economic aspirations. Within Haven Gateway, strategic sites should be identified to support growth and

regeneration at Colchester and Ipswich, including the latter's role in ICT and development associated with port expansion at Harwich and Felixstowe.

1.6 The brief identified seven strategic sites across the area including:

- Adastral Park, Martlesham (Suffolk Coastal District Council)
- Brantham Industrial Site, Brantham (Babergh District Council)
- Former British Sugar site, Sproughton (Babergh District Council)
- Wherstead (former E-On HQ), Wherstead (Babergh District Council)
- Ransomes Europark, Ipswich (Ipswich Borough Council, Suffolk Coastal District Council)
- Cranes Site, Ipswich (Ipswich Borough Council)
- Rendham Road, Saxmundham (Suffolk Coastal District Council)

SUFFOLK COASTAL

Overall Supply Analysis:

| Site Name | Location | Area Available | Uses / end use | Road accessibility | Public Transport Accessibility | Internal Environment | Wider Environment |
|---------------------------------------|----------------------------|----------------|----------------|--------------------|--------------------------------|----------------------|-------------------|
| Clopton Commercial Park | Suffolk Coastal Central | | Distribution | Poor | Poor | Poor | Poor |
| Border Cot Lane | Suffolk Coastal Central | | Industrial | Average | Average | Average | Good |
| Bentwaters Park | Suffolk Coastal Central | | Distribution | Poor | Poor | Poor | Average |
| Silverlace Green | Suffolk Coastal Central | | Distribution | Poor | Poor | Poor | Poor |
| Parham Airfield | Suffolk Coastal Central | | Distribution | Poor | Poor | Poor | Poor |
| Snape Maltings | Suffolk Coastal Central | | Industrial | Poor | Poor | Good | Average |
| Station Road | Suffolk Coastal North | 3.5 | Other | Average | Poor | Poor | Poor |
| Station Road East | Suffolk Coastal North | 1.0 | Office | Average | Poor | Poor | Poor |
| Woodbridge Road | Suffolk Coastal North | 0.8 | Industrial | Average | Poor | Poor | Poor |
| Rendham Road | Suffolk Coastal North | | Office | Average | Average | Poor | Poor |
| Carlton Park | Suffolk Coastal North | 3.1 | Distribution | Average | Poor | Poor | Poor |
| Masterlord's Estate | Suffolk Coastal North | | Industrial | Poor | Poor | Average | Average |
| Abbey Road | Suffolk Coastal North | 2.4 | Industrial | Poor | Poor | Poor | Poor |
| Eastlands Estate | Suffolk Coastal North | | Distribution | Poor | Poor | Average | Average |
| Sizewell Nuclear Power Station | Suffolk Coastal North | | Industrial | Poor | Poor | Poor | Poor |
| Nacton Heath [Ransome's Europark] | Suffolk Coastal South | | Industrial | Good | Average | Poor | Average |
| Levington Park | Suffolk Coastal South | | Industrial | Poor | Poor | Poor | Poor |
| Clickett Hill [Blowfield Park] | Suffolk Coastal South | | Industrial | Good | Average | Poor | Poor |
| North of Nicholas Road | Suffolk Coastal South | | Distribution | Average | Poor | Poor | Poor |
| Land rear of Parker Avenue | Suffolk Coastal South | | Distribution | Average | Poor | Poor | Poor |
| Trinity Avenue | Suffolk Coastal South | 5.7 | Distribution | Good | Poor | Poor | Poor |
| Port of Felixstowe | Suffolk Coastal South | | Distribution | Good | Poor | Poor | Poor |
| Carr Road, Langer Road | Suffolk Coastal South | | Distribution | Good | Poor | Poor | Poor |
| Trinity Avenue [Haven Exchange South] | Suffolk Coastal South | 1.9 | Office | Good | Poor | Average | Poor |
| Ordnance Roundabout | Suffolk Coastal South | | Industrial | Average | Average | Poor | Average |
| Bridge Road | Suffolk Coastal South | | Industrial | Average | Average | Poor | Average |
| Tide Mill Way | Suffolk Coastal Woodbridge | | Industrial | Average | Good | Good | Good |
| Lime Kiln Quay | Suffolk Coastal Woodbridge | | Industrial | Average | Good | Poor | Good |
| Deben Mill | Suffolk Coastal Woodbridge | | Industrial | Average | Average | Average | Average |
| Melton Road | Suffolk Coastal Woodbridge | | Industrial | Average | Average | Poor | Poor |
| Wilford Bridge Road | Suffolk Coastal Woodbridge | 2.5 | Industrial | Average | Good | Average | Average |
| Wilford Bridge Road | Suffolk Coastal Woodbridge | 2.8 | Industrial | Average | Good | Poor | Average |
| Sandy Lane | Suffolk Coastal Woodbridge | | Industrial | Poor | Poor | Poor | Poor |
| Martlesham Business Park | Suffolk Coastal Woodbridge | | Office | Good | Average | Good | Good |
| Adastral Park, Martlesham Heath | Suffolk Coastal Woodbridge | | Office | Good | Average | Good | Good |
| Masterlord's Estate | Suffolk Coastal North | | Distribution | Poor | Poor | Poor | Average |

Availability and Sector Alignment Analysis:

| Site Name | Site Reference | Sub Area | Location | Available Site Area | Available Site Area Comments | Availability | Comment | Sector Potential | Broad Sector | Sector Comment | Retain Site? | Strategic Site Potential? | Other Comments |
|-------------------------|----------------|-------------------------|--|---------------------|------------------------------|--------------|---|--|--------------|---|----------------------|---------------------------|---|
| Clopton Commercial Park | M003 | Suffolk Coastal Central | Rural. Clopton former airfield, c. 5 miles from Wickham Market | 0 | None available | LT | Primary occupiers are Debach Enterprises, who offer warehouse and distribution services. They occupy modern, large, purpose built units on the former runway. On another former runway are a row of dated, corrugated iron warehouses/offices. The main occupier here is Carrier Transicold. These units are old and in need of investment. The site is surrounded by farmland on all sides. | Distribution/warehouse | Warehousing | The site is very isolated, with no amenities nearby. The site has direct access to the B1078, but the nearest primary road is the A12, c. 5.5 miles away. There is a limited bus service which stops at the site entrance. The nearest rail station is in Woodbridge. | Yes | No | Reliant on Debach Enterprises |
| Border Cot Lane | M005 | Suffolk Coastal Central | On the northern edge of Wickham Market. | 0 | None available | LT | Consists of Riverside Industrial Estate, Fullers Business Centre and some older units facing the road. Riverside consists of a number of modern small industrial units. Fullers consists of a number of small office/light industrial units. The site is almost fully occupied. The site is bordered by open fields to the north and the village of Wickham Market to the south. | Office and light industrial. | Office | Direct access from the centre of Wickham Market and only one mile from the A12. Good internal roads and access, especially within Riverside Industrial Estate. | Yes | No | Indigenous investment potential; small business potential |
| Bentwaters Park | M008 | Suffolk Coastal Central | Rural. Former airfield. C. 6 miles from Woodbridge | 0 | None available | MT | The site consists of the northern section of a former airbase which has been turned into a business park. Much of the airbase is fenced off and military signage and equipment is still visible. The units are ex-airbase buildings, of different ages, sizes and quality. Units include some good condition offices. There are many different occupiers, who carry out a range of activities, including retail, services and light manufacturing. Occupiers include: Amaranth, Bucklands Coaches, Egide and Deep Sea Exploration plc. The site is surrounded by woodland to the north and west and the airfield to the south and east. | Office, manufacturing, warehouse/distribution. | Industrial | The site location is rural, with the A1152 connecting the site to Woodbridge, c. 6 miles south-west. Onsite access is good with wide roads and plenty of parking space. There is a café on site and amenities in the nearby village of Rendlesham. | Yes | No | Inward investment potential; small business potential |
| Silverlace Green | N004 | Suffolk Coastal Central | Rural. Circa 4 miles north from Wickham Market | 0 | None available | MT | Multiple occupiers. A number of small industrial sheds of poor quality. One large warehouse style unit of average quality. Surrounded by farm land on all sides. Poor quality internal environment. | Light industrial. | Industrial | Very poorly connected. Narrow road leads from the site to the B116. The A12 at Wickham Market is nearest A road. Access onto site is poor as down a concrete farm road. Vehicle movement within site is limited. No amenities in vicinity or public transport. | Yes, if local demand | No | Little investment potential |
| Parham Airfield | N005 | Suffolk Coastal Central | Rural. Circa 4 miles north from Wickham Market | 0 | None available | MT | Less than ten units, which vary between small and large sizes and different ages, including one new mid-size unit. The quality of the internal environment also varies. The site is surrounded by farm land. | Light industrial. | Industrial | Very poorly connected. Narrow road leads from the site to the B116 or directly to the A12 c. 3 miles south. Access onto site is poor as down a concrete ex-airfield road. Vehicle movement within site is limited. No amenities in vicinity or public transport. | Yes, if local demand | No | Little investment potential |

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|-------------------|------|-------------------------|--|----------|----------------------------------|----|---|-----------------------------------|------------|--|------------------------------------|-----|-----------------------------------|
| Snape Maltings | N022 | Suffolk Coastal Central | Rural. Circa 10 miles north of Woodbridge. | 0 | None available | LT | Multiple occupiers, with activities including: Large concert hall, galleries, arts and crafts production and retail, cafes. Units consist predominantly of historical former maltings buildings. The site has a strong internal environment, but is a tourist and leisure area, rather than an employment site. Surrounded by the river, floodplain and undeveloped land. Consider deallocating. | Retail and leisure | Other | Not employment led. | No | No | No longer an employment location. |
| Station Road | N001 | Suffolk Coastal North | Southern fringe of Framlingham | 3.51685 | In between old industrial units | LT | The site includes a working public house on the corner. Most of the site is filled with large, very old industrial buildings, which would be very difficult to convert for any modern uses. The site is largely derelict. Due to the industrial history of the site there is a possibility of contaminations issues. The site is surrounded by a mix of residential, open farm land, and site N002 which is located opposite across Station Road. | Mixed use. | Industrial | The site is very near residential dwellings, although there is also an employment site located opposite. Road links from the Framlingham area are poor, with the closest A road at Wickham Market, c. 10 miles south. Amenities are nearby in Framlingham. | Yes, but may need to be mixed use. | No | Requires a large investment. |
| Station Road East | N002 | Suffolk Coastal North | Southern fringe of Framlingham | 1 | | ST | Multiple occupiers, including EEDA and a car dealership. EEDA are located in a modern office building and there is another office building on the site. Apart from Site N001 opposite and some residential dwellings to the south, the site is surrounded by undeveloped land. | Office | Office | The site is very near residential dwellings, although there is also an employment site located opposite. Road links from the Framlingham area are poor, with the closest A road at Wickham Market, c. 10 miles south. Amenities are nearby in Framlingham. | Yes | No | Indigenous investment potential |
| Woodbridge Road | N003 | Suffolk Coastal North | Southern fringe of Framlingham | 0.845882 | | ST | Multiple occupiers. The site is divided into separate areas with their own entrance points along Woodbridge Road. Occupiers vary greatly. There are offices, starter units and industrial units. Kuhn farm equipment hire occupy a large area in the south. The site is surrounded by residential, undeveloped land and a sewage works. | Light industrial, office, service | Office | Road links from the Framlingham area are poor, with the closest A road at Wickham Market, c. 10 miles south. Amenities are nearby in Framlingham. | Yes | No | Indigenous investment potential |
| Rendham Road | N012 | Suffolk Coastal North | Western edge of Saxmundham, next to A12. | 5 | Whole site undeveloped | ST | One owner. Undeveloped land, next to the A12 and on the western edge of Saxmundham. Bordered by the A12, undeveloped land and some residential dwellings. | Office, warehouse/distribution | | Excellent access opportunities from the A12, which provides good road linkages. Saxmundham rail station approximately half a mile to the east. | Yes | Yes | Inward investment required |
| Carlton Park | N013 | Suffolk Coastal North | | 3.07694 | Undeveloped land at west of site | ST | Primary occupier is Tenza Technologies. Units are a mix of office and industrial. In reasonable condition but most would benefit from investment. Surrounded by predominately undeveloped land, with some residential. Internal environment, especially to the west requires investment. | Office, industrial | Industrial | Good site access from the B1121, which leads to the A12, c. 1 mile. Saxmundham rail station approximately half a mile to the south. Amenities in Saxmundham. | Yes | No | Indigenous investment potential |

