



Suffolk County Council

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# LOCAL PLAN MODELLING FOR BABERGH & MID SUFFOLK, IPSWICH AND SUFFOLK COASTAL

## Methodology Report







**Suffolk County Council**

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**LOCAL PLAN MODELLING FOR BABERGH &  
MID SUFFOLK, IPSWICH AND SUFFOLK  
COASTAL**

Methodology Report

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**Suffolk County Council**

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COASTAL**

Methodology Report

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# EXECUTIVE SUMMARY

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## REPORT PURPOSE

WSP have been commissioned to undertake an assessment of the emerging Local Plans for the following Local Planning Authorities (LPAs):

- Babergh District Council (BDC)
- Ipswich Borough Council (IBC)
- Mid Suffolk District Council (MSDC)
- Suffolk Coastal District Council (SCDC)

The purpose of this report is to set out the methodology used to assess the impact upon the highway network from the development planned within the respective Local Plans for a forecast year of 2036. The inputs and assumptions which have been made are described in detail. It is intended as a detailed summary which can be referred to if required to understand the principles of the traffic modelling which has been undertaken.

For the assessment of individual junctions within this report, the volume to capacity (V/C) percentage is used. V/C percentages above 100% show a junction which experiences a traffic flow beyond its capacity. These locations show the greatest network stress and suggest delays are likely. At these locations the network may cease to function efficiently and blocking back from queuing may occur, constraining the capacity and causing congestion on adjacent links and junctions. Junctions at which the V/C percentage is between 85-99% are also considered likely to experience congestion and are highlighted within the analysis.

## WHAT HAS BEEN DONE

The Suffolk County Transport Model (SCTM) includes a strategic highway model built in SATURN which has been calibrated and validated to reflect traffic conditions for a base year of 2016. Traffic forecasts have been generated from this base year model to reflect a forecast year of 2036.

The forecast modelling contained within this report represents the cumulative impact of potential developments coming forward up to 2036. Various targets in housing and job growth for the four LPAs have been tested in different model scenarios to determine the impact different distributions in growth have on the highway network.

An initial TEMPRO only forecast model, referred to as “Model Run 1” was initially carried out to provide the LPAs with an indication of where on the highway network the SCTM shows stress for a forecast year of 2036. This model run is not discussed in detail within this report as the housing and job growth assumptions within TEMPRO 7.2 are notably different to the targets detailed within the respective Local Plans

- Model Run 2 was carried out to test a core set of development assumptions in Suffolk Coastal and Ipswich
- Model Run 3 was carried out to test a core set of development assumptions in Babergh and Mid Suffolk
- Model Run 4 was carried out to test a scenario of additional development beyond the core assumptions in Suffolk Coastal

- Model Run 5 was carried out to test a further alternative scenario of additional development beyond the core assumptions in Suffolk Coastal

Further model runs will be undertaken under this commission for Babergh and Mid Suffolk to test additional preferred sites and allocations.

Details of potential development sites / broad locations for growth (assigned to SCTM zones) and scenarios for growth were provided by each LPA and included within the modelling, along with existing permissions and allocations, and completions since 2016. For instances where the cumulative number of jobs and housing from the individual sites was less than the overall Local Plan target for the LPA, the Alternative Planning Assumptions tool in TEMPRO was utilised. TEMPRO was therefore used to account for the remainder of the Local Plan housing and job growth after the individual developments were taken into account. The approach of using TEMPRO for residual housing growth was undertaken for Babergh, Mid Suffolk and Suffolk Coastal. The approach of using TEMPRO for residual job growth was undertaken for Babergh, Mid Suffolk and Ipswich

The exceptions to this were the housing growth in Ipswich, all of which was assigned to specific developments or potential broad growth areas identified for testing purposes, as the dwelling total for these closely matched the overall Local Plan target. In Suffolk Coastal, all of the Local Plan target job growth could be related to specific developments

WSP have previously undertaken traffic modelling to support the Waveney Local Plan. Model runs which include specific development assumptions in Suffolk Coastal also utilise the assumptions from the Preferred Option scenario for Waveney.

Each LPA provided information on their proposed overall Local Plan housing and job growth targets. “Core” assumptions have been modelled for Babergh, Ipswich, Mid Suffolk and Suffolk Coastal. “Scenario” assumptions have been modelled for Suffolk Coastal involving additional housing and job growth for specific allocations on top of the core assumptions.

The development information has been processed by WSP by specifically modelling developments, allocating growth to specific model zones or adjusting planning data in TEMPRO to generate adjusted background traffic growth factors. Employment density calculations have been applied to commercial developments using the 2016 Economic Land Needs Assessment (ELNA) and reports from the Home and Communities Agency (HCA).

Developments greater than 500 dwellings / jobs have been explicitly modelled in terms of their specific site accesses and internal network being included in the model. All other developments between 10-499 dwellings / jobs have been allocated to a base year model zone and its respective loading point.

TRICS trip rates have been applied to the majority of developments based on land use type. The exception to this are developments included within background growth derived from TEMPRO. For larger developments, the specific Transport Assessment trip rates were collated and applied in place of the general TRICS trip rates.

TEMPRO background growth factors have been adjusted to match the residual housing and job growth which results from the difference between the overall Local Plan targets and the specific developments modelled. LGV and HGV growth has been calculated and derived the 2015 Road Traffic Forecasts available from the National Transport Model (NTM). In accordance with DfT WebTAG guidance, fuel and income factor adjustments have further been added to the car traffic growth within the forecasts.

The forecast traffic generation detailed in this report leads to increases of between 34%-40% in terms of growth in traffic between 2016 and 2036.

# 1

## **GLOSSARY**





# 1 GLOSSARY

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- **Adjusted Planning Data** – TEMPro (see below) allows for the use of alternative assumptions which are different to the standard set of assumptions. This allows for specific allocated developments to be discounted from the assumptions or to adjust the overall assumptions to tie in with alternative data sources.
- **AM Peak** – the morning peak hour (08:00 – 09:00)
- **Assignment** – A Traffic Assignment Model, in this case SATURN, has been used. An assignment model requires two general inputs – a “trip matrix” and a “network” (thought of as the “demand” and “supply” inputs – provided by the user). These are input into a “route choice” model which allocates or assigns trips to “routes” through the network, as a result total flows along links in the network may be summed and the corresponding network “costs” (e.g. times) calculated.
- **BDC** – Babergh District Council
- **Committed Development** – All land with current planning permission or allocated for development in adopted development plans (particularly residential development) (Planning Portal Glossary).
- **IBC** – Ipswich Borough Council
- **Local Plan** - A Local Plan is a set of documents that determine how development will be planned over time.
- **LPA** – Local Planning Authority
- **Matrix** – see Trip Matrix
- **MSDC** – Mid Suffolk District Council
- **Network** – specifies the physical structure of the roads, etc upon which trips take place and the parameters within it. In this report, parameters is being used as a generic descriptor of all of the pieces of information / options that go into the Saturn network, it is not a specific modelling term.
- **NTEM** – National Trip End Model, Latest version 7.2. The National Trip End Model produces estimates of person travel by all modes based on 2011 Census boundaries. The model outputs trip productions (e.g. homes) and trip attractions (e.g. sites of employment) in each zone (collectively known as trip-ends), which may be separated by mode, journey purpose, dwelling car ownership category and time period.
- **NTM** – National Transport Model provides a means of comparing the consequences of national transport policies or widely-applied local transport policies, against a range of background scenarios which take into account the major factors affecting future patterns of travel. The model produces future forecasts of road traffic growth, vehicle tailpipe emissions, congestion and journey time (Department for Transport website).
- **PCU – Passenger Car Unit**, is a method used in Transport Modelling to allow for the different vehicle types within a traffic flow group to be assessed in a consistent manner. Measured to be 5.75 m. Factors used in the SCTM are 1 for a car or light goods vehicle and 2.3 for heavy goods vehicle.
- **Permitted Development** - Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order (Planning Portal Glossary).
- **Person Trip Rate** – The number of people making a given trip as opposed to the number of vehicles making a trip.
- **PM Peak** – Afternoon Peak (17:00 – 18:00)
- **SATURN** – Simulation and Assignment of Traffic to Urban Road Networks is a suite of network analysis programs used to assess the impact of road-investment schemes. Current version 11.3.12U. See also assignment. Further information can be found here: <https://saturnsoftware.co.uk/>
- **SCC** – Suffolk County Council
- **SCDC** – Suffolk Coastal District Council
- **SCTM** – Suffolk County Transport Model
- **TEMPro** - TEMPro is the Trip End Model Presentation Program. The National Trip End Model (NTEM) forecasts and the TEMPro software are used for transport planning purposes. The forecast includes: population, employment, dwellings by car ownership, trip ends, and simple traffic growth factors based on data from the National Transport Model. The current version, and the version used for this work, is NTEM 7.2. Further information can be found at: <https://www.gov.uk/government/collections/tempro>
- **Trip Matrix** – the “Trip Matrix” T<sub>ij</sub> specifies the number of trips from zone i to zone j

- **V/C Ratio** – Volume / Capacity Ratio. The assigned model flow is the volume of traffic in PCUs per hour, with the V/C percentage calculated as the volume relative to the capacity in percentage terms.
- **WDC** – Waveney District Council
- **WebTAG** – Web Transport Appraisal Guidance. Documentation produced by the Department for Transport (DfT) to assist in transport appraisal and modelling to ensure consistency and robustness.
- **Windfall Sites** – sites for housing that have yet to be identified, accounted for through background growth.
- **Zone Loading Point** – the origins and destinations of trips within a network

A further glossary of planning terms can be found here: <https://www.planningportal.co.uk/directory/4/glossary>

# 2

## INTRODUCTION





## 2 INTRODUCTION

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### 2.1 BACKGROUND

2.1.1. WSP have been commissioned to undertake an assessment of the impact of Local Plan development assumptions for the following Local Planning Authorities (LPAs):

- Babergh District
- Ipswich Borough
- Mid Suffolk District
- Suffolk Coastal District

2.1.2. The Local Plan development has been tested in terms of the impact on the highway network for a forecast year of 2036. The LPAs have provided WSP with information on different scenarios which have been considered for the respective Local Plans. These scenarios contain varying assumptions on the quantum and distribution of housing and job growth which will occur within each of the LPAs between 2016 and 2036.

### 2.2 TRANSPORT MODEL

2.2.1. The Suffolk County Transport Model (SCTM) has been developed by WSP as multi-purpose modelling toolkit to enable Suffolk County Council (SCC), LPAs and other parties to test a variety of transport related improvements including for example:

- Highway scheme appraisal
- Major public transport scheme appraisal
- Inputs for transport business cases and funding applications
- Inputs for environmental appraisals
- Local plan assessment
- Development impact assessment.

2.2.2. The assessment within this report uses the Highway Assignment Model (HAM)<sup>1</sup> only as the focus of the modelling is on how the highway network within Suffolk is affected by the proposed housing and job growth with the emerging Local Plans. A highway only assignment is considered proportionate and sufficiently robust to test the assumptions for each LPA.

2.2.3. The SCTM has been developed to an extent that it is able to serve as a high-level strategic assessment tool for various applications. However, no strategic model is capable of representing a whole county in fine detail, so the level of detail required for each application is reviewed prior to testing. It is often necessary to enhance a particular local area for a specific testing purpose.

2.2.4. A review of the SCTM within the four LPAs was undertaken with the need for additional network detail and zone disaggregation undertaken. This was undertaken for the 2016 base year model which underpins the forecast modelling undertaken to assess the Local Plans. The validation of the 2016 base year model is presented for each of the LPAs in TN1 – SCTM Base Year Validation Version 2.1 (July 2018).

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<sup>1</sup> The SCTM comprises a Highway Assignment Model (HAM) built in SATURN, as well as a Public Transport Assignment Model (PTAM) and Variable Demand Model (VDM) developed in VISUM.

## 2.3 STUDY AREA

2.3.1. The main study area focused on in this report is detailed in Figure 1 which highlights the boundaries of Babergh, Ipswich, Mid Suffolk and Suffolk Coastal.