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|-----------------------------------|------|-----------------------|--|---------|------------------|----|---|---|------------|--|-----------------------------|---|--|
| Masterlord's Estate | N015 | Suffolk Coastal North | Centre of Leiston. | 0 | None available | LT | Multiple occupiers, including a large British Energy (now EDF) unit. Predominately large industrial units. Colonial House is a row of refurbished office units. Largely surrounded by residential, with some undeveloped land to the west. | Industrial, some office. | Industrial | Located in the middle of Leiston. Poor road links with the nearest A road being in Saxmundham (A12). The nearest rail station is also in Saxmundham, although the Sizewell branch line runs along the northern border of the site. Amenities nearby. | Yes | No | Inward investment potential. |
| Abbey Road | N017 | Suffolk Coastal North | Northern edge of Leiston | 2.42597 | Undeveloped land | ST | Undeveloped land, surrounded by open fields, with residential nearby. | Mixed use. | Office | Poor road links with the nearest A road being in Saxmundham (A12). The nearest rail station is also in Saxmundham. Site has direct access to the B1122. Amenities nearby in Leiston. | Yes, perhaps as mixed use. | No | Inward investment potential. |
| Eastlands Estate | N020 | Suffolk Coastal North | Eastern edge of Leiston | 1.08957 | None available | LT | Multiple occupiers. Mixture of office and mid size industrial units. Low level of vacancies. Most units are dated but in good condition, with the site well maintained. Includes a car dealership at the entrance. Surrounded by undeveloped land and some residential. | Light industrial, office, warehouse and distribution. | Industrial | Poor road links with the nearest A road being in Saxmundham (A12) and access is through central Leiston. The nearest rail station is also in Saxmundham, although the Sizewell branch line forms the northern border of the site. Amenities nearby. | Yes | No | Indigenous investment potential |
| Sizewell Nuclear Power Station | N021 | Suffolk Coastal North | On the coast, near Leiston. | 0 | None available | LT | Current nuclear power station, with planned expansion. | Nuclear power plant | | N/A | Only as nuclear power plant | Yes | Inward investment in nuclear power |
| Nacton Heath [Ransome's Europark] | S003 | Suffolk Coastal South | Ipswich fringe, adjoining Ransomes Europark. | 13.5251 | Farm land | | Owned by local farmer who farms pigs on the land. The southern portion of the site has been developed as a small truck stop. Immediate access from the A14 to the south and the A1156 to the north. No rail access although the Felixstowe-Ipswich Line runs through the north of the site. | Warehouse/distribution, light industrial and possibly office. | | A very strong location for warehouse/distribution uses due to the strong road links to Felixstowe port. | Yes | As a later stage of the Ransomes Europark development | Inward investor potential |
| Levington Park | S004 | Suffolk Coastal South | Ipswich fringe, north of the A14 towards Felixstowe. | 0 | None available | LT | Currently a garden centre (?). Low chance of contamination issues. Good topography for development. Surrounded by fields, with no nearby amenities. Nearby access road to A14 but no nearby rail links. | Warehouse/distribution or light industrial. | | A very strong location for warehouse/distribution uses due to the strong road links to Felixstowe port. | Yes | Possible development site for port associated warehouse/distribution uses on PDL. | Inward investor potential and local investor potential |

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|--------------------------------|------|-----------------------|---|---------|---------------------------------|--------------------|--|---|-------------|---|-----|--|----------------------------|
| Clickett Hill [Blowfield Park] | S010 | Suffolk Coastal South | In the north-west area of Felixstowe Port | 3.45538 | Southern portion is undeveloped | ST | The site is owned by Gazeley UK Ltd, who are currently developing the northern portion of the site as a port related bespoke logistics centre. The southern portion of the site is undeveloped land. The site is bounded by train lines to the west and north, the A14 to the east and port related warehouse and distribution units to the south. | Warehouse/distribution and possible related office. | Warehousing | A very strong location for warehouse/distribution uses due to its location on the edge of Felixstowe port and connection to other sites. Internal road networks link the site to the port side. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| North of Nicholas Road | S011 | Suffolk Coastal South | In the Felixstowe Port area. | 0 | None available | Recently developed | Adjoins a number of employment land sites within the port area and has recently been developed to create further warehouse and distribution capacity. | Warehouse/distribution | Warehousing | A very strong location for warehouse/distribution uses due to its location on the edge of Felixstowe port and connection to other sites. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| Land rear of Parker Avenue | S012 | Suffolk Coastal South | In the Felixstowe Port area. | 0 | None available | LT | Adjoins a number of employment land sites within the port area and contains a warehouse plus space to stack containers. | Warehouse/distribution | Warehousing | A very strong location for warehouse/distribution uses due to its location in Felixstowe port and connection to other sites. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| Trinity Avenue | S013 | Suffolk Coastal South | In the Felixstowe Port area. | 5.65015 | PDL | ST | Large site within Felixstowe Port. Contains mainly warehouse and distribution, but also port related offices, such as those of Maersk. The area in the south-east corner includes a vacant office block, which is available for development. | Port related uses, warehouse/distribution and associated offices. | Warehousing | A very strong location for warehouse/distribution uses due to its location in Felixstowe port and connection to other sites. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| Port of Felixstowe | S014 | Suffolk Coastal South | Port of Felixstowe including the key. | 0 | None available | LT | Key heading, container park and associated activities. | Port related uses, warehouse/distribution and associated offices. | Warehousing | Port, specifically dock related, activities. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| Carr Road, Langer Road | S015 | Suffolk Coastal South | Within the Port of Felixstowe. | 0 | None available | LT | Located on the eastern edge of the port and contains a large area of HGV parking and a number of large port related buildings. Bordered by residential along the northern and eastern boundaries. | Port related uses, warehouse/distribution and associated offices. | Warehousing | A very strong location for warehouse/distribution uses due to its location in Felixstowe port and connection to other sites. | Yes | Yes, in the wider context of the port. | Inward investor potential. |

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|--|------|----------------------------|--|---------|---------------------------------------|----|---|--|------------|--|----------------------|--|---------------------------------|
| Trinity Avenue [Haven Exchange South] | S016 | Suffolk Coastal South | On the northern edge of the Port of Felixstowe. | 1.89288 | Undeveloped land in the eastern half. | ST | Located on the northern edge of the port area, with direct access of the A14 roundabout. New offices already on half the site, most of which are occupied by shipping related companies. Good standard of modern office unit. Also includes a McDonalds outlet by the roundabout. Surrounded by a caravan park, residential areas and the port is to the south. | Office | Office | A strong location for port related office use, due to its location on the edge of the port and its direct access on to the A14. | Yes | Yes, in the wider context of the port. | Inward investor potential. |
| Ordnance Roundabout | S017 | Suffolk Coastal South | Within Felixstowe town. | 0 | None available | MT | Multiple uses. A large proportion of the site is taken up by a public car park. A large part of the southern area is currently being developed into an Lidl supermarket. There is also a car showroom on the site. Bordered by Langer Park, the railway line and a lot of residential. Consider for deallocation. | Predominantly retail and service | Other | Roads are narrow and busy with town traffic. Amenities very nearby. | No | No | Consider reallocation. |
| Bridge Road | S018 | Suffolk Coastal South | Within Felixstowe town, adjoining the train station. | 0 | None available | MT | Multiple occupiers, in small, poor quality light-industrial units. Poor quality internal environment. Local employment use only. Bordered by residential to the south and the railway to the north. | Light industrial, often vehicle related. | Industrial | Poor access from the A154, with a tight turn and very little room on site for vehicle movement or parking. Very close to Felixstowe train station. | Yes, for local uses. | No | Little investment potential |
| Tide Mill Way | M011 | Suffolk Coastal Woodbridge | On the Woodbridge waterfront | 0 | None available | LT | Multiple occupiers, but no real employment uses. There is a pub and a restaurant and much of the site is comprised of boat club/marina activities. Surrounded by the train line to the west and the estuary to the east. Consider deallocating. | Non employment uses | Other | Access via the busy, narrow roads of Woodbridge. Site access is very narrow and involves crossing the train line and onsite vehicle movement is very limited. Amenities are very nearby. | No | No | Consider reallocation. |
| Lime Kiln Quay | M012 | Suffolk Coastal Woodbridge | On the Woodbridge waterfront | 0 | None available | MT | Multiple occupiers and uses. Includes residential, a derelict office unit and several poor quality light industrial units as well as a boat storage. The site is bordered by the train line to the west and the estuary to the east. The internal environment is poor. | Mixed use, including residential and office. | Mix | The site is close to the Woodbridge train station. Road access is via Woodbridge and across the railway line, with vehicle movement severely limited. | Yes, mixed use | No | Needs much investment. |
| Deben Mill | M013 | Suffolk Coastal Woodbridge | In the north of Woodbridge. | 0 | None available | LT | Currently being developed. With many office units already completed and let. Modern high quality office development with a number of occupiers. Good internal environment. Surrounded by undeveloped land and the estuary to the east and north and residential to the south and west. | Office | Office | Circa 1 mile to either Woodbridge or Melton train stations. C. 1.5 miles from the A12, although the connecting road is busy with town traffic. Entrance to site not suitable for HGVs | Yes | No | Currently receiving investment. |