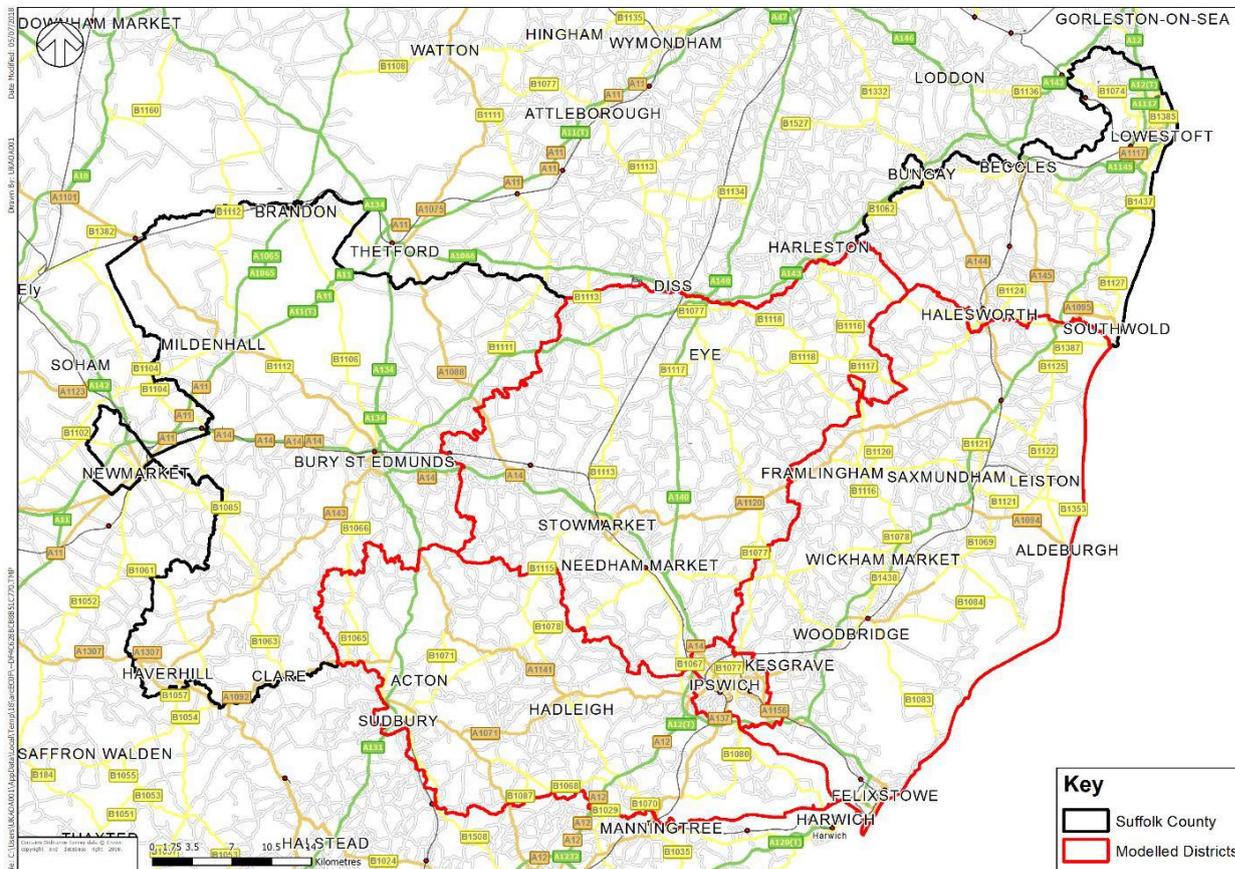
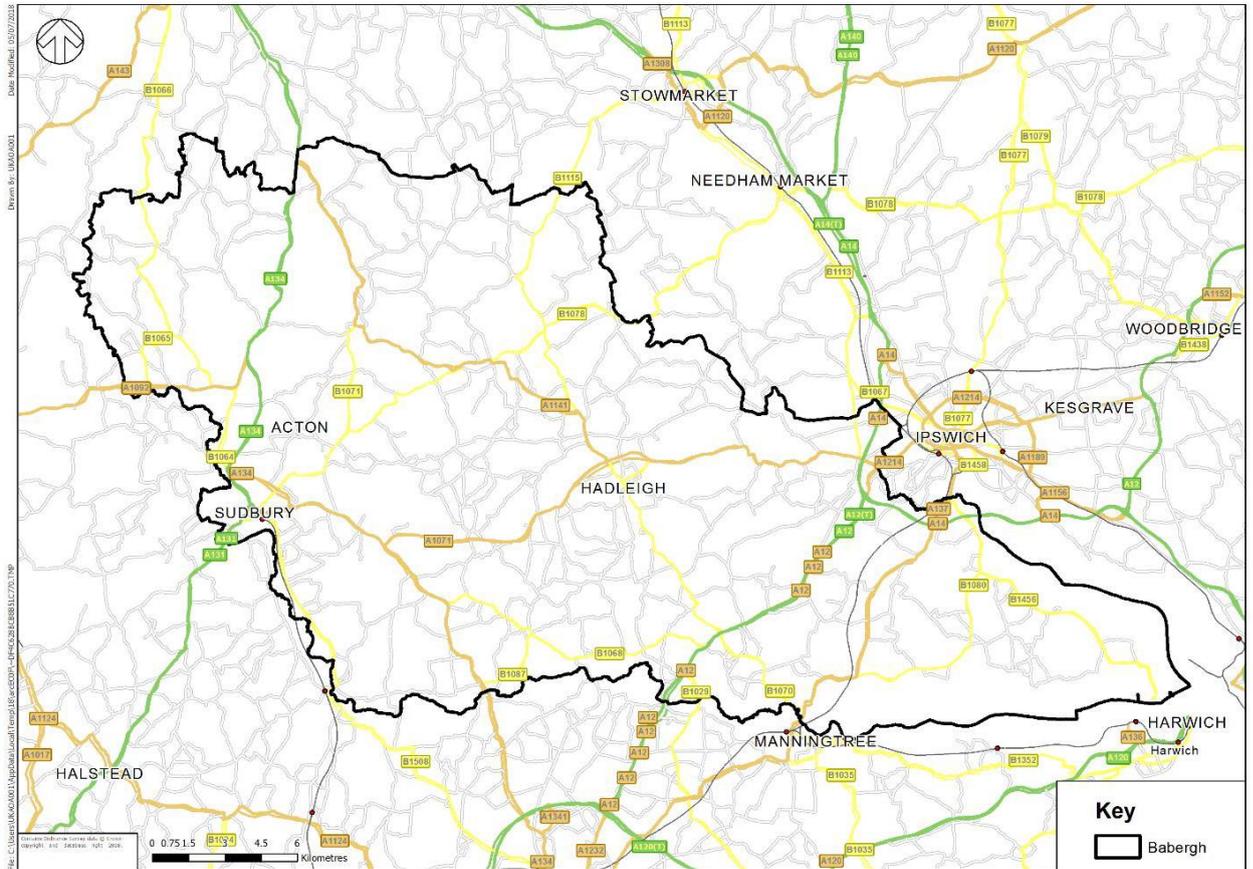


Figure 1 – All LPA boundaries

2.3.2. Figure 2 shows the district boundary for Babergh, detailing the strategic highway network and main urban areas.



**Figure 2 – Babergh District boundary<sup>2</sup>**

2.3.3. The main urban areas within Babergh are Hadleigh and Sudbury. The main strategic highway network within Babergh includes the following:

- A14 between Junction 54 (Sproughton), Junction 55 (Copdock Interchange) and Junction 56 (Wherstead)
- A12 between A14 Copdock Interchange and Essex county border
- A131 between A131 / A1141 junction and Essex county border

<sup>2</sup> The figure should not be considered as placing emphasis on the particular importance of any locations within Babergh







## 2.4 FUTURE HIGHWAY SCHEMES

2.4.1. It is assumed the highway schemes in Table 1 will be in place by 2036 and have therefore been included within all forecast scenarios.<sup>3</sup>

**Table 1 – List of future highway schemes**

District	Description	Mitigation
Ipswich	Bixley Road / Heath Road / Foxhall Road	Additional lane NB for Bixley Road / Additional lane SB for Heath Road
Ipswich	Nacton Road / Maryon Road	Turn WB Nacton to two lanes, and EB Nacton to one lane
Ipswich	Nacton Road / Rands Way / Landseer Road	Block access to Rands Way to create 3-arm junction
Ipswich	The Upper Orwell Crossings (TUOC)	Western roundabout leads to closure of minor Wherstead Road, priority controlled roundabout for eastern roundabout
Waveney	Lake Lothing Third Crossing, Lowestoft	Additional crossing within Lowestoft, priority controlled roundabouts at both ends
StEdmundsbury	Bury St Edmunds Eastern Relief Road	Now built and open, by included in forecast only as base year model is 2016 prior to opening
StEdmundsbury	Haverhill NW Relief Road	Relief Road between A1307 and A143
Waveney	Beccles Southern Relief Road	Relief Road between A145 and Ellough Road
Ipswich	Ipswich Radial Corridor Route improvements - Felixstowe Road	Capacity increase to Felixstowe Road & Bixley Road arms of roundabout with A1156 Bucklesham Road. Capacity increase at Bixley Road / Ashdown Way junction
Ipswich	Ipswich Radial Corridor Route improvements - Spring Road	Increased capacity at A1156 Grimwade Street / St Helen's Street. Upper Orwell Street reverted to one-way southbound only
Ipswich	Ipswich Radial Corridor Route improvements - Kesgrave	Ban of right turn from A1214 onto Dr Watson Lane. Signalised junction of A1214 / Bell Lane changed to priority controlled roundabout
Suffolk Coastal	Brightwell Lakes - A12 corridor improvement	A12 / Eagle Way / Anson Road roundabout signalisation
Suffolk Coastal	Brightwell Lakes - A12 corridor improvement	A12 / Eagle Way / Gloster Road roundabout signalisation
Suffolk Coastal	Brightwell Lakes - A12 corridor improvement	A12 / Foxhall Road / Newbourne Road roundabout signalisation
Suffolk Coastal	Brightwell Lakes - A12 corridor improvement	A14 Junction 58 signalisation
Suffolk Coastal	Brightwell Lakes - Main site access	Signalised junction between Gloster Road & Foxhall Road roundabouts
Suffolk Coastal	Brightwell Lakes - Other site accesses	Phase 2 access onto Newbourne Road, Phase 3 access onto link forming junction with Gloster Road

<sup>3</sup> Brightwell Lakes is the development formerly referred to as Adastral Park

St Edmundsbury	Bury St Edmunds South Eastern Relief Road	Link road south of A14 Junction 44
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## 2.5 FORECAST DEVELOPMENT ASSUMPTIONS

- 2.5.1. The forecast modelling detailed in this report relates to testing of the cumulative impact of potential developments coming forward up to 2036, from a base year of 2016.
- 2.5.2. The following details were provided by the LPAs:
- Scenarios for development, including alternative sites, alternative scales of growth on sites and/or alternative levels of growth in SCTM zones
  - Details of committed residential and commercial developments (those with extant planning permission)
- 2.5.3. The forecast modelling detailed in this report represents the AM peak hour (0800-0900) and PM peak hour (1700-1800) in 2036 for various scenarios.
- 2.5.4. Forecast housing and job growth were split into the following depending on the intention of what should be tested in each of the model runs.
- TEMPRO – Traffic growth based on housing and job in NTEM 7.2, no specific development assumptions are included
  - Core assumptions – Specific development assumptions included in all model runs for the LPA where TEMPRO is not applied
  - Scenario assumptions – Additional development growth applied in addition to the core assumptions
- 2.5.5. A summary of the assumptions applied by District within each Suffolk LPA is detailed in Table 2. For modelling in Suffolk Coastal, the Waveney development assumptions as assessed through their preferred options modelling were applied. Further model runs will be undertaken under this commission for Babergh and Mid Suffolk to test additional preferred sites and allocations.

**Table 2 – Assumptions per Suffolk LPA by scenario**

LPA / Scenario	Babergh	Ipswich	Mid Suffolk	Suffolk Coastal	Waveney	Forest Heath	St Edmundsbury
Model Run 2	TEMPRO	Core	TEMPRO	Core	Preferred Option	TEMPRO	TEMPRO
Model Run 3	Core	TEMPRO	Core	TEMPRO	TEMPRO	TEMPRO	TEMPRO
Model Run 4	Core	Core	Core	Scenario A	Preferred Option	TEMPRO	TEMPRO
Model Run 5	Core	Core	Core	Scenario B	Preferred Option	TEMPRO	TEMPRO

- 2.5.6. The different model runs enable the LPAs to test different distributions of housing and job growth to help inform a Preferred Option for the Local Plans going forward.
- 2.5.7. Core assumptions have only been tested in Ipswich as options are limited in terms of different distributions of housing and job growth which are feasible within the borough boundary.

3

**INFORMATION / DATA PROVIDED TO  
WSP**





## 3 INFORMATION / DATA PROVIDED TO WSP

### 3.1 INTRODUCTION

3.1.1. This section sets out all of the information that has been provided to WSP to undertake the assessment of the Local Plan proposals and the methodology for how this was applied in the transport model. This includes information on residential and commercial developments received from each LPA. The information is consistent with the housing and job growth target for each LPA.

### 3.2 LOCAL PLAN GROWTH TARGETS

3.2.1. The projected housing and job growth between 2016 and 2036 advised by each LPA is summarised in Table 3 by scenario. The two scenarios modelled for Suffolk Coastal show different levels of jobs growth as the scenarios tested different scales of allocations.

**Table 3 – Overall housing and job growth modelled, by LPA**

LPA	Scenario	Housing growth (2016 to 2036)	Job growth (2016 to 2036)
Babergh	Core	8,780	3,300
Ipswich	Core	8,840	17,309
Mid Suffolk	Core	11,460	5,860
Suffolk Coastal	Core	11,990 <sup>4</sup>	7,220
Suffolk Coastal	Scenario A	11,990	8,762
Suffolk Coastal	Scenario B	11,990	12,203

3.2.2. Additional housing and job growth scenarios will be tested for Babergh and Mid Suffolk in the future. These will be reported in an updated version of this methodology report.

### 3.3 MODELLING APPROACH TO PROPOSED GROWTH

3.3.1. The proposed growth in jobs and housing was handled in three different ways depending on the level of detail provided by each LPA in terms of the development assumptions.

3.3.2. The assessment of the proposed development has been split into three distinct 'tiers':

- Tier 1 - Specifically assessed development, for sites where development location and size (numbers of houses, jobs, land use quantum) are known or can be calculated
- Tier 2 - Specifically assessed areas, where the quantum of development to be tested has been defined but has not been tied to specific developments. Instead it has been determined in terms of model zones within the SCTM.
- Tier 3 - Background traffic growth, for the remaining residual housing and job growth once Tier 1 and Tier 2 developments have been subtracted from the overall Local Plan targets.

3.3.3. Each type of development is considered in detail in the following sections.

<sup>4</sup> This is the proposed Local Plan requirement, plus the 10% contingency which will be broadly reflected in the quantum of growth to be allocated

### 3.4 TIER 1 - SPECIFICALLY ASSESSED DEVELOPMENT

- 3.4.1. Each LPA provided information on specific housing developments within their boundary. These represent proposed developments for a period between 2016 and 2036 including developments under construction, sites with planning permission or a planning application pending, and sites which were potential allocations in Suffolk Coastal.
- 3.4.2. Thresholds were applied based on the quantum of the land use to determine how the development should be handled within the SCTM. This is summarised in Table 4. The approach means small developments are included within background growth and larger developments are directly related to the model zone system. The largest developments, deemed to be those comprising 500+ houses / jobs, were explicitly modelled. These locations are likely to have the largest scale of impact and therefore should be modelled in more detail by including their specific accesses to the network, mitigation and internal site network.

**Table 4 – Modelled development classification**

Quantum of development	Approach taken
0 – 9 dwellings / jobs	Not specifically modelled; included as part of Tier 3 background growth
10 – 499 dwellings / jobs	Development applied to current SCTM zone
500+ dwellings / jobs	Development is modelled fully. Allocated to its own zone with specific network and accesses modelled

#### EMPLOYMENT DENSITY CALCULATIONS

- 3.4.3. The number of dwellings per development was advised directly by each LPA. In terms of the number of jobs per development, this was either advised directly by the LPA for specific developments or calculated based on employment density assumptions. These assumptions determined the number of full-time employees per sqm by land use type and are consistent with the 2016 Employment Land Needs Assessment (ELNA) for b-class land use types. For non b-class land uses either the 3<sup>rd</sup> edition of the Home and Communities Agency (HCA) report (2015) or 2<sup>nd</sup> edition of the Home and Communities Agency (HCA) report (2010) were utilised.
- 3.4.4. The employment density assumptions by land use types are summarised in Table 5.

**Table 5 – Employment density values by land use type**

Land use type	Metric	FTE per metric	Source
B1a - Office	GFA	12.5	2016 ELNA, Table 7.7
B1a - Serviced Business Centre and Business Park	GFA	10.5	2016 ELNA, Table 7.7
B1a - Call centres	GFA	8	2016 ELNA, Table 7.7
B1b - Science Park and Small Business Units	GFA	32	2016 ELNA, Table 7.7
B1b - High tech R&D	GFA	25	2016 ELNA, Table 7.7
B1c / B2 Industry	GFA	43	2016 ELNA, Table 7.7

Hotel - Mid scale	per bed	3	2015 HCA report 3rd edition, Section 4
B8 - Distribution (General, Smaller Scale)	GFA	65	2016 ELNA, Table 7.7
B8 - Distribution (Larger Scale, Lower Density)	GFA	74	2016 ELNA, Table 7.7
A1 - Retail Warehouse	GFA	90	2015 HCA report 3rd edition, Section 4
A1 - Foodstore / High Street	GFA	17.5	2015 HCA report 3rd edition, Section 4
A2 - Finance & Professional Services	GFA	16	2015 HCA report 3rd edition, Section 4
D2 - Mid Market Fitness Centre	GFA	65	2015 HCA report 3rd edition, Section 4
A3 - Restaurant / Café	GFA	17.5	2015 HCA report 3rd edition, Section 4
D1 - Cultural Attraction	GFA	36	2010 HCA report 2nd edition, Section 3

- 3.4.5. Applying the employment density calculations to the individual commercial developments in Suffolk Coastal resulted in a total of 10,700 jobs when compiled together. This was significantly beyond the Local Plan baseline target for Suffolk Coastal of 7,220 jobs, before any additional growth to be planned for in the Local Plan was factored in. For Suffolk Coastal, a correction factor of 0.675 was therefore applied to all of the commercial developments in Suffolk Coastal.

#### EXPLICITLY MODELLED DEVELOPMENTS

- 3.4.6. Table 6 details the major developments forming the core assumptions for each LPA which have been explicitly modelled within the SCTM.

**Table 6 – Core explicitly modelled developments**

District	Description	Dwellings	Jobs	Model run inclusion
Ipswich	Ipswich Garden Suburb Fonnereau (West of Westerfield Rd)	815	0	2, 4, 5
Ipswich	Ipswich Garden Suburb Henley Gate (North of railway line)	1110	0	2, 4, 5
Ipswich	Ipswich Garden Suburb Red House Farm (East of Westerfield Road)	1327	0	2, 4, 5
Suffolk Coastal	Brightwell Lakes (Northern Access)	300	14	2, 4, 5
Suffolk Coastal	Brightwell Lakes (Middle Access)	1085	49	2, 4, 5
Suffolk Coastal	Brightwell Lakes (Southern Access)	615	28	2, 4, 5

Suffolk Coastal	Land at Candlet Road, Felixstowe	560	41	2, 4, 5
Suffolk Coastal	Ransomes, Nacton Heath (Lorry Park access)	0	1437	2, 4, 5
Suffolk Coastal	Ransomes, Nacton Heath (Existing Industrial Estate access)	0	479	2, 4, 5
Babergh	Brantham Industrial Estate - B/15/00263/FUL	320	1,670	3, 4, 5
Babergh	Chilton Woods, Development Land North of Woodhall Business Park, Sudbury	1150	0	3, 4, 5
Mid Suffolk	Land at Blackacre Hill, Bramford Road	0	600	3, 4, 5

3.4.7. Table 7 details the major developments which have been explicitly modelled within the Scenario A assumptions for SCDC. Figures showing the location of these developments are included within Appendix B.

**Table 7 – Scenario A explicitly modelled developments**

District	Description	Dwellings	Jobs	Model run inclusion
Suffolk Coastal	Land north of Felixstowe	800	0	4
Suffolk Coastal	Innocence Farm, near Kirton, Trimley	0	1081	4
Suffolk Coastal	Land south of Saxmundham	800	461	4

3.4.8. Table 8 details the major developments which have been explicitly modelled within the Scenario B assumptions for SCDC. Figures showing the location of these developments are included within Appendix B.

**Table 8 – Scenario B explicitly modelled developments**

District	Description	Dwellings	Jobs	Model run inclusion
Suffolk Coastal	Land north of Felixstowe	1,500	0	5
Suffolk Coastal	Innocence Farm, near Kirton, Trimley	0	2,162	5
Suffolk Coastal	Land south of Saxmundham	550	230	5
Suffolk Coastal	Land north and east of the Manor House, Saxmundham	250	0	5
Suffolk Coastal	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road	0	2,591	5

## TOTAL SPECIFICALLY MODELLED TIER 1 DEVELOPMENTS

- 3.4.9. For Ipswich, the Local Plan target for housing growth was 8,840 dwellings up to 2036. The sum total of the number of dwellings for the individual specific residential developments was 9,069, a difference of 229 dwellings. For the purposes of traffic modelling it was agreed with IBC to model 9,069 dwellings in Ipswich given the relatively small difference between this modelled total and the Local Plan target.
- 3.4.10. The total specifically modelled developments (Tier 1) is shown in Table 9. Details of all specifically modelled housing and employment sites by LPA and scenario are provided in Appendix A.

**Table 9 – Total specifically modelled developments (Tier 1)**

LPA	Scenario	Housing (2016 to 2036) – Specific developments	Jobs (2016 to 2036) – Specific developments
Babergh	Core	2,694	1,762
Ipswich	Core	7,776	8,650
Mid Suffolk	Core	2,359	1,244
Suffolk Coastal	Core	7,557	7,220
Suffolk Coastal	Scenario A	10,457	8,762
Suffolk Coastal	Scenario B	10,657	12,203

## 3.5 TIER 2 - GROWTH AREAS

- 3.5.1. SCDC and IBC advised of specific SCTM zones which should have residential growth applied to them for testing purposes to inform sites being scrutinised as part of Strategic Housing and Employment Land Availability Assessment and local plan preparation process. These were locations in which the LPAs were assessing locations for potential housing growth, but which could not be tied to a specific site at this stage. In the case of Ipswich, these are the only significant remaining areas of undeveloped land within the Borough. The National Planning Policy Framework requires the Borough to meet its own development needs as far as possible and therefore the Council will need to demonstrate that it has robustly tested all possible locations. The broad areas are not development allocations. The modelling results will help to inform future decisions about suitable uses for land across the Ipswich strategic planning area. These locations had a TRICS trip generation applied to them consistent with the Tier 1 specifically modelled developments. This was carried out to improve the robustness of the modelling results in the areas this was applied rather than being included as background growth within TEMPRO as it ensured traffic levels took greater account of the potential development at these locations
- 3.5.2. Table 10 details the Ipswich housing broad areas applied in Ipswich Borough, included within Model Runs 2, 4 and 5. The locations of these potential broad growth areas are shown in Appendix B.

**Table 10 – IBC Potential broad growth areas for testing**

Locality	IBC Core assumptions – Potential Housing growth (2016 to 2036)	SCTM Model Zone number
North West Ipswich	268	112
North West Ipswich	150	110
North East Ipswich	375	696

South East Ipswich	500	607
<b>Total</b>	<b>1,293</b>	

3.5.3. Table 11 details the Scenario A housing growth areas applied in Suffolk Coastal, included in Model Run 4.

**Table 11 – SCDC Scenario A potential housing growth areas**

<b>Locality</b>	<b>SCDC Scenario A – Housing growth (2016 to 2036)</b>	<b>Model Zone number</b>
Trimley	250	385
Felixstowe	150	391
Trimley	150	386
Rushmere	150	369
Rushmere	100	654
Aldeburgh	20	344
Framlingham	25	895
Framlingham	25	894
Leiston	25	878
Leiston	25	346
Wickham Market	150	351
Darsham and Yoxford	100	332
Benhall	50	342
Kelsale	50	576
Blythburgh	25	331
<b>Total</b>	<b>1,295</b>	

3.5.4. Table 12 details the Scenario B housing growth areas applied in Suffolk Coastal, included in Model Run 5.

**Table 12 – SCDC Scenario B potential housing growth areas**

<b>Locality</b>	<b>SCDC Scenario B – Housing growth (2016 to 2036)</b>	<b>Model Zone number</b>
Rushmere	20	654
Rushmere	20	653

Rushmere	20	381
Kesgrave	20	377
Aldeburgh	20	344
Framlingham	25	895
Framlingham	25	894
Leiston	25	878
Leiston	25	346
Wickham Market	200	351
Darsham and Yoxford	150	332
Benhall	100	342
Kelsale	100	576
Blythburgh	50	331
<b>Total</b>		<b>800</b>

3.5.5. Appendix B contains plots of the location of the growth areas which were modelled.

### 3.6 TIER 3 - BACKGROUND TRAFFIC GROWTH

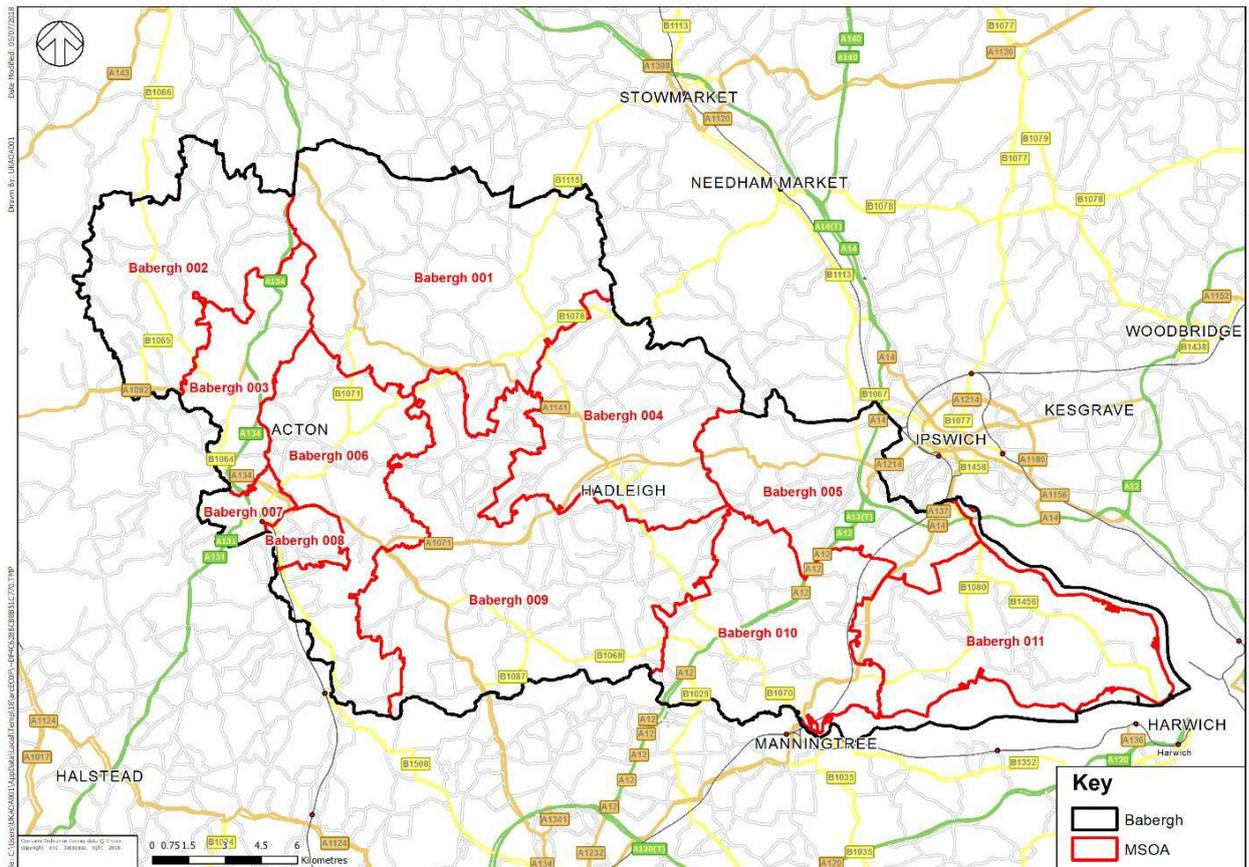
- 3.6.1. The developments specifically allowed for in Table 9 account for a considerable number of the dwellings and jobs but not all of the job and housing growth to be included within the Local Plan for the majority of the LPAs. It was therefore necessary to apply background growth to account for the residual housing and job growth to ensure the total impacts of the plan proposals are assessed.
- 3.6.2. TEMPRO Version 7.2 has been used to derive the background growth in car traffic. This version provides a significant upgrade to the previous version of TEMPRO including significant increases to the detail of the TEMPRO zone boundaries which are now based on 2011 Census Middle Super Output Areas (MSOAs). The residual housing and job growth was applied to the planning data assumptions for each LPA using the Alternative Planning Assumptions Tool within TEMPRO. This approach results in the residual housing and job growth being distributed across the MSOAs within each LPA according to the original distribution of growth within TEMPRO.
- 3.6.3. Table 13 details the residual housing and job growth by LPA and scenario which was distributed using TEMPRO. Ipswich shows a value of zero for residual housing as all of the development was covered by either Tier 1 or Tier 2 developments. Likewise, for Suffolk Coastal, there was no residual job growth as all of the Local Plan job growth was covered by Tier 1 developments.