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|---------------------------------|------|----------------------------|-----------------------------------|----------|--|----|--|------------------------------|------------|--|-----------------------|-----|-----------------------------|
| Melton Road | M014 | Suffolk Coastal Woodbridge | In the north of Woodbridge. | 0.668533 | Northern area is vacant | MT | Split into two distinct parts, separated by topography. The northern half has a large derelict warehouse, although it is in reasonable repair. The southern section comprises a number of industrial/office units of low quality. There is residential housing between the site and the main road, and there is undeveloped land to the back of the site. | Mixed use | Industrial | Circa 1 mile to either Woodbridge or Melton train stations. C. 1.5 miles from the A12, although the connecting road is busy with town traffic. Site entrance, past residential housing makes the site unsuitable for HGVs. Mixed use development, or housing may be best suited. | Mixed use | No | Requires investment |
| Wilford Bridge Road | M015 | Suffolk Coastal Woodbridge | Melton | 2.52826 | Mix of previously developed and undeveloped land | ST | Multiple occupiers. The site is split in two parts by Wilford Bridge Road. The part to the north of the road comprises a large empty industrial building and surrounding undeveloped land. The southern section comprises a mix of uses, including a modern office block and a number of industrial units of varying sizes, ages, types and qualities. Melton rail station is situated in the eastern corner of the site. The site is surrounded by a school, the estuary, undeveloped land and residential. | Industrial and office. | Industrial | Melton rail station is within the site. The site has good road links, with direct access to the A1152 and c. 1 mile from the A12. Amenities are also close by. | Yes | No | Inward investment potential |
| Wilford Bridge Road | M016 | Suffolk Coastal Woodbridge | Melton, adjoining Site M015 | 2.80593 | Previously developed land | MT | Site includes a large low quality vacant industrial unit and hardcourt standing area. There is an issue with site drainage. The site is bordered by undeveloped land, the northern part of Site M015, although residential is nearby. | Industrial or office | Industrial | Melton rail station is opposite the site. The site has good road links, with direct access to the A1152 and c. 1 mile from the A12. Amenities are also close by. | Yes | No | Inward investment potential |
| Sandy Lane | M019 | Suffolk Coastal Woodbridge | Between Martlesham and Woodbridge | 0 | None available | MT | Multiple occupiers. Essentially a rural site comprised of farm units. Low quality units and internal environment. Next to a sewage plant and a small amount of residential. Predominantly surrounded by undeveloped land. | Light industrial | Industrial | Close to A12 junction, but roads to site are very poor, the site is located on a narrow country road and the site is not currently suitable for HGVs. Closest station in Woodbridge. No amenities nearby. | Yes, if local demand. | No | |
| Martlesham Business Park | M020 | Suffolk Coastal Woodbridge | Martlesham | 0 | None available | LT | Multiple owners and occupiers. Predominately office and light industrial, but also retail encroachment. The buildings are dated but in good condition. Good quality internal environment. Borders Adastral Park to the south, with residential to the east and west, across the A12. There are also large areas of undeveloped land near the site. | Office and light industrial. | Office | The site adjoins the A12, to the east of Ipswich. Direct access off the A12 via a large roundabout. Junction with the A1214 to the north, which provides easy access to Ipswich. Poor rail links, with Woodbridge being the closest station. Strong bus links to Ipswich. | Yes | Yes | Inward investment potential |
| Adastral Park, Martlesham Heath | M021 | Suffolk Coastal Woodbridge | Martlesham | 0 | None available | LT | A high-tech business park, with BT as the anchor tenant. High quality office buildings and a good internal environment. Surrounded by Martlesham Heath Business Park to the north, the A12 and residential to the west and undeveloped land to the east and south. | Office, predominately R&D. | Office | The site adjoins the A12, to the east of Ipswich. Direct access off the A12 via a large roundabout. Junction with the A1214 to the north, which provides easy access to Ipswich. Poor rail links, with Woodbridge being the closest station. Strong bus links to Ipswich. | Yes | Yes | Inward investment potential |

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|---------------------|------|-----------------------|---------|---|----------------|----|---|-------------|-------|-----|----|----|---------------------|
| Masterlord's Estate | N016 | Suffolk Coastal North | Leiston | 0 | None available | LT | Recently developed as residential. Surrounded by residential apart from Masterlord Industrial Estate to the north. Consider deallocating. | Residential | Other | N/A | No | No | Lost to residential |
|---------------------|------|-----------------------|---------|---|----------------|----|---|-------------|-------|-----|----|----|---------------------|

BABERGH

Overall Supply Analysis:

| SITES REFERENCE | SITE NAME | Location | Area Available (Hectares) | Road Access | Public Transport | Internal Environment | Wider Environment |
|-----------------|---|--------------|---------------------------|-------------|------------------|----------------------|-------------------|
| 1 | LADY LANE INDUSTRIAL ESTATE | Mid Babergh | 0.80 | Good | | Average | Good |
| 2 | CROWCROFT ROAD | Mid Babergh | 0.00 | Poor | Poor | Average | Average |
| 3 | FARTHING ROAD INDUSTRIAL ESTATE | Babergh East | 0.00 | Good | | Average | Good |
| 4 | BULMER ROAD INDUSTRIAL ESTATE (E) | Babergh West | 0.80 | Average | Good | Poor | Average |
| 5 | STOUR VALLEY BUSINESS CENTRE (BULMER ROAD W PART) | Babergh West | 0.00 | Average | Good | Good | Average |
| 6 | BALLINGDON HILL INDUSTRIAL ESTATE | Babergh East | 0.00 | Good | Good | Average | Good |
| 7 | N OF CHURCHFIELD ROAD | Babergh East | 14.60 | Good | | Good | Good |
| 8 | S OF CHURCHFIELD ROAD | Babergh East | 2.50 | Good | | Good | Good |
| 9 | NORTHERN ROAD | Babergh East | 0.00 | Good | | Good | Good |
| 10 | ADDISON ROAD, BYFORD ROAD | Babergh East | 0.00 | Good | | Good | Good |
| 11 | WINDHAM ROAD AREA | Babergh East | 0.00 | Good | | Average | Good |
| 12 | WOODHALL BUSINESS PARK | Babergh East | 0.10 | Good | Good | Good | Good |
| 13 | EAST OF LADY LANE | Mid Babergh | 5.00 | Good | | Good | Good |
| 14 | BRITISH SUGAR SITE | Babergh East | 36.00 | Good | | Poor | Good |
| 15 | WHERSTEAD OFFICE PARK | Babergh East | 3.30 | Poor | Average | Good | Good |
| 16 | BRANTHAM INDUSTRIAL ESTATE | Babergh West | 22.30 | Poor | | Poor | |
| 17 | BURES ROAD | Babergh West | 0.40 | Poor | | Unknown | |
| 18 | NOTLEY ENTERPRISE PARK | Mid Babergh | 4.30 | Poor | Poor | Poor | Good |
| 19 | BULL LANE | Babergh West | 0.00 | Good | Good | Average | Good |
| 20 | BULL LANE EXTENSION | Babergh West | 0.76 | Good | Good | Good | Good |
| 21 | ACTON PLACE | Babergh West | 0.00 | Good | Good | Average | Good |
| 22 | ACTON PLACE EXTENSION | Babergh West | 1.90 | Good | Good | Unknown | Good |
| 23 | POND HALL (N) | Mid Babergh | 0.00 | Poor | | Average | Average |
| 24 | POND HALL (S) | Mid Babergh | 0.00 | Poor | | Good | Average |
| 25 | TEN TREE ROAD (EXISTING) | Babergh West | 0.00 | Poor | Good | Poor | Good |
| 26 | 'EW DOWNS', BROOK STREET | Babergh West | 0.80 | Poor | Good | Poor | Average |
| 27 | LONDON ROAD (BYPASS NURSERIES) | Babergh West | 0.00 | Good | Good | Average | Good |
| 28 | SPRITES LANE | Babergh East | 8.90 | Good | | Good | Good |
| 30 | BROOK FARM | Mid Babergh | 0.00 | Poor | Average | Poor | Good |
| 31 | SWAN STREET | Mid Babergh | 0.12 | Poor | Good | Good | Good |
| 32 | LONDON ROAD (N) | Babergh East | 0.45 | Good | Good | Poor | Good |
| 35 | TEN TREE ROAD EXTENSION | Babergh West | 4.50 | Poor | Good | Good | Good |
| 14 | BRITISH SUGAR SITE | Babergh East | 36.00 | Good | | Poor | Good |
| 15 | WHERSTEAD OFFICE PARK | Babergh East | 3.30 | Poor | Average | Good | Good |
| 16 | BRANTHAM INDUSTRIAL ESTATE | Babergh West | 22.30 | Poor | | Poor | |

Availability and Sector Alignment Analysis:

| Site Name | Site Reference | Sub Area | Location | Available Site Area | Land Availability | Available Site Area Comments | Availability | Comment | Sector Potential | Sector Allocation | Sector Comment | Retain Site? | Strategic Site Potential? | Other Comments |
|---------------------------------|----------------|--------------|---|---------------------|-------------------|--|--------------|--|---|-------------------|--|--|---------------------------|---|
| LADY LANE INDUSTRIAL ESTATE | 1 | Mid Babergh | North-east corner of Hadleigh, adjoining A1071. | 0.80 | 0.80 | Green field site in the north-east corner of the site. | ST | Mixed ownership across the Lady Lane site, with multiple occupiers. There are a number of new units in the north of the site and also new large warehouses on the western edge. Older buildings are in reasonable condition. Open fields to the north-east, with residential surrounding the rest of the site and Hadleigh town centre to the south-west. Excellent access from the A1071. | Office, light industrial and distribution | Industrial | Good road access and linkage provided by the A1071. No nearby train line. Bus stops on the Lady Lane entrance. Adjoins Hadleigh, so nearby workforce. | Yes | No | Strong local industrial estate, with potential for inward investment. |
| CROWCROFT ROAD | 2 | Mid Babergh | On the north-east edge of Babergh, adjoining the southern boundary of Wattisham airfield. | 0.00 | 0.00 | None available | LT | Multiple occupancy, although ownership unknown. Several miles from primary road network and site access is through the village of Nedging Tye. Very poor in terms of public transport links. Existing buildings are in reasonable condition and suitable for light industrial and storage/distribution uses. There is no known contamination issues. The site is bordered by Wattisham airfield to the north/north-east, fields to the west and south and residential to the south-east. No natural or designated constraints. | Light industry, possible small scale office. Possible change of use to residential. | Industrial | Very poor public transport and no nearby population of size. Therefore unsuitable for anything more than small scale office. Poor road links also makes it a weak location for warehouse/distribution, unless linked to airfield uses. | Yes, if local demand for employment space. | No | Possible local investment, or airfield related investment. |
| FARTHING ROAD INDUSTRIAL ESTATE | 3 | Babergh East | Ipswich fringe, adjacent to A14 | 0.00 | 0.00 | None available | LT | Ownership unknown, but multiple owners assumed. A large area of the site currently occupied by car retailer and workshops, including VW and Whitegates. A mix quality industrial estate of mainly 1970s & '80s units of various sizes, including a number of small starter units. Currently many vacancies, particularly in the western area. Excellent access from the A14 and good access into Ipswich. Adjacent to site 14 and should be considered alongside. Special | Storage/distribution and light industrial | Warehousing | Bordered by train line and site 14, with no residential in near vicinity. Excellent links with the A14. Possible potential for rail links as train line adjoins the site. | Yes | Yes | Inward investment potential; small business potential |

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| | | | | | | | | landscape area to west of site, flood zone 3 to south but nothing on the site itself. | | | | | | |
| BULMER ROAD INDUSTRIAL ESTATE (E) | 4 | Babergh West | South-west fringe of Sudbury. | 0.80 | 0.80 | TBC (QU RE VACANCY UNITS K3-5) | MT | Ownership unknown. Multiple occupancy, including the British Gaskets Group. Predominantly start up units. Two buildings along Bulmer Road are vacant and the plot to the east of the Brundon Lane entrance is undeveloped. Some of the buildings are in a poor state, and the empty buildings are boarded up, creating a low quality environment. To the north of the site is a sewage works, with undeveloped land to the east and west and residential to the south. The whole site is in a conservation area, and flood zone 3 is directly west. | Light industrial | Industrial | Across the road from Ballingdon Hill Industrial Estate. Approximately one mile from Sudbury town centre. Sudbury rail station is the closest rail link. Buses travel to Sudbury along Ballingdon Street (A131). The A131 provides good access to Sudbury, although the crossing under the railway is low and narrow. The A131 leads to Braintree to the south-west. The road leading to the site is of only average condition. | If local demand for employment uses. | No | Predominantly indigenous market potential |
| STOUR VALLEY BUSINESS CENTRE (BULMER ROAD W PART) | 5 | Babergh West | South-west fringe of Sudbury. | 0.00 | 0.00 | TBC- SOME OFFICES AVAILABLE | MT | Ownership unknown. ASR occupies large part of site (s), also Paul Roach (Jaguar bodyshop), solar water heating, jewellery studio, café, Anglia Composites. The 1st floors in 2 buildings are vacant. The buildings are of a good quality and a variety of sizes from large industrial to a small cafe unit. The site is well maintained. The site adjoins Site 4. The site is in a special landscape area. Access is via the A131 and Bulmer Road. | Industrial and some distribution/warehouse use. | Industrial | Across the road from Ballingdon Hill Industrial Estate. Approximately one mile from Sudbury town centre. Sudbury rail station is the closest rail link. Buses travel to Sudbury along Ballingdon Street (A131). The A131 provides good access to Sudbury although the crossing under the railway is low and narrow. The A131 leads to Braintree to the south-west. The road leading to the site is of only average condition. | Yes | No | Predominantly indigenous market potential |
| BALLINGDON HILL INDUSTRIAL ESTATE | 6 | Babergh West | South-west fringe of Sudbury. | 0.00 | 0.00 | None available | LT | Ownership unknown, but all units occupied. Occupiers include a cash & carry, Sudbury Print, Tylex Bropad, Sudbury Gymnastics Club. Site includes an office style building and a warehouse style building as well as industrial style units. The units are mostly in good condition, with a few in need of maintenance. Site is | Light industrial and some warehouse/distribution and some small scale office. | Industrial | Across the road from Bulmer Road Industrial Estate and Stour Valley Business Centre. Approximately one mile from Sudbury town centre. Sudbury rail station is the closest rail link. Buses travel to Sudbury along Ballingdon Street (A131). The A131 provides good access to Sudbury although the crossing under the | Yes | No | Predominantly indigenous market potential |

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|---------------------------|----|--------------|---|-------|-------|--------------------------|----|---|---|------------|--|--------------------------------|--|----------------------------------|
| | | | | | | | | surrounded by the road to the west, open fields to the south and residential to the north and east. The site is in a special landscape area, with flood zone 3 and a conservation area to the north of the site. | | | railway is low and narrow. The A131 leads to Braintree to the south-west. Vehicle movement within the site is limited and not suitable for large lorry movement. | | | |
| N OF CHURCHFIELD ROAD | 7 | Babergh West | Chilton Industrial Estate, in the north-east corner of Sudbury. | 14.60 | 14.60 | TBC- CX2, A4, DA 3&4 VAC | ST | Ownership unknown. Greenfield area. Small residential development in the south-west corner, but otherwise undeveloped fields. Retail and industrial to the south, road and residential to the west and open fields to the north and east. | Mixed use/industrial/office/warehouse&distribution. | Industrial | Adjoins the Chilton Industrial Estate, with Churchfield Road providing strong on site access. Very close to A134 roundabout. Good access to surrounding area provided by the A314 and A313, although neither are part of the strategic road network. Circa one mile from Sudbury train station. | Yes, but perhaps as mixed use. | Yes, as part of Chilton Industrial Estate. | Potential for inward investment. |
| S OF CHURCHFIELD ROAD | 8 | Babergh West | Chilton Industrial Estate, in the north-east corner of Sudbury. | 2.50 | 2.50 | 0 | ST | Ownership unknown. Available land is greenfield site, adjoining Churchfield Road. Rest of site is industrial uses, with a large retail store in the western corner. Buildings are large scale industrial buildings in good condition. Site 7 is located directly to the north, across Churchfield Road. | Industrial and warehouse/distribution. | Industrial | On the current edge of the Chilton Industrial Estate. Strong access roads, with access possible from Churchfield Road and Northern Road (A134). Good access to surrounding area provided by the A314 and A313, although neither are part of the strategic road network. Circa one mile from Sudbury train station. | Yes | Yes, as part of Chilton Industrial Estate. | Potential for inward investment. |
| NORTHERN ROAD | 9 | Babergh West | Chilton Industrial Estate, in the north-east corner of Sudbury. | 0.00 | 0.00 | 1 VACANT OFFICE-H | LT | Multiple occupiers, ownership unknown. Buildings are not as new as in the north-west of Chilton Industrial Estate, but are still of reasonable quality and condition. | Industrial and warehouse/distribution. | Industrial | Within the Chilton Industrial Estate. Good access to surrounding area provided by the A314 and A313, although neither are part of the strategic road network. Circa one mile from Sudbury train station. | Yes | Yes, as part of Chilton Industrial Estate. | Potential for inward investment. |
| ADDISON ROAD, BYFORD ROAD | 10 | Babergh West | Chilton Industrial Estate, in the north-east corner of Sudbury. | 0.00 | 0.00 | 0 | LT | Multiple occupancy, although ownership unknown. A mixture of small, medium and large industrial units of varying ages, including recent builds. Well maintained buildings and open areas. Surrounded by residential to the west and industrial uses elsewhere. | Industrial and warehouse/distribution. | Industrial | Direct access to A314. Good access to surrounding area provided by the A314 and A313, although neither are part of the strategic road network. Circa one mile from Sudbury train station. | Yes | Yes, as part of Chilton Industrial Estate. | Potential for inward investment. |

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| WINDHAM ROAD AREA | 11 | Babergh West | Chilton Industrial Estate, in the north-east corner of Sudbury. | 0.00 | 0.00 | 6 OFFICES AVAIL | LT | Multiple occupancy, although ownership unknown. A mixture of small, medium and large industrial units of varying ages. Some of the buildings are in need of investment. The internal environment is poor, with much on street parking. There is a 2.1 ha playing field within the site. The site makes up the majority of the Chilton Industrial Estate, and is surrounded by residential areas of Sudbury to the south and west and the remained of the industrial estate to the north and east. | Industrial, warehouse/distribution, office. | Industrial | Good access to surrounding area provided by the A314 and A313, although neither are part of the strategic road network. Circa one mile from Sudbury train station. Some restrictive roads within the site. South-east corner of the site is very close to Sudbury town centre and the railway station. | Yes | Yes, as part of Chilton Industrial Estate. | Potential for inward investment. |
| WOODHALL BUSINESS PARK | 12 | Babergh East | North-west corner of Sudbury, adjoining the A134. | 0.10 | 0.10 | 0.2ha 2no new ind units u/c, 1 UNIT VACANT- L.1 | LT | Multiple occupancy with ownership unknown (partly Babergh Council?). Current occupiers include, Focus, TGA, Suffolk pine, Suffolk Steel Stockholders, Tyres/MOT centre, Edmundsen Electrical, blinds outlet. A mixture of starter units, mid size industrial units and a large retail warehouse (Focus). Small number of new starter units vacant. Most units new or in relatively good condition. The site includes is well kept and includes 1.2 ha ancient monument site, which provides open green space. Possible 2 ha extension to the north of the site. Surrounded by fields to the north, large Tesco store to the west, and residential to the south and east. | Retail, industrial, warehouse/distribution, and small scale office. | Other | Direct access to A134. Approximately 2 miles from Sudbury town centre and rail station. Access within site is good. | Mixed use. | No | Possible potential for inward investment, and also indigenous market potential. |
| EAST OF LADY LANE | 13 | Mid Babergh | North-east corner of Hadleigh, to the east of Lady Lane Industrial Estate. | 5.00 | 5.00 | Undeveloped land | ST | Owned by Persimmon. Land is currently open fields. Direct access from A1071. The site slopes away sharply southwards from the road. Some residential in close proximity but site is mainly surrounded by open farmland. No environmental designations. No nearby amenity. | Office and mixed use. | Office | A minimum of 5 ha is to be for employment uses. There is outline planning permission for 170 dwellings, 5 ha employment and 3 ha of open land. Far from any rail links or major bus routes. | Mixed use. | No | Inward investment potential for mixed use site. |