**Table 13 – Residual housing and job growth by LPA and scenario**

LPA	Scenario	Adj TEMPRO – Residual Housing Growth (2016 to 2036)	Adj TEMPRO – Residual Job Growth (2016 to 2036)
Babergh	Core	6,086	1,538
Ipswich	Core	0	8,659

Mid Suffolk	Core	9,101	4,616
Suffolk Coastal	Core	4,433	0
Suffolk Coastal	Scenario A	1,533	0
Suffolk Coastal	Scenario B	1,333	0

3.6.4. MSOA boundaries within each of the LPAs are detailed in the figures below. Figure 6 shows the MSOA boundaries within Babergh



**Figure 6 – Babergh MSOA boundaries**

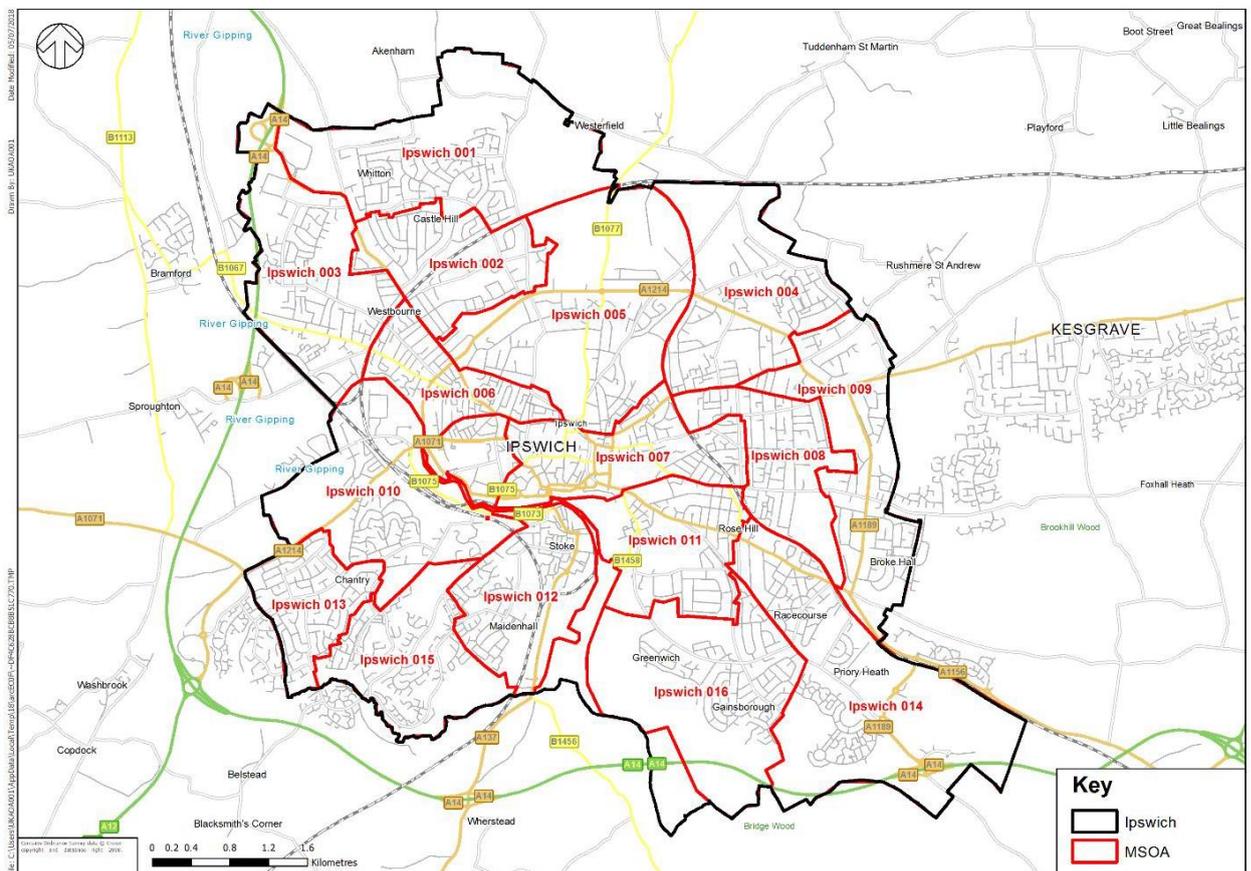
3.6.5. Table 14 details the residual background growth in dwelling and jobs for MSOAs in Babergh which was applied in model runs 3, 4 and 5.

**Table 14 – Babergh background growth totals**

2011 Census MSOA	Core - 2016 to 2036 Dwellings	Core - 2016 to 2036 Jobs
Babergh 001	465	92
Babergh 002	376	80
Babergh 003	399	91

Babergh 004	678	209
Babergh 005	596	223
Babergh 006	371	92
Babergh 007	866	394
Babergh 008	593	55
Babergh 009	573	102
Babergh 010	642	103
Babergh 011	528	96
<b>Total</b>	<b>6086</b>	<b>1538</b>

3.6.6. Figure 7 shows the MSOA boundaries within Ipswich Borough.



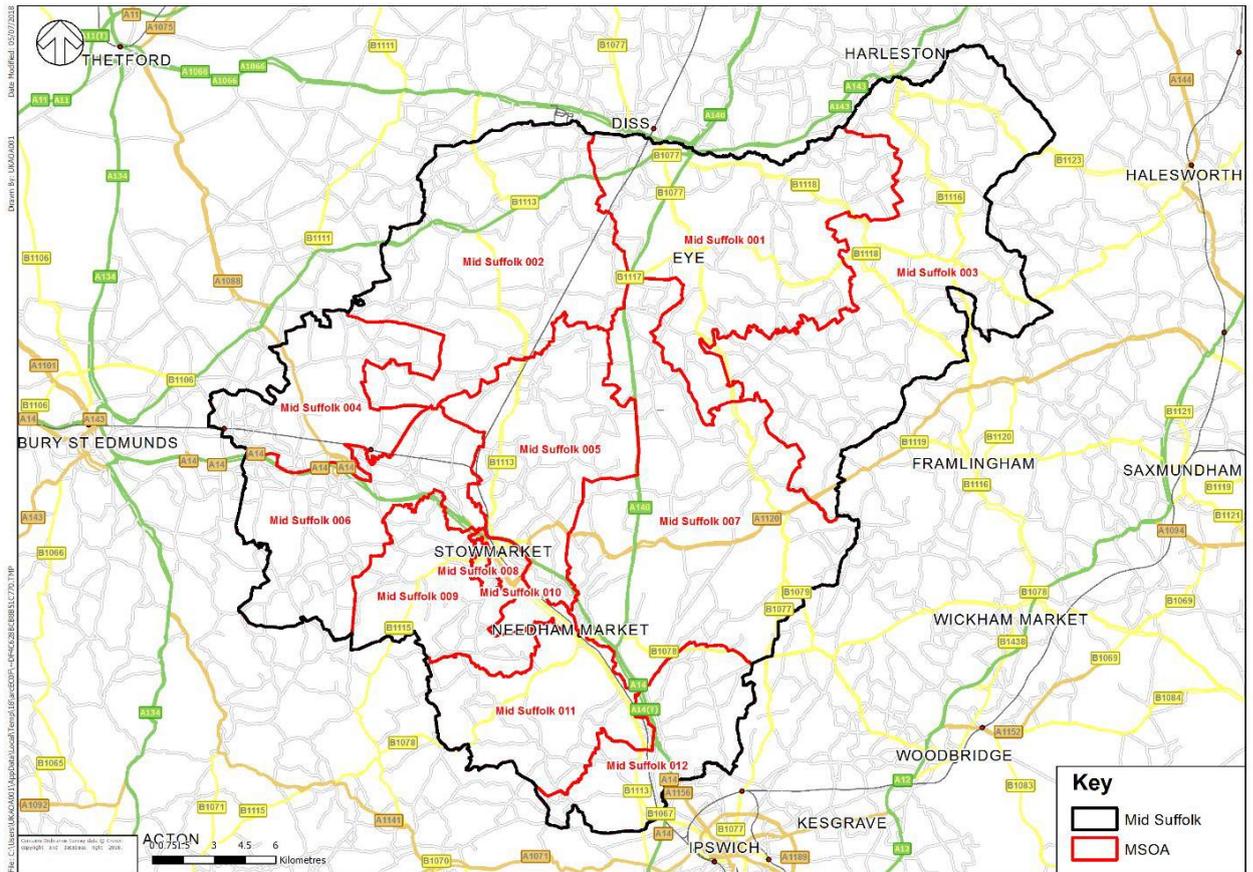
**Figure 7 – Ipswich MSOA boundaries**

3.6.7. Table 15 details the residual background growth in dwelling and jobs for MSOAs in Ipswich which was applied in model runs 2, 4 and 5.

**Table 15 – Ipswich background growth totals**

2011 Census MSOA	Core - 2016 to 2036 Jobs
Ipswich 001	164
Ipswich 002	245
Ipswich 003	634
Ipswich 004	226
Ipswich 005	236
Ipswich 006	441
Ipswich 007	2021
Ipswich 008	354
Ipswich 009	1072
Ipswich 010	1176
Ipswich 011	297
Ipswich 012	277
Ipswich 013	135
Ipswich 014	978
Ipswich 015	182
Ipswich 016	220
<b>Total</b>	<b>8659</b>

3.6.8. Figure 8 shows the MSOA boundaries within Mid Suffolk District.



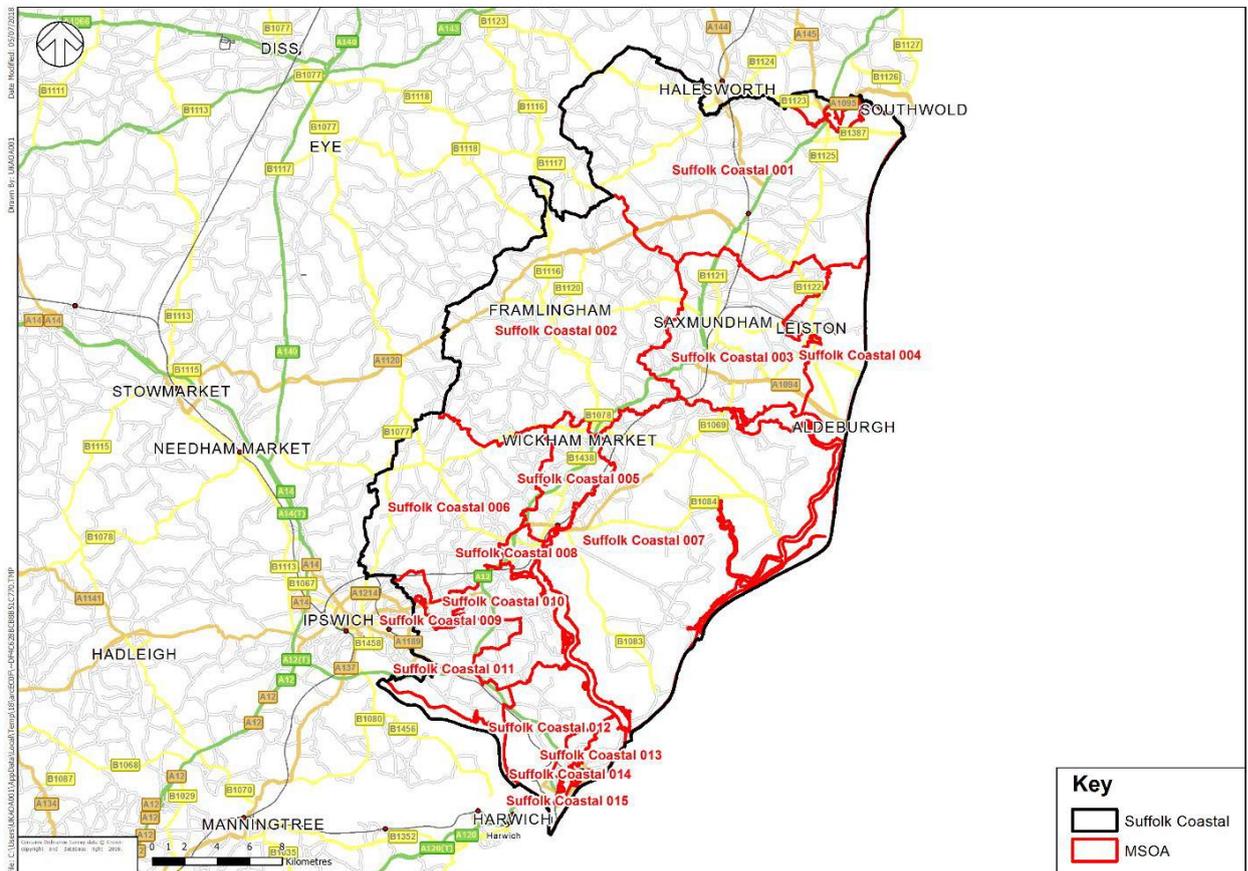
**Figure 8 – Mid Suffolk MSOA boundaries**

3.6.9. Table 16 details the residual background growth in dwelling and jobs for MSOAs in Mid Suffolk which was applied in model runs 3, 4 and 5