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| BRITISH SUGAR SITE | 14 | Babergh East | Ipswich fringe, adjacent to A14 | 36.00 | 36.00 | Site is currently vacant and awaiting redevelopment | LT | JG Estates own the site. Site is currently vacant but the sugar beet buildings remain, which are unsuitable for reuse and will need to be demolished. Issues of contamination and possible subsidence. Excellent road links, next to A14 slip road, and links to Ipswich centre. Train line runs along the eastern perimeter, with site 3 to the north. Whole site in flood zone 3. | Storage/distribution and Industrial | | Bordered by train line, A14 and site 3, with residential nearby to the south. Excellent links with the A14. Possible potential for rail links as train line adjoins the site. | Yes | Yes. Current Strategic Site. | Inward investment potential |
| WHERSTEAD OFFICE PARK | 15 | Babergh East | Ipswich fringe, adjacent to A14 near the Orwell Bridge. | 3.30 | 3.30 | Currently occupied by Co-op East of England and P&O, with vacant land to the west of the site. | ST | Co-op East of England own and occupy the site, with P&O ferries also present as tenants. Additional site to the west is currently vacant and available for development. Good road access as situated next to the A14 on the western side of the Orwell Bridge. | Office | | Good road access but poor access within the site for large vehicles. No nearby train stations, with Ipswich Central the closest. Very little in term of nearby amenities. Residential to the south-west, but good surroundings for office environment. | Yes | Yes. Current Strategic Site. | Inward investment potential. |
| BRANTHAM INDUSTRIAL ESTATE | 16 | Babergh West | Located north of Manningtree, near the A137. | 22.30 | 22.30 | All previously developed land. | LT | Multiple owners: M Miller, Rivercove Trustee Ltd, G & JF Simms (Capel), ICI, CW & KB Rogers (Palfrey Bungalow). ICI occupy the north-east of the site, with TBS next to them. Chalkwell House is a vacant low quality office block. Occupiers in the north-east of the site are Sats Textiles, Oak Logistics, CMS and GMS. The rest of the site appears vacant, including the section to the south of the railway line. Most of the buildings are in a poor state of repair. The site is split in two by the main Ipswich to London Line, with the southern part connected via a small tunnel bridge under the raised train line. Due to the historical heavy industry on site use, there are issues of contamination. This provides poor access to the southern part of the site. The southern part of the site is surrounded by the estuary on three sides and is a floodplain, while the northern part of the site is close to a large area of residential. An AONB is located to the east. | Industrial or Mixed use. | | The site has access to Ipswich and Colchester via the A137, although this road is not part of the primary road network. Access to the site from the A137 is through a residential area and on site access is also poor, particularly to the area south of the train line. Manningtree is the closest station and is over one mile away. There are local amenities in the nearby village of Cattawade. | Yes | Yes. Current Strategic Site. | Inward investment potential. |

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| BURES ROAD | 17 | Babergh West | In Great Conrad, south of Sudbury. | 0.40 | 0.40 | Greenfield site. | ST. Currently being developed? | Owner unknown. It is surrounded by playing fields, residential and undeveloped land. Adjacent to special landscape area and near flood zone 3. There are no constraints or designations for the site. Currently being developed as residential. Should be considered for employment land deallocation. | Residential | | Being developed as residential. | No | No | |
| NOTLEY ENTERPRISE PARK | 18 | Mid Babergh | Rural location near Great Wenham, circa four miles south-east of Hadleigh. Ex-airfield site. | 4.30 | 4.30 | SEVERAL VACANT | ST | Owner unknown. Multiple occupiers. Comprised of ex-airfield buildings. Main occupier is Intertechnic (IT fleet solutions), who occupy the old plane hanger. Many vacant units. Units are unattractive, many made of corrugated steel. Investment required in most units. Site surrounded by open farm land. There are no designations or physical constraints. | Light industrial or storage. | | Very poor public transport links and no amenities nearby. Road access is also poor, with access to site via a concrete ex-airfield road. There are agreements to use specific roads to connect to A14 and other primary routes, none of which are close by. | If local demand for employment uses. | No | |
| BULL LANE | 19 | Babergh West | Rural location to the east of the A134, between Long Melford and Acton. | 0.00 | 0.00 | A NEW BUILD (Z) VAC | LT | Ownership unknown, but there are multiple occupiers, with some occupying more than one unit. A mix of small scale starter units and some mid size industrial units. Various ages, with some starter unit new build in the south-west corner. Units vary in style, age and quality. Very low vacancy rate. Further employment land is situated to the south and east (Acton Place) with fields in all other directions. | Light industry or small office. | | No nearby train station. Buses pass the site entrance circa once an hour. Very close to the A134 but poor east to west road links. On site access is tight and not suitable for HGVs. Only amenity in nearby area is a café on Acton Place. | Yes | No | Predominantly indigenous market potential |
| BULL LANE EXTENSION | 20 | Babergh West | Rural location to the east of the A134, between Long Melford and Acton. | 0.76 | 0.76 | Greenfield site. | ST | Ownership unknown. Located to the south-west of Bull Lane Industrial Estate. Surrounded by employment land to the north-east and fields to the south and west. | Light industry or small scale office. | | No nearby train station. Buses pass the site entrance circa once an hour. Very close to the A134 but poor east to west road links. On site access is via Bull Lane Industrial Estate. Only amenity in nearby area is a café on Acton Place. | Yes | No | Predominantly indigenous market potential |

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| ACTON PLACE | 21 | Babergh West | Rural location to the east of the A134, between Long Melford and Acton. | 0.00 | 0.00 | AW.3 & AX.2 | LT | Ownership unknown. Many different occupiers, some occupying more than one unit. Made up of a number of small units of relatively good quality. Surrounded by a mix of employment land and open fields. | Light industry or small scale office. | No nearby train station. Buses pass the site entrance circa once an hour. Very close to the A134 but poor east to west road links. On site access is tight and not suitable for HGVs. Only amenity is on site café. | Yes | No | Predominantly indigenous market potential |
| ACTON PLACE EXTENSION | 22 | Babergh West | Rural location to the east of the A134, between Long Melford and Acton. | 1.90 | 1.90 | Greenfield site. | MT | Ownership unknown. Appears to be used to store old trains. | Light industry or small scale office. | No nearby train station. Buses pass the site entrance circa once an hour. Very close to the A134 but poor east to west road links. On site access is tight and not suitable for HGVs. Only amenity in nearby area is a café on Acton Place. | Yes, to accommodate growth of Acton Place. | No | Predominantly indigenous market potential |
| POND HALL (N) | 23 | Mid Babergh | Rural location situated to the south-east of Hadleigh. | 0.00 | 0.00 | None available | LT | Owned and occupied by Cookson and Zinn. Site consists of two large industrial sheds and a storage area at the rear. Units are fit for purpose but would benefit from investment. Surrounded by open farmland. No constraints or designations for site. Property has been up for sale since 2003. Average site environment. | Industrial | Far from any primary road links or rail stations. Access to A road via Hadleigh. Direct access to site from Pond Hall Road. Good internal movement. No nearby amenities. | Yes | No | Predominantly indigenous market potential |
| POND HALL (S) | 24 | Mid Babergh | Rural location situated to the south-east of Hadleigh | 0.00 | 0.00 | None available | LT | Ownership unknown. Multiple occupiers in a number of large industrial units of reasonable quality. Occupiers are Hadleigh Glass, ASA Communicate Ltd, Bicon Dental Implants, Peter Jarvis Cosmetic Developments Ltd, Z Spars, Hadleigh Castings. There are no vacancies. Surrounded by open farmland. No constraints or designations for site. Average site environment. | Industrial | Far from any primary road links or rail stations. Access to A road via Hadleigh. Direct access to site from Pond Hall Road. Good internal movement. No nearby amenities. | Yes | No | |
| TEN TREE ROAD (EXISTING) | 25 | Babergh West | On the edge of Great Waldingfield. Edge of former airfield. | 0.00 | 0.00 | None available | LT | Ownership unknown. Multiple occupancy. Composed of several steel framed buildings and one shed style workshop. Poor quality units. Great Waldingfield village lies to the south and east, with open farm land to the north and west. No constraints or site designations. | Light industrial | Close to residential settlement. Site access is poor with narrow, winding roads. Poor public transport links. Amenities close by in village. | Yes, if local demand | No | Dependent on local demand. |

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|--------------------------------------|----|-----------------|---|------|------|--|----|---|-------------------------------------|--|--|--------------------------|---|--|
| 'EW DOWNS', BROOK STREET | 26 | Babergh West | Within the village of Glemsford | 0.80 | 0.80 | 664.6+1129.72+120 6+162.88 | MT | Vacant. E.W.Downs & Sons are previous occupiers. Mid and large scale vacant industrial units still stand, but in poor repair. Internal environment is poor and site needs investment. Fields to the north-east and otherwise surrounded by residential. Entrance and western part of site fall within conservation area. | Office or light industrial. | | Within the village and unsuitable for HGVs. Poor transport links. Only suitable for village based employment. | Yes, if local demand. | No | Highly dependent on local demand and investment. |
| LONDON ROAD (BYPASS NURSERIES) | 27 | Babergh West | Southern edge of the village of Capel St. Mary, next to the A12. | 0.00 | 0.00 | None available | LT | Owners unknown. Currently occupied by commercial nursery, Bypass Nursery. Buildings in good condition and good environment. Village of Capel St. Mary to the north and the A12 to the south. | Warehouse/distrib ution, office. | | Strong road access, directly off A12. No nearby rail, hourly buses through the village. Very close to Site 32, London Road North, although they are separated by residential. | Yes | No | Potential for inward investment. |
| SPRITES LANE | 28 | Babergh East | Ipswich fringe, along London Road, north of the A14/A12 junction. | 8.90 | 8.90 | Land is currently vacant and undeveloped. The current owners are reportedly Fred Olsen and the council (?) | ST | Site is undeveloped greenfield land adjoining the main road leading into Ipswich from the south and the A14. The land is free of contamination and has a level topography. The eastern edge is surrounded by residential, with large scale retail to the south- west. | Mixed use | | Strong road connections with the A14 and A12 and leading north into Ipswich central. Ipswich is the nearest rail station, c. 2 miles away. The large area of residential to the east supplies a market for office workers or shoppers, whilst the A14.A12 road links provide strong factors for distribution and industrial uses. | Yes | A strong location for employment uses. | Inward investment potential |
| BROOK FARM | 30 | Mid Babergh | Southern edge of Bildston village on corner of Bildston Road and High Street. | 0.00 | 0.00 | vac units | ST | Owner is unknown and site is currently vacant. Previously as home to caravan sales and vehicle repair & servicing. Units are old and in need of investment. Residential to the east and north and open space to the south and west. Whole site is within conservation area and adjacent to flood zone 3. | Mixed use or industrial. | | Some C3 (housing) may be allowed in order to enable development. Good immediate site access, but poor access in regards to the wider area, with no rail or strategic road links in the vicinity. | Mixed use. | No | Dependent on investment. |
| SWAN STREET | 31 | Mid Babergh | Boxford | 0.12 | 0.12 | 112 | MT | Ownership unknown. Multiple occupiers, including Crandon Construction and Castleacre Insurance. Well maintained building with good onsite environment, including open spaces and car park. Situated within the village. | Office | | Close to the A1071, but poor access to site. Recommend deallocation. | Yes | No | |

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| LONDON ROAD (N) | 32 | Babergh East | Southern edge of the village of Capel St. Mary, next to the A12. | 0.45 | 0.45 | 0- DERELICT BUILDINGS | LT | Ownership unknown, but currently vacant units. Investment in site needed. Bordered by village to the north and A12 to the south. No constraints or designations on site. | Light industrial or storage/distribution. | | B2 is allowed as part of comprehensive redevelopment of site including Bypass nursery site. Strong road access, from A12. No rail access. | Yes | No | Dependent on London Road Bypass Nursery site also being available for redevelopment. Inward investment potential. |
| FORMER IFF SITE | 33 | Babergh West | Rural site to the west of Long Melford. | 29.00 | 0.00 | large number of derelict buildings. | LT | Ownership probably by IFF, the former occupiers. Site surrounded by fields and no not any places of habitation. Possible contamination. All of site either in flood zone 2 or 3. SSSI adjacent to the NW and SLA to the north. Consider deallocation. | Mixed Use | | Very poor transport links. Far from any major roads, or any train lines. Poor access roads. Must be developed in conjunction with Braintree DC. | No | No | Dependent on large investment |
| TEN TREE ROAD EXTENSION | 35 | Babergh West | On the edge of Great Waldingfield. Edge of former airfield. | 4.50 | 4.50 | Partly previously developed land. | MT | Ownership unknown. Currently vacant. Close to residential. | Office or light industrial. | | Poor access roads. | If demand. | No | Predominantly indigenous market potential |