**Table 16 – Mid Suffolk background growth totals**

2011 Census MSOA	Core - 2016 to 2036 Dwellings	Core - 2016 to 2036 Jobs
Mid Suffolk 001	750	462
Mid Suffolk 002	835	297
Mid Suffolk 003	716	252
Mid Suffolk 004	704	247
Mid Suffolk 005	691	205
Mid Suffolk 006	891	368
Mid Suffolk 007	781	378
Mid Suffolk 008	624	207
Mid Suffolk 009	640	203
Mid Suffolk 010	1092	773

Mid Suffolk 011	715	859
Mid Suffolk 012	662	366
<b>Total</b>	<b>9101</b>	<b>4616</b>



**Figure 9 – Suffolk Coastal MSOA boundaries**

3.6.10. Table 17 details the residual background growth in dwelling and jobs for MSOAs in Suffolk Coastal which was applied in model runs 2, 4 and 5

**Table 17 – Suffolk Coastal background growth totals**

2011 Census MSOA	Core - 2016 to 2036 Dwellings	ScA - 2016 to 2036 Dwellings	ScB - 2016 to 2036 Dwellings
Suffolk Coastal 001	245	85	74
Suffolk Coastal 002	331	114	99
Suffolk Coastal 003	301	104	90
Suffolk Coastal 004	59	20	18
Suffolk Coastal 005	256	88	77

Suffolk Coastal 006	242	84	73
Suffolk Coastal 007	368	127	111
Suffolk Coastal 008	337	116	101
Suffolk Coastal 009	349	121	105
Suffolk Coastal 010	454	157	137
Suffolk Coastal 011	282	98	85
Suffolk Coastal 012	333	115	100
Suffolk Coastal 013	334	115	100
Suffolk Coastal 014	308	107	93
Suffolk Coastal 015	236	82	71
<b>Total</b>	<b>4,433</b>	<b>1,533</b>	<b>1,333</b>

### 3.7 SUMMARY OF DEVELOPMENTS MODELLED BY SCENARIO

3.7.1. Table 18 summarises the different sources of housing development input applied by LPA by scenario to enable modelling of the respective LPA Local Plan housing growth.

**Table 18 – Summary of housing growth input types by scenario<sup>5</sup>**

LPA	Scenario	Tier 1 – Specific developments	Tier 2 – Potential areas <sup>6</sup>	Tier 3 – Background growth	Total
Babergh	Core	2,694	0	6,086	8,780
Ipswich	Core	7,776	1,293	0	9,069
Mid Suffolk	Core	2,359	0	9,101	11,460
Suffolk Coastal	Core	7,557	0	4,433	11,990
Suffolk Coastal	Scenario A	9,157	1,295	1,533	11,985
Suffolk Coastal	Scenario B	9,857	800	1,333	11,990

3.7.2. Table 19 details the sources of commercial development input applied by LPA by scenario to enable modelling of the respective LPA Local Plan job growth targets.

**Table 19 – Summary of job growth input types by scenario**

LPA	Scenario	Tier 1 – Specific developments	Tier 2 – Potential areas <sup>4</sup>	Tier 3 – Background growth	Total
Babergh	Core	1,762	0	1,538	3,300
Ipswich	Core	8,650	0	8,659	17,309
Mid Suffolk	Core	1,244	0	4,616	5,860
Suffolk Coastal	Core	7,220	0	0	7,220
Suffolk Coastal	Scenario A	8,762	0	0	8,762
Suffolk Coastal	Scenario B	12,203	0	0	12,203

<sup>5</sup> Zero values in Table 18 & 19 signify development was not included according to the particular methodology related to the tier. For example, zero Tier 3 growth in Ipswich means no housing growth was applied as background growth in TEMPRO, all housing growth was related to a specific development or potential areas.

<sup>6</sup> Areas considered for growth



3.7.3. Appendix C provides a summary of the type and quantum of development inputs were included in each model run.



# 4

## **METHODOLOGY**





## 4 METHODOLOGY

### 4.1 INTRODUCTION

4.1.1. This section sets out the methodology used and assumptions made in the assessment of the various forecast model scenarios. It provides information on the following:

- Development trip generation, based on TRICS
- Background TEMPRO growth factors
- LGV and HGV traffic growth factors, based on the National Transport Model (NTM)
- Fuel and income factor adjustments
- Final matrix totals

### 4.2 DEVELOPMENT TRIP RATES

4.2.1. For the specifically modelled developments within each LPA, trip rates were generated using TRICS version 7.5.1 and applied to Tier 1 and Tier 2 developments. For larger developments, i.e. 500 dwellings / jobs or greater, which have been explicitly modelled, the trip generation within the latest Transport Assessment for the development was applied instead of the TRICS based trip rates discussed below.

4.2.2. Table 20 details the trip rates derived from selecting Town Centre sites only within TRICS. These trip rates were applied to developments in Ipswich.

**Table 20 - TRICS trip rates (Town Centre)**

Land Use Type	Metric	AM Dep (Origins)	AM Arr (Dest)	AM Two-Way	PM Dep (Origins)	PM Arr (Dest)	PM Two-way
B1 Office	per 100sqm	0.076	0.615	0.691	0.585	0.053	0.638
A1 Food Superstore	per 100sqm	1.798	2.589	4.387	3.986	3.673	7.659
C1 Hotel	per bed	0.171	0.072	0.243	0.06	0.12	0.18
D2 Theatre	per 100sqm	0	0	0	0.937	0.606	1.543
A3 Restaurant	per 100sqm	0	0	0	0.292	1.606	1.898
A4 Pub	per 100sqm	0	0	0	0.611	1.099	1.71

4.2.3. Table 21 details the TRICS trip rates which were applied to employment land uses based on excluding Town Centre sites from the filtering process within TRICS. These trip rates were applied to the relevant developments in Babergh, Mid Suffolk and Suffolk Coastal. Trip rates for land uses which do not have a Town Centre only equivalent were also applied to developments within Ipswich.

**Table 21 - TRICS trip rates (Non Town Centre)**

Land Use Type	Metric	AM Dep (Origins)	AM Arr (Dest)	AM Two-Way	PM Dep (Origins)	PM Arr (Dest)	PM Two-way
B1 Office	per 100sqm	0.169	1.679	1.848	1.52	0.133	1.653
B1 Business Park	per 100sqm	0.186	1.199	1.385	0.954	0.126	1.08
B1 Light Industry	per 100sqm	0.063	0.441	0.504	0.375	0.042	0.417

B2 General Industry	per 100sqm	0.231	0.456	0.687	0.403	0.097	0.5
B8 Warehousing (Commercial)	per 100sqm	0.053	0.136	0.189	0.124	0.037	0.161
A1 (Non Food)	per 100sqm	0.037	0.206	0.243	0.91	0.96	1.87
A1 Food Superstore	per 100sqm	2.013	2.737	4.75	5.233	5.416	10.649
A5 Fast Food	per 100sqm	6.101	6.478	12.579	9.686	8.805	18.491
C1 Hotel	per bed	0.26	0.171	0.431	0.142	0.26	0.402
D1 Primary School	per pupil	0.243	0.32	0.563	0.037	0.024	0.061
D1 Primary School	per job	1.474	1.973	3.447	0.223	0.16	0.383
D1 Secondary School	per pupil	0.086	0.13	0.216	0.028	0.014	0.042
D1 College / University	per pupil	0.015	0.055	0.07	0.027	0.012	0.039
D1 GP surgery	per 100sqm	2.281	4.285	6.566	2.636	1.865	4.501
D1 Museum	per 100sqm	0	0	0	0.278	0.333	0.611
D2 Community Centre	per 100sqm	0.107	0.376	0.483	0.264	0.264	0.528
D2 Leisure Centre	per 100sqm	0.468	0.561	1.029	1.374	1.347	2.721
D2 Leisure Centre	per ha	8.07	10.366	18.436	24.581	26.133	50.714
D2 Fitness Centre	per 100sqm	0.66	0.86	1.52	0.958	1.749	2.707
SG Car Showroom	per 100sqm	0.486	1.042	1.528	0.747	0.408	1.155
A3 Restaurant	per 100sqm	0	0	0	0.926	2.136	3.062
A4 Pub	per 100sqm	0	0	0	1.708	2.386	4.094
A1 Shopping Centre	per 100sqm	3.627	3.904	7.531	4.852	4.555	9.407

- 4.2.4. Table 22 details the residential trip rates per dwellings which were applied to housing developments. For Babergh, Mid Suffolk and Suffolk Coastal, the “non-Ipswich” residential trip rates were applied. These trip rates were based on an assumed split of 65% private housing and 35% local affordable housing. These are consistent with the split of housing types applied to residential trip rates in modelling previously undertaken by WSP to support the Waveney Local Plan. This residential trip rate methodology was specifically agreed with Babergh, Mid Suffolk and Suffolk Coastal
- 4.2.5. Trip rates for Ipswich were based on a split of 78% private housing, 22% local affordable housing. This is consistent with IBC’s adopted Local Plan position in policies CS10 and CS12. A further reduction of 10% was

applied in agreement with SCC and IBC to reflect the greater likelihood of residents in Ipswich opting to use non-car modes of transport to travel.

**Table 22 - TRICS trip rates (Residential)**

Land Use Type	Metric	AM Dep (Origins)	AM Arr (Dest)	AM Two-Way	PM Dep (Origins)	PM Arr (Dest)	PM Two-way
Residential (non Ipswich Borough)	Per dwelling	0.3436	0.1454	0.489	0.19395	0.3071	0.50105
Residential (Ipswich Borough)	Per dwelling	0.319	0.128	0.447	0.150	0.280	0.431

4.2.6. Appendix D provides details of the trip generation for each development included in the scenarios.

## 4.3 TEMPRO GROWTH FACTORS

4.3.1. TEMPRO growth factors were applied at a district level within Suffolk. For external zones outside of Suffolk, a growth rate was based on the East of England (excluding Suffolk). The growth factors were derived from the latest version of TEMPRO, version 7.2. A comparison of TEMPRO growth factors and the adjusted background growth factors applied in the various model runs discussed in this report is detailed in Table 23 for the AM peak.

**Table 23 – AM Peak TEMPRO growth factors – 2016 to 2036**

Area	AM Origin	AM Dest	Run 2 - AM Origin	Run 2 - AM Dest	Run 3 - AM Origin	Run 3 - AM Dest	Run 4 - AM Origin	Run 4 - AM Dest	Run 5 - AM Origin	Run 5 - AM Dest
East of England	1.1821	1.1883	1.1821	1.1883	1.1821	1.1883	1.1821	1.1883	1.1821	1.1883
Babergh	1.0358	1.1631	1.0358	1.1631	1.0534	1.1332	1.0534	1.1332	1.0534	1.1332
Forest Heath	1.2151	1.2035	1.2151	1.2035	1.2151	1.2035	1.2151	1.2035	1.2151	1.2035
Ipswich	1.2036	1.1884	1.0485	1.2013	1.2036	1.1884	1.0485	1.2013	1.0485	1.2013
Mid Suffolk	1.0397	1.1567	1.0397	1.1567	1.1024	1.1909	1.1024	1.1909	1.1024	1.1909
St. Edmunds bury	1.1790	1.1953	1.179	1.1953	1.179	1.1953	1.179	1.1953	1.179	1.1953
Suffolk Coastal	1.1207	1.1746	1.0023	1.0883	1.1207	1.1746	0.9655	1.0826	0.9629	1.0822
Waveney	1.1248	1.1816	1.0052	1.1629	1.1248	1.1816	1.0052	1.1629	1.0052	1.1629



4.3.2. TEMPRO growth factors and the adjusted growth factors applied in the Local Plan modelling by model run are detailed in Table 24 for the PM peak.

**Table 24 – PM Peak TEMPRO growth factors – 2016 to 2036**

Area	PM Origin	PM Dest	Run 2 - PM Origin	Run 2 - PM Dest	Run 3 - PM Origin	Run 3 - PM Dest	Run 4 - PM Origin	Run 4 - PM Dest	Run 5 - PM Origin	Run 5 - PM Dest
East of England	1.1910	1.1879	1.191	1.1879	1.191	1.1879	1.191	1.1879	1.191	1.1879
Babergh	1.1389	1.0585	1.1389	1.0585	1.1213	1.071	1.1213	1.071	1.1213	1.071
Forest Heath	1.2123	1.2185	1.2123	1.2185	1.2123	1.2185	1.2123	1.2185	1.2123	1.2185
Ipswich	1.1888	1.1971	1.1629	1.0642	1.1888	1.1971	1.1629	1.0642	1.1629	1.0642
Mid Suffolk	1.1355	1.0604	1.1355	1.0604	1.1776	1.1211	1.1776	1.1211	1.1776	1.1211
St. Edmunds bury	1.1947	1.1839	1.1947	1.1839	1.1947	1.1839	1.1947	1.1839	1.1947	1.1839
Suffolk Coastal	1.1690	1.1366	1.0743	1.0217	1.169	1.1366	1.0611	0.9889	1.0602	0.9867
Waveney	1.1690	1.1326	1.1251	1.0253	1.169	1.1326	1.1251	1.0253	1.1251	1.0253

## 4.4 NATIONAL TRANSPORT MODEL (NTM) GROWTH FACTORS

4.4.1. Traffic growth for Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) were calculated based on the 2015 Road Traffic Forecasts derived from the National Transport Model (NTM), following the guidance within WebTAG Unit M.4, para 7.3.18. This provides road traffic forecasts by different vehicle types. Factors were available by region, with the East of England factors derived and extrapolated to create growth factors between 2016 and 2036.

4.4.2. Table 25 details the LGV and HGV factors which were applied to the 2016 base year matrices to generate 2036 LGV and HGV matrices.