IPSWICH

Overall Supply Analysis:

| Site Name | Location | Area Available | Road Access | Public Transport | Internal Environment | External Environment |
|--|--------------------|----------------|-------------|------------------|----------------------|----------------------|
| Sir Alf Ramsey Way / West End Road | Ipswich Central | 0 | Poor | Good | Adequate | Good |
| Bus Depot Sir Alf Ramsey Way | Ipswich Central | 0 | Good | Good | Adequate | Good |
| Smart Street, Foundation Street | Ipswich Central | 0.016 | Poor | Good | Adequate | Adequate |
| West End Road Surface Car Park | Ipswich Central | 0.305 | Good | Good | Poor | Good |
| Land West of Greyfriars Road (Jewsons) | Ipswich Central | 0.1 | Good | Good | Adequate | Good |
| Land opposite 674-734 Bramford Road | Ipswich North West | 2.26 | Good | Good | Good | Adequate |
| Key street/ Star Lane/ Burton's Site | Ipswich Central | 0.54 | Poor | Good | Good | Adequate |
| Island Site | Ipswich Central | 0 | Poor | Adequate | Good | Adequate |
| Land between Vernon Street & Stoke Quay | Ipswich Central | 0 | Poor | Good | Adequate | Good |
| Civic Centre Area / Civic Drive | Ipswich Central | 0.73 | Adequate | Good | Good | Good |
| Civic Centre Area / Civic Drive | Ipswich Central | 0 | Good | Good | Good | Good |
| Land between Cliff Quay and Landseer Road | Ipswich Central | 0.3 | Good | Good | Good | Good |
| Land west of New Cut, South of Felaw Street, South of Mather Way | Ipswich Central | 0.78 | Good | Adequate | Good | Good |
| Holywells Road (west) | Ipswich Central | 0 | Good | Good | Adequate | Good |
| Wolsey Street | Ipswich Central | 0 | Adequate | Good | Adequate | Good |
| Land at Commercial Road | Ipswich Central | 1.5 | Adequate | Good | Adequate | Adequate |
| No 8 Shed, Orwell Quay | Ipswich Central | 0.76 | Good | Good | Good | Good |
| Old Cattle Market site, Portman Road | Ipswich Central | 0.6 | Good | Good | Good | Good |
| Land between Lower Orwell Street and Star Lane | Ipswich Central | 0.35 | Good | Good | Adequate | Adequate |
| Orwell Retail Park, Ranelagh Road | Ipswich Central | 0 | Good | Good | Adequate | Good |
| Land between Old Cattle Market & Star Lane | Ipswich Central | 0 | Good | Good | Adequate | Good |
| Crown Street Car Park site and Crown House, Crown Street | Ipswich Central | 0 | Good | Good | Good | Good |
| Princes Street / Portman Road / New Cardinal Street | Ipswich Central | 0.42 | Good | Good | Adequate | Good |
| Raeburn Road South / Sandyhill Lane | Ipswich South | 5.85 | Good | Adequate | Adequate | Adequate |
| Elton Park Industrial Estate | Ipswich North West | 1.15 | Good | Good | Adequate | Good |
| Hollywells Road (east) | Ipswich Central | 0 | Good | Good | Adequate | Adequate |
| Former British Energy Site | Ipswich South | 5.116 | Good | Good | Good | Adequate |
| Truck and Car Company, Cliff Road | Ipswich Central | 0 | Good | Good | Good | Good |
| Land between Cobbold Street and Woodbridge Road | Ipswich Central | 0 | Good | Good | Good | Good |
| Land North of Ranelagh Road | Ipswich Central | 0.36 | Adequate | Good | Poor | Adequate |
| 83 / 85 Dales Road | Ipswich North | 0 | Good | Good | Adequate | Good |
| Rear of Grafton House, Russell Road | Ipswich Central | 0.31 | Good | Good | Poor | Adequate |
| Transco, South of Patteson Road | Ipswich Central | 0 | Good | Good | Good | Adequate |
| Part former Volvo site, Raeburn Road South | Ipswich South | 2.29 | Good | Adequate | Poor | Adequate |
| Car Park, Crown Street / Tower Ramparts | Ipswich Central | 0 | Good | Good | Good | Good |
| St Matthews Street | Ipswich Central | 0 | Good | Good | Adequate | Adequate |
| Silo, College Street | Ipswich Central | 0.16 | Adequate | Good | Poor | Adequate |
| Land north of Whitton Lane | Ipswich North West | 0 | Poor | Adequate | Good | Adequate |
| Former Cranes Site | Ipswich South East | 16.74 | Good | Good | Adequate | Good |
| Former Norsk Hydro Site, Sandyhill Lane | Ipswich South | 6.55 | Good | Good | Poor | Good |
| Ransomes Europark (east) / Land around Makro | Ipswich South East | 5.49 | Good | Good | Good | Good |
| Land between Railway Junction and Hadleigh Road | Ipswich North West | 7.57 | Good | Good | Poor | Good |
| Listers Landseer Road | Ipswich South | 0 | Good | Good | Good | Good |

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|--|--------------------|------|------|----------|------|----------|
| Airport Farm Kennels, north of A14 | Ipswich South East | 0 | Good | Adequate | Good | Good |
| Car park, sir Alf Ramsey Way / Portman Road | Ipswich Central | 0.17 | Good | Good | Good | Good |
| Land east of Hawes Street | Ipswich Central | 0 | Good | Adequate | Good | Good |
| Land between Star Lane and College Street east of Slade Street | Ipswich Central | 0 | Good | Good | Good | Poor |
| Land fronting the Northern Quays of the Waterfront Eastern End | Ipswich Central | 0 | Good | Good | Good | Good |
| Land adjacent to British Telecom, Handford Road | Ipswich Central | 0 | Good | Good | Good | Good |
| Land located at the Northern Fringe | Ipswich North | 0 | Poor | Poor | Poor | Good |
| 2-14 Anglia Parkway South | Ipswich North West | 0 | Good | Good | Good | Good |
| Anglia Parkway | Ipswich North West | 0.82 | Good | Good | Good | Good |
| 6 The drift, Nacton Road | Ipswich South East | 0.56 | Good | Good | Good | Adequate |
| 2-6 Leslie Road | Ipswich South East | 0.83 | Good | Good | Poor | Good |

Availability and Sector Alignment Analysis:

| Site Name | Site Reference | Sub Area | Location | Available Site Area | Available Site Area Comments | Availability | Comment | Sector Potential | Sector Comment | Retain Site? | Strategic Site Potential? | Other Comments |
|--|------------------------|----------|--------------------------------------|---------------------|------------------------------|--------------|--|------------------|--|---------------|---------------------------|---|
| Sir Alf Ramsey Way / West End Road | ELR 1 (UC003 from LDF) | Central | Edge of centre, Ipswich Village Area | 0 | None available | LT | Site currently occupied by recycling facilities & small commercial units; on-site decline in need of investment (buildings and environment); waterside development (regeneration) opportunity; within flood plain; only accessible from one side; potentially contaminated land; site needs to be phased relative to waterfront aspirations | Office | Nearby office activity; proximity to railway station; identified for high density housing within LDF; potential to bring forwards office as part of mix of uses; should be considered alongside ELR3 (UC004) | Mixed Use | No | Inward investment potential; small business potential |
| Bus Depot Sir Alf Ramsey Way | ELR 2 (UC004) | Central | Edge of centre, Ipswich village | 0 | None available | LT | Site current occupied by bus depot; identified as high density housing site in LDF; adjacent to ELR1 (UC003) and should be considered alongside; flood risk identified, development would be advised to come forward upon completion of the tidal barrier; site needs to be phased relative to waterfront aspirations | Office | Nearby office activity; proximity to railway station; identified for high density housing within LDF; potential to bring forwards office or small business / start-up space as part of mix of uses; should be considered alongside ELR1 (UC003) | Mixed Use | No | Inward investment potential; small business potential |
| Smart Street, Foundation Street | ELR 3 (UC011) | Central | Urban | 0 | None available | LT | Site currently occupied by bus depot; site known to be within multiple ownership; likely to require investment in its internal environment in LT; numerous trees with TPOs in north of site; within area of archaeological importance; adjacent to central conservation area; potentially contaminated land; within flood plain (site falls partly within Flood Zones 1,2 and 3); within Groundwater Protection Zones II; site is within minor aquifer high HU area; site within area of importance for recharging minor aquifer | Office | Nearby office activity; proximity waterfront regeneration area; surrounded by derelict sites, offices and wet dock residential development; potential to bring forwards offices or small business / start-up space; industrial development could result in traffic issues in TC, site not in accessible road location for HGV vehicles, potential access issues onto Star Lane | Yes | No | Indigenous investment potential; small business potential |
| West End Road Surface Car Park | ELR 4 (UC015) | Central | Edge of centre | 0 | None available | MT | No ownership constraints; presently used as surface level car park; existing car park floods due to lack of drainage and poor ground conditions; medium pressure Transco pipeline through the site; realignment needed of a major electricity cable; within Flood Plain (site lies within Flood Zones 2 & 3); Groundwater Source Protection Zone II; major aquifer HU zone; area of importance for recharging of major aquifer; land drainage consent issues associated with adjacent river | Office | Site surrounded by office buildings and residential development in wet dock area; proximate to railway station; site opposite B1 uses in Ipswich Village; current use of surface level car parking on site could be reprovided in multi-storey format | Yes | No | Inward investment potential; small business potential |
| Land West of Greyfriars Road (Jewsons) | ELR 5 (UC029) | Central | Rural / Edge of centre / urban | 0.1 | | MT | Site in multiple ownership; potential contaminated land; within Flood Plain (Flood Zones 2 & 3); in Groundwater Protection Zone; Major aquifer HU Zone | Whole Economy | Allocated for leisure in First Deposit Local Draft; Surrounded by offices, hotels, leisure and entertainment uses | Whole Economy | No | Inward investment potential |