**Table 25 - NTM Growth Factors – 2016 to 2036**

Area	LGV Factor	HGV Factor
East of England	1.566	1.254

## 4.5 FUEL AND INCOME FACTOR ADJUSTMENTS

- 4.5.1. Given the forecasting detailed in this report is a highway only assessment, guidance in WebTAG Unit M4 – Forecasting and Uncertainty (May 2018) has been followed. Paragraph 7.4.13 stipulates for highway only assessments that the car matrix should be multiplied by two factors, based on growth in income and fuel. The latest version May 2018 version of the WebTAG databook was used as the basis for the fuel and income factors
- 4.5.2. Table 26 shows the combined fuel and income factors which were applied to the car user classes.

**Table 26 - Fuel and Income Factor Adjustments – 2016 to 2036**

Time Period	Fuel Factor	Income Factor	Combined Factor
2016 to 2036	1.037	1.023	1.059

## 4.6 MATRIX DEVELOPMENT

- 4.6.1. Table 27 compares the matrix totals in Passenger Car Units (PCUs) for each of the scenarios in the AM peak, and makes a comparison to the 2016 base year matrix.

**Table 27 - 2036 scenario matrix total comparisons – AM peak**

Scenario	Base Year (AM 2016) - PCUs	Background Growth (AM 2036) - PCUs	Modelled Development Trips (AM 2036) - PCUs	Final Matrix Total (AM 2036) - PCUs	Difference BY vs FY (AM 2036) - PCUs
2	138,434	32,442	15,226	186,102	34.4%
3	138,434	37,079	3,586	179,099	29.4%
4	138,434	32,614	21,023	192,071	38.7%
5	138,434	32,586	22,615	193,635	39.9%

- 4.6.2. Table 28 compares the matrix totals for each of the scenarios in the PM peak, and makes a comparison to the 2016 base year matrix.

**Table 28 - 2036 scenario matrix total comparisons – PM peak**

Scenario	Base Year (PM 2016) - PCUs	Background Growth (PM 2036) - PCUs	Modelled Development Trips (PM 2036) - PCUs	Final Matrix Total (PM 2036) - PCUs	Difference BY vs FY (PM 2036) - PCUs
2	137,332	31,301	15,907	184,540	34.4%
3	137,332	36,410	3,469	177,211	29.0%
4	137,332	31,467	21,355	190,154	38.5%
5	137,332	31,441	22,636	191,409	39.4%

- 4.6.3. Tables in Appendix E provide a breakdown of the increase in matrix totals by vehicle user class.

## 4.7 SATURN VERSION

- 4.7.1. SATURN version 11.3.12W, the latest version available to WSP was used for assigning the 2036 forecast matrices as described above and is consistent with the version used in the building of the SCTM.
- 4.7.2. Assignment of traffic means the forecast traffic matrix demand defined as a series of zone origin-destination pairs was applied to the traffic model network. The SATURN software then routes the traffic within the matrix on the basis of the balance of delays and travel costs which the traffic faces when traversing the network to produce a final assignment of traffic flows by link.

## 4.8 GENERALISED COST PARAMETERS

- 4.8.1. Generalised costs have been defined by peak for a forecast year of 2036.
- 4.8.2. Generalised cost is defined in keeping with the guidance in section 2.8 of WebTAG Unit M3.1, and is as follows:

$$\text{Generalised cost} = \text{Time} + \left( \frac{\text{Vehicle operating cost}}{\text{value of time}} \right) \text{Distance}$$

- 4.8.3. Value of time is calculated in pence per minute (PPM) and vehicle operating cost is calculated in pence per kilometre (PPK). The adopted parameters were calculated from the TAG databook published in July 2017, as this is the version used for the validation and calibration of the SCTM 2016 base year model.
- 4.8.4. The parameters adopted are shown in Appendix F. For the HGV class, manual classified count data (2016) was used to determine the split of vehicles which could be classified as OGV1 and OGV2 by peak hour. This split was used to calculate average generalised cost parameters for HGVs.



# 5

## NEXT STEPS





## 5 NEXT STEPS

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### 5.1 INTRODUCTION

- 5.1.1. The SATURN based Highway Assignment Model (HAM) within the Suffolk County Transport Model (SCTM) has been used to assess the forecast growth in housing and jobs. The SCTM has been updated and validated for a base year of 2016 to ensure it provides a suitable basis from which to generate 2036 traffic forecasts.

### 5.2 MODEL RUNS AND REPORTING

- 5.2.1. The following forecast model runs have been undertaken
- Model Run 2 - to test a core set of development assumptions in Suffolk Coastal and Ipswich
  - Model Run 3 - to test a core set of development assumptions in Babergh and Mid Suffolk
  - Model Run 4 - to test a scenario of additional development beyond the core assumptions in Suffolk Coastal
  - Model Run 5 - to test a further alternative scenario of additional development beyond the core assumptions in Suffolk Coastal
- 5.2.2. Results from the Local Plan modelling described in this report are contained within the following documents:
- Forecasting Report Volume 1 – Suffolk Coastal and Ipswich (August 2018) provides details of the locations within Suffolk Coastal and Ipswich which show potential congestion issues because of the traffic growth described in this report
  - Forecasting Report Volume 2 – Babergh and Mid Suffolk (tbc) outlines the junctions within Babergh and Mid Suffolk which show potential congestion issues because of the traffic growth described in this report.

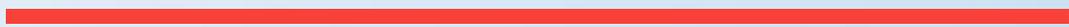
### 5.3 NEXT STEPS

- 5.3.1. The modelling detailed within this report is considered to be a robust basis which enables each of the LPAs to be able to test the transport impacts of potential options for housing and job growth within their respective Local Plans.
- 5.3.2. The SCTM will be updated in future with the local plan assumptions for neighbouring authorities and to test any specific site allocations within Ipswich.
- 5.3.3. It is therefore recommended that this assessment is updated, including to incorporate any assessments that have been carried out for neighbouring authorities, and that mitigation proposals identified in the studies are included to confirm the extent of any mitigation required. The impact of specific local plan allocations will be assessed within the model to identify those areas of mitigation that will be required by developers to mitigate impacts.



# Appendix A

## DEVELOPMENT SITES



Unique Ref	Site Code	Location	Employment Type	Final Site Area (sqm) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
BDC_1	DC1702751/OU	Land South East Of Barrow Hill, Acton, CO10 0AS		0	0	100
BDC_2	DC1706170/RE	Land North Of The Halls, The Street, Assington, CO10 5LH		0	0	10
BDC_3	B1700033/FUL	Oakesh, Capel Road, Bentley, IP9 2DW		0	0	16
BDC_4	B15/01433/OUT	Land East of Artes Close and, Rotherham Road Bldeston		0	0	48
BDC_5a	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL		0	0	240
BDC_6	B16/01493/OPD	Brianna House, Factory Lane, Brantham, CO11 1NH		0	0	21
BDC_7	B15/01737/FUL	Land North of Wynyddys, Brantham Hill, Brantham		0	0	13
BDC_8	B17/00122/FUL	Land North And West Of Capel Community Church, Days Road		0	0	97
BDC_9	B16/00802/FUL	Football Ground North East of Elm Lane, Copdock & Washbrook		0	0	15
BDC_10a	B15/00673/FUL	Land North West Of, Moores Lane, East Bergholt		0	0	144
BDC_11	B16/01692/OUT	Land East Of The Coretable Country Medical Centre, Heath Road, East Bergholt		0	0	75
BDC_12	B17/01014/RES	Silk Factory, Chequers Lane (Reserved Matters for PP: B/14/00463/OUT)		0	0	10
BDC_13	B16/00760/FUL	Former Brett Works And 109 High Street, Hadleigh, IP7 5EJ		0	0	66
BDC_14	B16/00903/FUL	Land North of Castle Road, Hadleigh		0	0	14
BDC_15	DC1703982/OU	Land To The East Of Duke Street And North Of Red House Cottages, Hintlesham		0	0	25
BDC_16	B16/00437/OUT	Land Off Norman Way, Lavenham		0	0	25
BDC_17	DC1703100/OU	Land South Of Howlett Of Lavenham, Melford Road, Lavenham		0	0	25
BDC_18	DC17/04024/FUL	Land Adjacent To Bear's Lane, Lavenham		0	0	24
BDC_19	B16/01598/FUL	Former Highways Depot, Melford Road, Lavenham		0	0	18
BDC_20	B16/01581/RES	Land N of Rogers Lane, Roodridge Hill (Southgate Prop. Ltd) (Planning Permission: B/15/00180/OUT)		0	0	77
BDC_21	B16/00777/FUL	Land On The South Side Of, Bull Lane, Long Melford		0	0	71
BDC_22	B16/01718/OUT	Former Monks Eleigh Controlled School, Churchfield, Monks Eleigh, Colchester, IP7 7JH		0	0	17
BDC_23	B16/01038/FUL	Red House Farm, Sudbury Road, Newton, CO10 0QH (B/17/01105/FUL also granted for 6 dwlgs 28/07/17)		0	0	10
BDC_24	B14/01377/OUT	Belstead House, Sprites Lane, Pinewood, IP8 3NA		0	0	155
BDC_25	B16/01216/RES	Land south of Sproughton VC, Primary School, Church Lane (Submission of details OPP B/11/00745/OUT)		0	0	30
BDC_26	B16/01469/OPD	Geest House, Hadleigh Rd, IP8 3AS (B/14/00826/OPD also refs. See also Non-Res record)		0	0	15
BDC_27a	B15/01718/OUT	Chilton Woods Mixed Use Development Land North Of Woodhall Business Park, Sudbury		0	0	575
BDC_28	DC1704326/RE	Land east of Bulmer Road, Sudbury (Reserved Matters for PP: B/13/00917/OUT)		0	0	43
BDC_29	DC1704796/OP	Sully House, North Street, Sudbury, CO10 1RE (Revised Scheme from: B/17/00506/OPD)		0	0	39
BDC_30	B17/02033/FUL	Crown Building, Newton Road, Sudbury, CO10 2RL		0	0	20
BDC_31	B16/01670/FUL	Easterns, 31 Station Road, Sudbury, CO10 2SS		0	0	15
BDC_32	DC17/02664/FUL	Albert E Webb And Son, Acton Place Industrial Estate, Acton	B1a_1	214	17	0
BDC_5b	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	A1_1	288	3	0
BDC_5c	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	A3	288	16	0
BDC_5d	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	A4	288	16	0
BDC_5e	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	A5	288	16	0
BDC_5f	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	B1a_1	8187	655	0
BDC_5g	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	B1c_B2	16752	390	0
BDC_5h	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	B1c_B2	16372	381	0
BDC_5i	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	B8_av	12812	184	0
BDC_5j	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	D1	288	8	0
BDC_33	B17/00441/FUL	Former Wardle Storeys, Factory Lane, Brantham	B8_2	4507	61	0
BDC_34	B16/00755/FUL	Hill Farm House, Lavenham Road, Brem Eleigh, CO10 9PB	D2	20	3	0
BDC_10b	B15/00677/FUL	Land North West Of, Moores Lane, East Bergholt	B1b_1	360	11	0
MSDC_1	M/3270/16/OUT	Land adjacent W yverstone Road (opposite School)		0	0	64
MSDC_2	M/0764/15/OUT	Land West of Broad Road		0	0	47
MSDC_3	M/4070/16/FUL	Land adj to Donaghs Back Lane		0	0	17
MSDC_4	M/0191/17/FUL	Land near of De Sauniers Drive		0	0	23
MSDC_5	M/0928/17/FUL	Land at Norwich Road, adjacent to Henry VIII Farmhouse)		0	0	10
MSDC_6	M/0156/17/REM	Land adjacent to Bramford Playing Field, The Street		0	0	130
MSDC_7	M/2700/12/OUT	Former Scotts/Fisons site Paper Mill Lane Hybrid Application ref. used twice for OL and Full		0	0	98
MSDC_8	M/2700/12/OUT	Former Scotts/Fisons site Paper Mill Lane Hybrid Application ref. used twice for Full and Outline		0	0	74
MSDC_9	M/0450/17/OUT	Bypass Nursery and ramford Road		0	0	20
MSDC_10	M/1492/15/FUL	Land W of Farmers Rd, Edgecomb Park, Hybrid App (Phase 1)		0	0	44
MSDC_11	M/4188/15/OUT	J. Brehney Contractors Ltd, Flordon Road		0	0	52
MSDC_12	M/4911/16/OUT	Land adjacent to Wetherden Road		0	0	240
MSDC_13	M/2818/15/REM	Former Gammans/Harris Factory, St. Edmund Drive		0	0	170
MSDC_14	M/3489/16/OUT	Land East of Botley Crescent		0	0	65
MSDC_15	M/3563/15/OUT	Land South of Eye Airfield Castleton Way		0	0	280
MSDC_16	M/4419/16/OUT	Land and buildings at Red House Farm, Priory Road		0	0	28
MSDC_17	M/2022/16/OUT	Land on West side of Stowmarket Road		0	0	130
MSDC_18	DC17/04375/FUL	Land adjacent to Mill Road (south side of 13 Noyes Avenue)		0	0	12
MSDC_19	M/3642/16/OUT	Land on west side of Bickers Hill Road		0	0	10
MSDC_20	M/5013/16/OUT	Land at Bullocks Farm, Earlsford Road		0	0	10
MSDC_21	M/2211/16/REM	SR Warehousing Site, Old Station Rd		0	0	43
MSDC_22	M/4242/16/OUT	Land to North West of Measn Court (known as Old Engine Meadow)		0	0	28
MSDC_23	M/3679/13/OUT	Land W of Anderson Close, Hill House Lane		0	0	37
MSDC_24	M/2452/14/FUL	Land at Red W/llows Ind Estate, Finborough Rd		0	0	11
MSDC_25	M/4195/15/FUL	Land south east of Lion Road		0	0	21
MSDC_26	DC17/02657/OU	Land at Rectory Hill		0	0	10
MSDC_27	M/2739/16/OUT	Land to the rear of Willowmere Garden House Lane		0	0	10
MSDC_28	M/4847/16/OUT	Green Farm, Crowfield Road		0	0	10
MSDC_29	M/1709/16/FUL	Phase 6C Cedars Park (Final Phase), Nth of Wagtail Drive & Sth of Stowupland Rd		0	0	26
MSDC_30	M/4556/16/FUL	Phase 3D Cedars Park and South of Gun Cotton Way		0	0	48
MSDC_31	M/1789/16/FUL	Wade House (Former Care Home) Violet Hill Road		0	0	38
MSDC_32	DC17/06154/FUL	115 Ipswich Street, Jubers Night Club, 111 Ipswich Street		0	0	25
MSDC_33	DC17/02755/RE	Land between Gipping Road and Church Road		0	0	75
MSDC_34	M/0117/17/FUL	Land at Church Road		0	0	10
MSDC_35	M/4714/16/FUL	Kerrison Conference & Training Centre, Stoke Ash Road		0	0	28
MSDC_36	M/5019/16/OUT	Land on the North side of Norton Road		0	0	200
MSDC_37	M/5019/16/OUT	Land to the south of Norton Road		0	0	175
MSDC_38	M/4974/16/FUL	Land east of Norton Road south of Fiddlers Creek, north of Testock Village Hall		0	0	14
MSDC_39	M/2982/15/FUL	Whitton Park Retirement Home, Thurleston Lane		0	0	19
MSDC_40	M/2480/16/FUL	Land south of Bury Road		0	0	12
MSDC_41	DC17/05177/FUL	White's Fruit Farm, Helmingham Road,	B1c_B2	612	14	0
MSDC_42	DC17/02355/FU	Grove Farm, The Common	B1c_B2	4502	105	0
MSDC_43	DC17/04785/FUL	Brome Triangle, Norwich Road	B1_av	2445	91	0
MSDC_44	M/4710/16/FUL	Land at Paper Mill Lane	B1c_B2	1454	20	0
MSDC_45a	M/2351/16/OUT	Land at Blackacre Hill, Bramford Road	B1a_2	4400	300	0
MSDC_45b	M/2351/16/OUT	Land at Blackacre Hill, Bramford Road	B8_2	58500	300	0
MSDC_46	M/1775/16/FUL	The Grange, Hinderley Road	B1a_1	719	58	0
MSDC_47	M/0019/17/FUL	Land south of Gun Cotton Way	B1_av	5643	160	0
MSDC_48	M/3333/16/FUL	Hopground House, Bury Road	A2	83	2	0
MSDC_49	M/0093/17/FUL	Brookfields Business Park, Old Stowmarket Road	B1_av	716	27	0
MSDC_50	M/4782/16/FUL	BUK Utilities, Unit 23, Windmill Avenue, Woolpit Business Park	B1a_1	2122	169	0
BDC_5k	B15/00263/FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL		0	0	80
BDC_27b	B15/01718/OUT	Chilton Woods Mixed Use Development Land North Of Woodhall Business Park, Sudbury		0	0	575