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| Land opposite 674-734 Bramford Road | ELR 6 (UC030) | North West | Urban | 2.26 | | ST | IBC owned; possible restrictions following reptile survey; possible transport issues (road capacity); Groundwater Protection Zone | Distribution & Logistics | B8 opportunity but sensitive with adjacent uses (residential) | Yes | No | Inward investment potential / Indigenous potential |
| Key street/ Star Lane/ Burton's Site | ELR 7 (UC036) | Central | Rural / Edge of centre / urban | 0.54 | | IMMEDIATE | No ownership constraints; some listed buildings on site; within Conservation Area; within area of Archaeological importance; possible contaminated land; within Flood Plain (Flood Zone 2 & 3); within Groundwater Protection Zone 1; in major aquifer HU Zone; site has planning permission (detailed) (07/00555/FUL) for erection of 3no. hotels, retail/ restaurant, offices, car parking and c/u of existing building to bar/ restaurant; development underway | Mixed (Whole / Offices) | Site is under-construction for mix of uses including leisure, retail, and offices | Mixed Use | No | Inward investment potential |
| Island Site | ELR 8 (UC038 from LDF) | Central | Urban | 0 | None available | LT | Site owned by Associated British Ports; occupied - is a working port; employment area; limited capacity for further capacity; within Flood Plain; within Conservation Area; within area of archaeological importance; within landfill consultation zone; no direct access to the site for public (pedestrian/road); potential contamination; on-site structures | Mixed (Whole / Offices / Residential) | Site is working port; wider area extends to the marina and waterfront which is currently undergoing extensive mixed use redevelopment; north of site: allocated (Local Plan 97) for residential, museum and office use, south of site: allocated (Local Plan 97) for residential, employment and leisure uses; Full permission (08/00327/FUL) (West Dock South West Quay) change of use from Asphalt Plant / Aggregate Storage to 52 Berth Marina with car parking, yacht and shore side toilet and showers (approved June 08); Full permission (05/00625/FUL) for Bistro/Coffee shop located within the site (last anchor) temporary permission for 10 years - approved August 05. | Mixed Use | As part of wider waterfront area | Inward investment potential |
| Land between Vernon Street & Stoke Quay | ELR 9 (UC040) | Central | Edge of Centre | 0 | None available | MT | Ownership not know but variety of commercial uses so assumed to be multiple; current uses on-site are commercial; possible contaminated land; within Flood Plain (Flood zones 2&3); major aquifer HU zone; Groundwater Source Protection Zone II | Mixed (Whole / Offices / Residential) | Site currently occupied by various commercial businesses including small businesses; site allocated in 1997 Local Plan (with UC039) for predominantly residential, 20% leisure and B1 employment; good proximity to railway station; potential to ensure continuation of small business activity on the site | Mixed Use | No | Small business potential |
| Civic Centre Area / Civic Drive | ELR 10 (UC041) | Central | Edge of Centre | 0 | None available | ST | No ownership constraints; site did house 1970's 12-storey office block (former IBC offices) but site now being cleared for development; Right of Way bisects the site; located at western end of Ipswich town centre on inner ring road; potentially contaminated land; within minor aquifer HU Zone; Groundwater Protection Zone II; Flood Zone 1 | Mixed (Whole / Offices / Residential) | Site has proximity to the town centre, good connectivity; adjacent to theatre, residential properties and other town centre uses e.g. retail and financial services; site identified in the preferred options of IP-One AAP for 20% high density housing (24 homes), 60% retail, and 20% employment (B1); site has planning permission (08/00806/FUL) for mixed use development to provide 15,248 sqm A1 and 258 sq m A3, 11no. new dwellings, and extension to theatre | Mixed Use | No | Inward investment potential |
| Civic Centre Area / Civic Drive | ELR 11 (UC042) | Central | Edge of Centre | 0 | None available | ST | As ELR10 (UC041) | Mixed (Whole / Offices / Residential) | Opportunity similar to ELR10 (UC041) | Mixed Use | No | Inward investment potential |
| Land between Cliff Quay and Landseer Road | ELR 12 (UC043 from LDF) | Central | Edge of Centre | 0.3 | | MT | Site in multiple ownership; need for sensitive development given nearby housing and new build housing activity; listed building on-site; TPO on site; within hazardous substance and landfill site consultation zone; traffic congestion potential issue on Landseer Road; air and noise pollution from nearby industrial uses; larger redevelopment potential than 0.3 ha suggests | Mixed Use (to include offices, potential residential) | Proximity to A14 corridor but poor direct access, need to be developed sensitively given adjacent uses and site constraints, potential to contribute to wider regeneration of area, limited commercial support for office development without wider mix of uses | Partial | No | Inward investment potential (as part of wider regeneration) |
| Land west of New Cut, South of Felaw Street, South of Mather Way | ELR 18 (UC053 from LDF) ELR 13 (UC045 from LDF) | Central | Urban | 0 | None available | ST | Ownership not known but not considered to be a constraint to development; site is currently occupied but considered to have infill development potential remaining; site within Flood Plain; potential for increased traffic congestion to be considered | Office | Site already houses office development of a high quality (IP-City Centre building) alongside boat park which appears to show signs of decline; site is within wider regeneration area; infill development potential remaining; | Yes | No | Inward investment potential (as part of wider regeneration) |

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| | | | | | | | Flood Zones 2 & 3; site is within Groundwater Protection Zone II; minor aquifer HU zone; potentially contaminated land | | housing development; located within general industrial area but recognised this is potentially an area of significant change over the plan period | | | |
| Crown Street Car Park site and Crown House, Crown Street | ELR 23 and ELR 30 (UC058 and UC072) | Central | TC and close to the central shopping area boundary. | 0 | None available | MT | Site currently includes public swimming pool, multi-storey car park, and surface car park, Crown House (relatively large modern building of 5-storeys currently used as B1 offices which has recently been refurbished), residential properties (boundary needs re-drawing to exclude these); site topography is difficult at points; road network may require reconfiguring; site will require FRA due to its size; Groundwater Source Protection Zone II; Flood Zone 1; TPO adjacent to site. | Mixed (Leisure/retail/car park/B1) | Given current function of site including provision of swimming pool need for more holistic consideration of the site is identified; need to reprove or invest in swimming pool facility; Crown House indicative of B1 potential | Whole Economy | No | Predominantly indigenous market potential |
| Princes Street / Portman Road / New Cardinal Street | ELR 51 & 24 (5.30 from FDD, part of UC060) | Central | Urban | 0 | None available | LT | Sites currently occupied; owned by IBC; flood plain; potential traffic impact | Office | Set in wider mixed use area but B1 potential noted by market through e.g. Berkley Business Centre and Suffolk Life; variance in quality of the site but LT potential to ensure quality throughout | Yes | No | Inward investment potential |
| Raeburn Road South / Sandyhill Lane | ELR 25 (UC061) | South | Edge of Centre | 5.85 | | LT | Two known owners (including IBC); long and narrow site; topography issues; site cleared but not 'ready for development' (need to remove hard standing); current uses on-site including palette storage and distribution; site is relatively run down; site lies within floodplain; within Landfill Consultation Zone; power lines on-site; FRA required; site designated as a country wildlife site; potential impact of development on local traffic congestion | B2 general industrial | Proximity to sewage treatment works and waste centre; within existing employment area; road connectivity / nearby uses not appropriate for significant addition HGV activity related to distribution uses | Yes | No | Predominantly indigenous market potential |
| Elton Park Industrial Estate | ELR 26 (UC062) | North West | Edge of Centre | 1.15 | | LT | Multiple ownerships; site is currently occupied by multiple businesses; on site structures of varying quality & appeal; disjointed layout; poor quality in the public realm; roads require investment; within Flood Plain; TPOs on site; Buffer Zone required adjacent to river for wildlife; FRA required; site partially within the 250m buffer zone of closed landfill site | Storage & Distribution | Current occupiers include distribution uses; good road connectivity (investment may be required in on-site roads); potential to focus distribution uses away from town centre removing traffic from the core; nearby Hadleigh Road Industrial Estate (key employment area) | Yes | No | Site has intensification potential |
| Hollywells Road (east) | ELR 27 (UC067) | Central | Edge of Centre | 0 | None available | LT | Ownership not known; site currently occupied by B2, B8 uses; contaminated land possible; Flood Zones 2&3; Groundwater Source Protection Zone II; Major aquifer HU zone | Industrial | Site within established industrial business area; located close to waterfront and town centres but functions as industrial area; site has access to A14 via Bishops Hill | Yes | No | Predominantly indigenous market potential |
| Former British Energy Site | ELR 28 (UC070) | South | Edge of Centre | 4.45 | | MT | Single ownership (private); part of site on former landfill site; whole site within landfill consultation zone; proximity to sewage treatment works; adjacent country wildlife site; partially within minor aquifer HU zone; within Groundwater Protection Zone II; FRA required; potential contamination on the site from previous uses and landfill; potential impact on transport / traffic congestion on main network | B2 general industrial | Site lies within existing industrial area; adjacent relatively new Jacksons buildings including office use but linked to other activities rather than 'pure' office development (vacant office space currently being marketed) | Yes | No | Predominantly indigenous market potential |
| Truck and Car Company, Cliff Road | ELR 29 (UC071) | Central | Urban | 0 | None available | LT | Owned by Truck & Car Company; site currently houses truck & car workshop; would advise completion of tidal barrier before development; likely contamination; in Flood Plain 2&3 zones; wet dock crossing improvements should be compromised by development of site | Mixed (residential / industrial / office / small business) | Site lies in the context of the wider waterfront regeneration area and must be considered in this context; site has previously had planning permission for residential development (not implemented); potential to pursue mix of uses in line with wider regeneration area | Mixed Use | As part of wider waterfront area | Predominantly indigenous market potential |
| Land between Cobbold Street and Woodbridge Road | ELR 31 (UC073) | Central | Edge of Centre | 0 | None available | MT | Ownership not known; currently houses Caribbean Club and public car park; within Conservation Area; TPOs on site or nearby | Residential | Site is identified to have predominantly residential development potential; no real employment potential identified (not B1 office location, general business development would not suit edge of town location, potential issues with access from junction for employment use) | No | No | No comment |