Appendix A - Ipswich "Core" development assumptions

Total Jobs 8,650  
Total Dwellings 9,069

SCTM Lookup	BC Ref	Address	Land Use	Final Site Area (sqm) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
IBC 2	19	Replaces 05/00819 and 1/100432 from previous version - Griffin Wharf, Bath Street	Residential		0	113
IBC 3	19	Development Sites (Former Cranfields) College Street Ipswich	Residential		0	167
IBC 4a	21	Pauls Mall Ltd Key Street Ipswich	Residential		0	149
IBC 4b	21	Pauls Mall Ltd Key Street Ipswich	A1	5000	56	0
IBC 6	23	Havhill Phase 2b, Allotments Havhill Road Ipswich Suffolk	Residential		0	22
IBC 8	24	Area S&I, Ravenswood Nacton Road Ipswich Suffolk	Residential		0	93
IBC 9	30	Ravenswood U V W	Residential		0	94
IBC 10	32	Russet Road/Woodbridge Road	Residential		0	39
IBC 11	33	Europa Way	Residential		0	84
IBC 13	35	Burtons College Street	Residential		0	125
IBC 14	36	Bridge Street, Northern Quays (west)	Residential		0	48
IBC 16	0	Ipswich Garden Suburb Fonnereau (West of Westerfield Rd)	Residential		0	815
IBC 17	0	Ipswich Garden Suburb Henley Gate (North of railway line)	Residential		0	1110
IBC 18	0	Ipswich Garden Suburb Reed House Farm (East of Westerfield Road)	Residential		0	1327
IBC 19	41	Bus Depot, Sir All Ramsey Way	Residential		0	48
IBC 20	42	Tools Bakery/King George V Playing Field	Residential		0	159
IBC 21	43	Co-op Warehouse, Paul's Road	Residential		0	28
IBC 22	44	Felstowe Road	Residential		0	150
IBC 23	45	Smart Street/Foundation Street	Residential		0	50
IBC 24	46	Peter's Ice Cream etc, Grimwade Street	Residential		0	29
IBC 25	47	Opposite 674-734 Bramford Road	Residential		0	51
IBC 26	48	Land at Bramford Road (Stock's site)	Residential		0	46
IBC 27	49	Island Site	Residential		0	271
IBC 28	50	Land between Vernon Street and Stoke Quay (west)	Residential		0	43
IBC 29	51	Commercial Bldgs & Jewish Burial Ground, Star Lane	Residential		0	50
IBC 30	52	Mint Quarter	Residential		0	72
IBC 31	53	Land between Lower Orwell Street and Star Lane	Residential		0	23
IBC 32	54	Land between Old Cattle Market and Star Lane	Residential		0	94
IBC 33	55	Elton Park Industrial Estate	Residential		0	105
IBC 34	56	Lavenham Road	Residential		0	30
IBC 35	57	240 Wheatstar Road	Residential		0	27
IBC 36	58	Transco, south of Patteson Road	Residential		0	51
IBC 37	59	St Clement's Hospital Grounds, Foxhall Road	Residential		0	227
IBC 38	60	South of Felaw Street	Residential		0	33
IBC 39	61	Sic, Colgate Street	Residential		0	48
IBC 40	63	Helena Road	Residential		0	540
IBC 41	0	West End Road Surface Car Park	Residential		0	22
IBC 42	0	Burrill Road	Residential		0	20
IBC 43	0	Land at Commercial Road	Residential		0	258
IBC 44	0	Waterworks Street	Residential		0	23
IBC 45	0	Car Park, Handford Road East	Residential		0	20
IBC 46	0	Land between Cliff Quay and Landseer Road	Residential		0	222
IBC 47	0	IP036I	Residential		0	50
IBC 48	IP045	Holywells Road West / Toller Road	Residential		0	92
IBC 49	IP028b	Land West of Greyfriars Road (Jewsons)	Residential		0	54
IBC 50	IP064	Holywells Road East	Residential		0	87
IBC 52	IP042	Land at Duke Street	Residential		0	44
IBC 53	IP066	JJ Wilson Elm Street	Residential		0	18
IBC 56	IP060	Land West of New Cut	Residential		0	125
IBC 57	IP044	Land South of Mather Way	Residential		0	125
IBC 58	IP014	Orwell Church	Residential		0	40
IBC 59	0	Victoria Nurses, Westerfield Road	Residential		0	12
IBC 60	0	Lower Orwell Street	Residential		0	14
IBC 61	0	County Hall, St Helen's Street	Residential		0	16
IBC 62	0	79 Cowdall Hall Road	Residential		0	16
IBC 63	0	J A Wyard Depot, Beaconsfield Road	Residential		0	15
IBC 64	0	The Drift, Woodbridge Road	Residential		0	13
IBC 66	0	112-116 Bramford Road	Residential		0	14
IBC 67	0	Waterford Road	Residential		0	12
IBC 68	0	Sports Club, Henley Road	Residential		0	30
IBC 69	0	Observation Court, Princes Street	Residential		0	25
IBC 70	0	25 Grimwade Street, Club and car park, Rope Walk	Residential		0	12
IBC 71	11/00446/FUL	5 Cavendish Street Ipswich Suffolk	B2	672	13	0
IBC 72a	CS13(A)	Futura Park (B2 land use)	B2	4340	101	0
IBC 72b	CS13(B)	Futura Park (B8 land use)	B8	12950	175	0
IBC 73	CS14	Futura Park	Car Showroom	2331	131	0
IBC 74	IP004	Bus Depot, Sir All Ramsey Way	B1a	2568	205	0
IBC 75	IP011b	Smart Street/Foundation Street	B2	662	53	0
IBC 76	IP015	West End Road Surface Car Park	Offices B1a use	976	78	0
IBC 78a	IP035(A)	Key Street/Star Lane/Burtons Site (B1a land use)	B1a	259	21	0
IBC 78b	IP035(B)	Key Street/Star Lane/Burtons Site (A3 land use)	A3	500	37	0
IBC 79	IP040	Civic Centre at Civic Triangle	Retail A1	15000	531	0
IBC 80	IP043	Commercial Bldgs & Jewish Burial Ground, Star Lane	Employment B1 uses	672	54	0
IBC 81a	IP061(A)	Old Cattle Market site, Portman Road (South) (B1a business park)	B1a serviced business centre and business park	7072	674	0
IBC 81b	IP061(B)	Old Cattle Market site, Portman Road (South) (B1a call centre)	B1a call centre	7072	884	0
IBC 81c	IP061(C)	Old Cattle Market site, Portman Road (South) (A3 land use)	A3	4423	216	0
IBC 82	IP052	Land between Lower Orwell Street and Star Lane	B1c	1000	31	0
IBC 83	IP064	Land between Old Cattle Market and Star Lane	B1a General Office	1928	154	0
IBC 84	IP058	Raeburn Road South/Sandy Hill Lane	B8	20370	313	0
IBC 85	IP067	Former British Energy Site, Cliff Quay	B1b small business units - adjacent to office and res	4123	32	0
IBC 86	IP094	Rear of Grafton House, Russell Road	B1a	3000	198	0
IBC 87	IP099	Part former Volvo site, Raeburn Road South	B8	8050	124	0
IBC 88a	IP140(A)	Land north of Whitton Lane	B1a call centre	2772	347	0
IBC 88b	IP140(B)	Land north of Whitton Lane	B1a small business units	11508	108	0
IBC 88c	IP140(C)	Land north of Whitton Lane	B8	11508	164	0
IBC 88d	IP140(D)	Land north of Whitton Lane	B1a	1850	148	0
IBC 89a	IP146(A)	Ransomes Europark (east)/Land around Makro (B1a land use)	B1a serviced business centre and business park	27116	202	0
IBC 89b	IP146(B)	Ransomes Europark (east)/Land around Makro (B2 land use)	B2	9237.4	216	0
IBC 90	IP147	Land between railway junction and Hadleigh Road	B8	16450	253	0
IBC 91a	IP152(A)	Airport Farm Kennels, north of A14 (B1b land use)	B1b Science park and small business units	17688	553	0
IBC 91b	IP152(B)	Airport Farm Kennels, north of A14 (B8 land use)	B8 Large Scale subject to access issues being resolv	12897.5	174	0
IBC 92a	IP047	Land at Commercial Road	A1	1613	93	0
IBC 92b	IP047	Land at Commercial Road	C1	60	20	0
IBC 92c	IP047	Land at Commercial Road	D2	1928	30	0
IBC 92d	IP047	Land at Commercial Road	B2	675	16	0
IBC 93	IP049	North of Lower Orwell Quay	B1	2508	201	0
IBC 94	IP005	Former Tools Bakery, Old Norwich Road	Health Centre element of housing allocation	390	25	0
IBC 95	IP258	Land at UCS	Primary School	0	19	0
IBC 96a	IP037(A)	Island site (B1a business park land use)	B1a serviced business centre and business park	3852.8	367	0
IBC 96b	IP037(B)	Island site (B1b Science park and small business units)	B1b Science park and small business units	2889.6	90	0
IBC 96c	IP037(C)	Island site (B1b High Tech R & D)	B1b High Tech R & D	2889.6	116	0
IBC 96d	IP037(D)	Island site (A3 land use)	A3	3010	33	0
IBC 97a	IP132	Former St Peters Warehouse (A1 land use)	A1	0	14	0
IBC 97b	IP132	Former St Peters Warehouse (B1a land use)	B1a	173	14	0
IBC 98a	0	Land between Cliff Quay and Landseer Road	B1 Shops	410	22	0
IBC 98b	0	Land between Cliff Quay and Landseer Road	A3 Restaurant	796	44	0
IBC 98c	0	Land between Cliff Quay and Landseer Road	B1 Office	1602	128	0
IBC 98d	0	Land between Cliff Quay and Landseer Road	A2	414	26	0
IBC 98e	0	Land between Cliff Quay and Landseer Road	D2 gym	5128	79	0
IBC 98f	0	Land between Cliff Quay and Landseer Road	A4 nightclub	180	10	0
IBC 99	IP136	IP136	B1a	200	17	0
IBC 143	14/00940/FUL	East Suffolk Family Health, St Clements Hospital, Foxhall Road	B1c	875	70	0
IBC 144a	0	Cranfields, College Street (Hotel)	C1 Hotel	81	217	0
IBC 144b	0	Cranfields, College Street (A1)	A1	3840	43	0
IBC 145a	0	Regatta Quay, Key Street (D2 Gym land use)	D2 Gym	500	8	0
IBC 145b	0	Regatta Quay, Key Street (A3 Restaurant)	A3 Restaurant	1000	57	0
IBC 145c	0	Regatta Quay, Key Street (B1 Office)	B1 Office	500	40	0
IBC 145d	0	Regatta Quay, Key Street (D2 Theatre)	D2 Theatre	1000	28	0
IBC 146	0	Land at Duke Street	A1	38	2	0
IBC 147	0	South of Felaw Street	A1	1537	88	0
IBC 148a	0	Land between Cliff Quay and Landseer Road (D1 Museum)	D1	3232	90	0
IBC 148b	0	Land between Cliff Quay and Landseer Road (B1 / B8 land use)	B1 / B8	1602	37	0
IBC 148c	0	Land between Cliff Quay and Landseer Road (A1 land use)	A1	410	5	0
IBC 148d	0	Land between Cliff Quay and Landseer Road (A3 land use)	A3	188	11	0
IBC 148e	0	Land between Cliff Quay and Landseer Road (D2 Health Club)	D2	1004	15	0
IBC 149	0	Europa Way/Sproughton Road	A1	1728	19	0
IBC 150	0	25 Grimwade Street, Club and car park, Rope Walk	B1a	370	30	0
IBC 151	0	32 Foxall Road	Car Showroom	1000	23	0
IBC 152	0	The Mallway, Princes Street IP1 1SB	B1	3863	228	0
IBC 153a	0	38 - 40 White House Road Ipswich Suffolk (B8 land use)	B8	2219	34	0
IBC 153b	0	38 - 40 White House Road Ipswich Suffolk (A1 land use)	A1	111	6	0
IBC 154	0	Amenity Land Adjacent To 7 Wentworth Road	B	2673	30	0
IBC 155	0	Land adjacent to 30 Vihartedde Road	B1	172	10	0
IBC 156	0	Heavy Goods Vehicle Testing Station, Holbrook Road IP3 0JE	B8	571	20	0
IBC 157	0	North West Ipswich broad area	Residential		0	268
IBC 158	0	North West Ipswich broad area	Residential		0	150
IBC 159	0	North East Ipswich broad area	Residential		0	375
IBC 160	0	South East Ipswich broad area	Residential		0	500
IBC 161	0	Europa Way/Sproughton Road	Residential		0	18