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| Land North of Ranelagh Road | ELR 32 (UC086) | Central | Edge of Centre | 0.36 | | MT | Ownership not known; currently amenity land and car parking on-site; flooding issues associated with site within Flood Plain (zones 2&3) need for SFRA; potentially contaminated land; possible air quality issues if traffic increases; site slopes downwards to river | Mixed (Resi / Offices) | Within IP-One Action Plan Area, within 400m of growth area; site is surrounded by commercial, residential and residential-led mixed use schemes; potentially key waterfront development site | Mixed Use | As part of wider waterfront area | Inward investment potential (as part of wider regeneration) |
| 83 / 85 Dales Road | ELR 33 (UC087) | North | Edge of Centre | 0 | None available | ST | Ownership not known; main building on site suited to B8 use but in need for refurbishment or redevelopment but being marketed so ST available | Distribution & Logistics | Nature of current building on the site; site located within existing industrial estate; good road links including strategic links to A12 / A14 | Yes | No | Predominantly indigenous market potential |
| Rear of Grafton House, Russell Road | ELR 34 (UC104) | Central | Edge of Centre | 0.31 | | ST | Ownership not known; vacant hard standing sometimes used as spill-over car parking; site partially developed; medium pressure gas line through south part of site; contaminated land possible; adjacent to TPO trees | B1a Offices (public sector?) | Lies within Ipswich Village Area, including emerging office cluster alongside suggested Mixed Use and residential allocations; adjacent IBC offices, car park at Grafton House, Law Courts, County Council storage buildings - potential for further public sector office activity | Yes | Potential as part of Civic Quarter | Potentially public sector led B1 opportunity |
| Transco, South of Patteson Road | ELR 35 (UC111) | Central | Rural / Edge of centre / urban | 0 | None available | MT | Assumed single ownership; currently occupied by National Grid / Transco although parts of site derelict; former Gas site - contamination likely; within Flood Plain; need to consider amenity to nearby residential developments (noise etc) | Mixed (Resi / B1 small business) | Proximate to waterfront regeneration investment; adjacent residential developments including Orwell Quays; site allocated for mixed use in Local Plan (including leisure, open space, community and employment); surrounding land has already been developed for housing but site lies inbetween this and more employment focused area of the docks, area has current industrial feel | Mixed Use | As part of wider waterfront area | Inward investment potential; small business potential |
| Part former Volvo site, Raeburn Road South | ELR 36 (UC113) | South | Rural / Edge of centre / urban | 0 | None available | IMMEDIATE | Owned by IBC (freehold), Samuael Beadie (leasehold); no visible occupiers; difficult topography; not visibly attractive area; uneven surface in places; proximity to Anglia Sewage treatment works - smell, HGV vehicles etc | Industrial | Compatible with wider industrial area; most appropriate given sewage works adjacent | Yes | No | Predominantly indigenous market potential |
| Car Park, Crown Street / Tower Ramparts | ELR 37 (UC224) | Central | within the town centre | 0 | None available | MT | NCP surface level car park; see ELR23/ELR30 | Mixed (Leisure/retail/car park/B1) | See ELR23/ELR30; within area of archaeological importance; important to retain visible presence of Marks & Spencer, Debenhams & rest of town centre; noise issues possible; need to retain existing mature trees | Mixed Use | No | Predominantly indigenous market potential |
| St Matthews Street | ELR 38 (UC249) | Central | Urban | 0 | None available | LT | Ownership not known; site currently partially occupied; structures on site significant but of a relatively poor quality (not appealing to market); partially in conservation area; listed building adjacent; partially in area of archaeological importance; congestion a potential impact | Office | Site is within relatively run down area of town centre, nearby allocated sites, but will rely on wider regeneration to lift market potential of the site | Yes | No | Inward investment potential (long term if regeneration realised) |
| Silo, College Street | ELR 39 (UC251) | Central | Edge of Centre | 0.16 | | ST | Ownership issues on dock front; derelict site; within Flood Plain; within Conservation Area; adjacent to listed building; within Area of Archaeological Interest; potential contamination issues | Mixed Use (resi/offices/retail) | Potential for site to contribute to waterfront regeneration area; significant development in the local area including 24-storey residential with cultural facilities and commercial uses | Mixed Use | As part of wider waterfront area | Inward investment potential (as part of wider regeneration) |
| Land north of Whitton Lane | ELR 40 (UC257) | North West | Urban | 6.92 | | MT | Ownership not known; site is vacant open countryside; requires access road (from the road serving adjacent Anglia Retail Park); transport pipeline and overhead power lines through the site; adjacent to Conservation Area; within Groundwater Source Protection Zone; within minor aquifer high II zone and has some importance for recharging of minor aquifer in the area | None | Site is open countryside and should not be promoted for employment development | No | No | No comment |
| Former Cranes Site | ELR 41 (UC 258) | South East | | 16.74 | | <i>See separate Strategic Sites Study</i> | | | | | | |
| Former Norsk Hydro Site, Sandyhill Lane | ELR 42 (UC260) | South | Edge of Centre | 6.55 | | ST | Ownership not known (likely to be in single ownership); site is vacant (disused and overgrown); uneven land, piles of concrete boulders, and demolition waste will need removing in advance of development; landfill consultation zone; hazardous substance consultation zone; potential pollution / contaminated land; proximate to sewage | B2 general industrial | Proximity to sewage treatment works and waste centre; within existing employment area; road connectivity / nearby uses not appropriate for significant addition HGV activity related to distribution uses; nearby residential uses over the road | Yes | No | Predominantly indigenous market potential |

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| | | | | | | | treatment works; groundwater source protection zone II; FRA required | | | | | | |
| Ransomes Europark (east) / Land around Makro | ELR 44 (UC263) | South East | Urban | 5.49 | | | See separate Strategic Sites Study | | | | | | |
| Land between Railway Junction and Hadleigh Road | ELR 44 (UC264) | North West | Urban | 7.57 | | MT | Site recently acquired (Peter Colby Commercials Ltd / Penn Commercial); need to clear site of existing structures and heavy materials currently stored there; overgrown land; potential contamination; major power line running through the site; slow worms & common lizards noted in area near river; within Flood Plain; TPOs on site; partially within landfill consultation zone; development to allow for proposed railway line | B2 general industrial | Site is adjacent to existing key employment area; scale of site offers opportunity for B8 development although wider profile of area is B2/B8; opportunity to bring forward B8 development without sending HGV traffic through centre | Yes | No | | Inward investment potential |
| Listers Landseer Road | ELR 45 (UC268) | South | Edge of Centre | 0 | None available | LT | Site currently occupied by owner; single structure on-site of good quality (B8) and hard standing to rear | Distribution & Logistics | Site functions as Distribution use at current time; nature of local employment activity; road connectivity | Yes | No | | Inward investment potential |
| Airport Farm Kennels, north of A14 | ELR 46 (UC269) | South East | Rural / Edge of centre / urban | 8.4 | | LT | Greenfield site; ownership not known; site includes detached residential buildings with large shed and agricultural buildings; site of significant archaeological importance; within Area of Outstanding Natural Beauty in Ipswich Local Plan (SCC state that conversation has priority over other uses of the site); part of site identified as Park and Ride site in 1st Dep Draft Local Plan, remainder of land should be left as open use to provide buffer to the A14; TPOs on site / nearby; presence of badgers recorded nearby; traffic impact assessment required | B1 office | Site is opposite Ransomes Europark but limited potential / appropriateness to encourage additional development over Nacton Road (focus up Nacton Road rather than across Nacton Road) in the short to medium term; Park and Ride opportunity on site; development on western side of Nacton Road has included both residential (Ravenswood) and retail to the north | No | No | | Inward investment potential in long term once Ransomes complete |
| Car park, sir Alf Ramsey Way / Portman Road | ELR 47 (UC251) | Central | Edge of Centre | 0 | None available | IMMEDIATE | Ownership not known; currently surface level car park; site lies in flood plain | Mixed Use (including office) | Allocated for housing in Local Plan and for Open Space in 1st Deposit Draft LP; B1 office potential identified due to proximity to civic core but public sector driven to date; scale of site suggests mix of uses most appropriate to include residential and B1 offices including buffer between football club and residential | Mixed Use | No | | Predominantly indigenous market potential |
| Land east of Hawes Street | ELR 48 (5.14 from FDD) (GV002) | Central | urban | 1.05 | New housing development at site | UNAVAILABLE | Site ownership not known; majority of wider site has recently been developed for residential use and is inhabited; site lies within Flood Plain; potential traffic congestion | B1a offices | Proximate to IP City Centre and Felaw Maltings so B1a potential office development site but also proximate to more general business activity at Riverside Industrial Estate; recent on site residential development suggests limited capacity or appropriateness of employment development on the site | No | No | | No comment |
| Land between Star Lane and College Street east of Slade Street | ELR 49 (5.18 from FDD) (GV003) | Central | Urban | 0 | None available | LT | Site ownership not known although understood to be various; buildings on site of varying age but relatively good maintenance levels; variety of occupiers including current B1/B8 functions; area of hard standing (large) owned by Laing O'Rourke has immediate development potential; potential access issues for intensive B8 uses due to access off busy one-way system | Distribution & Logistics; Offices | Existing buildings on-site include B1./B8 occupiers; large area of hard standing with B8 potential; potential issues with access to strategic road access making market appeal predominantly indigenous | Yes | No | | Predominantly indigenous market potential |
| Land fronting the Northern Quays of the Waterfront Eastern End | ELR 50 (5.20 from FDD) (GV005) | Central | Urban | 0 | None available | LT | Site ownership not known; site current occupied by various uses including Non-B on ground floor (bar); structures on site serving function and protected; listed building on site; site within Conservation Area; within Flood Plain | Whole Economy | Leisure/ retail/office - within the context of wider mixed use investment in waterfront area | Whole Economy | | As part of wider waterfront area | Inward investment potential (as part of wider regeneration) |
| Land adjacent to British Telecom, Handford Road | ELR 52 (52.7 from FDD) (UCS002) | Central | urban | 0 | None available | LT | Site owned and occupied by building contractors (long standing occupation); structures on site old but well maintained and serving current occupiers purpose; site located in flood plain; potential contamination on the site | Industrial | Current B1/B2 use on the site appears appropriate given nature of wider area; need to ensure sensitive development including impact on nearby residential areas and transport implications; good road access including links to A12 / A14 via London Road | Yes | No | | Predominantly indigenous market potential |

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| Land located at the Northern Fringe | ELR 53 (site 9.4 from FDD) (GV001) | North | rural | 1.5 | Greenfield | IMMEDIATE | Ownership is not known (assumed single ownership); rural site; flat, regular shape; no access in place; development would need to make infrastructure provision | B1 office | Adjacent residential uses; would need to be local employment function given poor public transport links; limited amenity provision so may need to include some small scale mix of uses; likely to be limited demand given location of site | No | No | No comment |
| 2-14 Anglia Parkway South | ELR 54 (GV008) | North West | Edge of centre | 0 | None available | LT | Recently developed and occupied for retail development with expansion potential; site thought to be owned by Anglia Retail Park; potential transport issues | Distribution & Logistics | Most suited to on-site buildings, would ensure no conflict with existing activities; maximising potential of links to A12 / A14 | Whole Economy | No | Inward investment potential |
| Anglia Parkway | ELR 55 (GV009) | North West | Edge of Centre | 0.82 | | IMMEDIATE | Owned by Anglia Retail Park owners; remaining land is vacant and flat; no major development constraints identified | B1a/B8 | Appropriateness given adjacent retail activities; direct access to A12 / A14 | Yes | No | Inward investment potential |
| 6 The drift, Nacton Road | ELR 56 (GV007) | South East | Urban Area | 0.56 | Identified in 2008 employment land availability report | IMMEDIATE | Ownership not known; previous B2 use, planning permission in place for change of use from B2 (printing press) to 10no. Small business units (B1, B2, B8); some investment in local roads required | B1, B2 | Site within existing employment area; access to A14 (albeit the local access roads need repair) | Yes | No | Indigenous investment potential |
| 2-6 Leslie Road | ELR 57 (GV006) | South East | Urban | 0.83 | | | | Industrial | | | | |