Appendix A - Suffolk Coastal 'Core' development assumptions

Total Jobs 7,220  
Total Dwellings 7,557

Unique Ref	Site Code	Location	Employment Type	Final Site Area (sqm) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
SCDC 2a	E3	Land at Carr Road/Langer Road, Felixstowe	B1	378	11	NA
SCDC 2b	E3	Land at Carr Road/Langer Road, Felixstowe	B1	378	11	NA
SCDC 2c	E3	Land at Carr Road/Langer Road, Felixstowe	B1	378	11	NA
SCDC 4a	E5	Ransomes, Nacton Heath (Lorry Park access)	B1/B2/B8	50383	1504	NA
SCDC 4b	E5	Ransomes, Nacton Heath (Industrial Estate access)	B1/B2/B8	16794	501	NA
SCDC 5a	E6	Silverica Green, Parham	B1	1322	39	NA
SCDC 5b	E6	Silverica Green, Parham	B1	1322	39	NA
SCDC 6a	E7	Former airfield, Parham	B1	2294	69	NA
SCDC 6b	E7	Former airfield, Parham	B2	2267	68	NA
SCDC 7a	E10	Carlton Park, Main Road, Kelsale cum Carlton	B1	1673	50	NA
SCDC 7b	E10	Carlton Park, Main Road, Kelsale cum Carlton	B1	1673	50	NA
SCDC 7c	E10	Carlton Park, Main Road, Kelsale cum Carlton	B2	1646	49	NA
SCDC 7d	E10	Carlton Park, Main Road, Kelsale cum Carlton	B8	1646	49	NA
SCDC 8a	FRAM11	Station Road East, Framlingham	B1	379	11	NA
SCDC 8b	FRAM11	Station Road East, Framlingham	B1	351	10	NA
SCDC 8c	FRAM11	Station Road East, Framlingham	B2	351	10	NA
SCDC 8d	FRAM11	Woodbridge Road, Framlingham	B1	972	29	NA
SCDC 8e	FRAM11	Woodbridge Road, Framlingham	B1	972	29	NA
SCDC 8f	FRAM11	Woodbridge Road, Framlingham	B2	972	29	NA
SCDC 11a	FRAM27	Land off Woodbridge Road, Framlingham	B employment (B1)	2510	201	0
SCDC 11b	FRAM27	Land off Woodbridge Road, Framlingham	B employment (B1)	2510	53	0
SCDC 11c	FRAM27	Land off Woodbridge Road, Framlingham	B employment (B2)	2483	58	0
SCDC 11d	FRAM27	Land off Woodbridge Road, Framlingham	B employment (B8)	2483	38	0
SCDC 12a	BMP1	Masterford Industrial Estate, Leiston	B1	864	20	0
SCDC 12b	BMP1	Masterford Industrial Estate, Leiston	B8	837	19	0
SCDC 12c	BMP1	Masterford Industrial Estate, Leiston	B8	837	13	0
SCDC 13a	BMP1	Eastfands Industrial Estate, Leiston	B1	891	21	0
SCDC 13b	BMP1	Eastfands Industrial Estate, Leiston	B2	891	21	0
SCDC 13c	BMP1	Eastfands Industrial Estate, Leiston	B8	891	14	0
SCDC 14	AP216	Marlesham Heath Hi Tech Cluster, Marlesham	B1/B2/B8	1838	42	0
SCDC 15a	AP216	Marlesham Heath Business Park, Marlesham	B1	864	20	0
SCDC 15b	AP216	Marlesham Heath Business Park, Marlesham	B2	864	20	0
SCDC 15c	AP216	Marlesham Heath Business Park, Marlesham	B8	837	13	0
SCDC 16	E13 - C11/1987	Bighwell Barns Watlington Road Bighwell Suffolk	B1a	734	23	NA
SCDC 17	E14	Low Farm Bridge Road Bromswell Suffolk IP12 2DB	Agricultural	1934	24	NA
SCDC 18a	E15 - DC/16/352	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	B1a	225	18	NA
SCDC 18b	E15 - DC/16/352	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	B1a	688	11	NA
SCDC 19	E16 - DC/14/261	Retail Park Haven Exchange South Felixstowe Suffolk	A1	1859	0	NA
SCDC 20	E17 - DC/16/251	Land off Dock Road The Docks Felixstowe Suffolk	B8	5621	41	NA
SCDC 21	E18 - DC/14/047	Framlingham Sports Ground Badingham Road Framlingham Suffolk	D2	1373	0	NA
SCDC 22	E19 - DC/14/1150	Durbans Farm High Road Framlingham Suffolk IP13 9RP	B2	1132	34	NA
SCDC 23	E20 - DC/15/333	Units 4, 5 and 15 Carlton Park Industrial Estate Main Road Kelsale Cum Carlton Suffolk	B2	1186	18	NA
SCDC 24	E21 - DC/15/137	Foxhall Stadium Foxhall Road Foxhall Suffolk IP4 5TL	D2	683	28	NA
SCDC 25	E22 - DC/15/137	Units 2 & 3 Sizewell Power Station Road Sizewell Leston Suffolk IP16 4EU	A1	175	23	NA
SCDC 26	E23 - DC/14/297	Unit 1 Sizewell Crossing Industrial Estate King Georges Avenue Leston Suffolk IP16 4LL	B8	974	29	NA
SCDC 27a	E24 - DC/13/340	Sinks Gravel Pit Main Road Kesgrave Suffolk IP5 2PE	B1a	795	72	NA
SCDC 27b	E24 - DC/13/340	Sinks Gravel Pit Main Road Kesgrave Suffolk IP5 2PE	B1c	1629	72	NA
SCDC 28	E25 - DC/16/282	Land Off Anson Road Marlesham Heath Marlesham Suffolk	A1	2508	29	NA
SCDC 29	E26 - DC/15/365	Eye Engineering Ltd Brick Kiln Lane Melton Suffolk IP12 2PB	B2	803	24	NA
SCDC 30	E27	Ufford Park Hotel Yarmouth Road Melton Suffolk IP12 1QW	D2	995	15	NA
SCDC 31	E28 - DC/15/090	John Woods Nursery Loudham Hill Road Pettistree Suffolk IP13 0NG	B8	1613	23	NA
SCDC 32	E29	The Granary Rendlesham Mews Rendlesham Suffolk IP12 2SZ	B2	1183	0	NA
SCDC 33a	E31 - DC/13/365a	Land at Clicket Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	B1a	408	6	NA
SCDC 33b	E31 - DC/13/365a	Land at Clicket Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	B8	3142	331	NA
SCDC 34	E32	Land South of Gables Farm Orford Road Tunstall Suffolk	Agricultural	1289	19	NA
SCDC 35	E33	Land between Garrison Lane and North and West of Felixstowe Town Station Railway Approach Felixstowe	A1	1962	0	NA
SCDC 36a	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	B1c	742	89	NA
SCDC 36b	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	B1c	675	89	NA
SCDC 36c	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	B2	405	89	NA
SCDC 36d	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	B8	877	89	NA
SCDC 37	E35 - DC/16/319	Part land north of Railway Line Nicholas Road Trimley St Mary	D2	2362	36	NA
SCDC 38	E36 - C13/1215	Land south of Martinsyde Beardmore Park Marlesham Heath Marlesham	A1	2537	25	NA
SCDC 39	E37 - C13/1215	Land south of Martinsyde Beardmore Park Marlesham Heath Marlesham	A1	2265	25	NA
SCDC 40a	C13/0856	Petrol & Filling Station, land adj, Station Road, Framlingham	B1c	249	6	NA
SCDC 40b	C13/0856	Petrol & Filling Station, land adj, Station Road, Framlingham	B8	480	7	NA
SCDC 40c	C13/0856	Petrol & Filling Station, land adj, Station Road, Framlingham	B8	480	7	NA
SCDC 41a	DC/16/1928/OUT	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	B1	843	67	NA
SCDC 41b	DC/16/1928/OUT	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	B1	843	20	NA
SCDC 42a	C09/0584, DC/1	Land at junction of Station Road & Wilford Bridge Road, Melton	A1	7021	562	NA
SCDC 42b	C09/0584, DC/1	Land at junction of Station Road & Wilford Bridge Road, Melton	A3	91	5	NA
SCDC 43a	DC/17/2866/FUL	Plot A, Southern Gateway Site, Barrack Square, Marlesham	A3	121	63	NA
SCDC 43b	DC/17/2866/FUL	Plot B, Southern Gateway Site, Barrack Square, Marlesham	A3	156	11	NA
SCDC 44a	DC/15/4908/FUL	Kesgrave Quarry, Main Road, Kesgrave	B1a	405	0	NA
SCDC 44b	DC/15/4908/FUL	Kesgrave Quarry, Main Road, Kesgrave	B2	560	0	NA
SCDC 45	C10/3060	IC Harvey Agricultural Engineers, Parham Airfield, Marlesford	B1	803	19	NA
SCDC 46a	DC/16/1280/OUT	Bentwaters Business Park, Rendlesham	B1	945	22	NA
SCDC 46b	DC/16/1280/OUT	Bentwaters Business Park, Rendlesham	B2	945	22	NA
SCDC 46c	DC/16/1280/OUT	Bentwaters Business Park, Rendlesham	B8	945	15	NA
SCDC 47	DC/16/4011/FUL	Land At Haven Exchange, Haven Exchange South, Felixstowe	A1	1140	0	NA
SCDC 48a	DC/16/4370/OUT	DC Between Station Garage And Railway Cottages, Main Road, Darsham	C1	25	13	NA
SCDC 48b	DC/16/4370/OUT	Newham Business Park, Saxtead Road, Framlingham	B1	4021	322	NA
SCDC 48c	DC/16/4370/OUT	Newham Business Park, Saxtead Road, Framlingham	B1	900	21	NA
SCDC 48d	DC/16/4370/OUT	Newham Business Park, Saxtead Road, Framlingham	B2	899	21	NA
SCDC 48e	DC/16/4370/OUT	Newham Business Park, Saxtead Road, Framlingham	B8	899	14	NA
SCDC 50	DC/17/1087/FUL	Plot 567, Bentwaters Park, Rendlesham	B1	753	63	NA
SCDC 51	DC/17/2866/FUL	Garden Centre, Cumberland Street, Woodbridge	A1	2747	31	NA
SCDC 159	C/12/0047	Hillside Farm, Thistleton Hill Road, Burgh	B1a	101	8	NA
SCDC 160	DC/16/5421/FUL	Darrell House, Darrell Road, Felixstowe	B1	304	24	NA
SCDC 161	C13/1077	Industrial Unit, Chermwood, Peppers Wash Lane, Framlingham	B1a	109	0	NA
SCDC 162	DC/15/0384/FUL	Seven Spar Farm, Sandy Lane, Lethbriggam	B1	192	15	NA
SCDC 163	DC/17/0150/FUL	Bealings Station, The Street, Little Bealings	B1a	202	16	NA
SCDC 164	DC/16/1659/FUL	Arkray Factory Ltd	B1a	212	17	NA
SCDC 165	DC/16/3564/FUL	36-38 Woodbridge Road	B1a	97	3	NA
SCDC 166a	DC/15/3478/FUL	Plateau C, Clicket Hill Road, Trimley St Mary	B1	302	24	NA
SCDC 166b	DC/15/3478/FUL	Plateau C, Clicket Hill Road, Trimley St Mary	B2	302	7	NA
SCDC 167	DC/16/1824/FUL	High House Farm, Ferry Road, Bawdsey	B1a	99	8	NA
SCDC 168	C07/0193	85-93 St Andrews Road	B1a	128	10	NA
SCDC 169	DC/16/3830/FUL	Three Rivers Business Centre, Felixstowe Road, Foxhall	B1a	223	18	NA
SCDC 170	DC/16/3830/FUL	Land north east of Alderburgh House, Street Farm Road, Saxmundham	B1a	347	27	NA
SCDC 171	DC/15/4250/COI	Police Station, Station Approach, Saxmundham	B1a	98	8	NA
SCDC 172	DC/15/4553/FUL	The Linds Centre, Saddlemakers Lane, Melton	D1	459	13	NA
SCDC 173	DC/16/5271/FUL	Daben Swimming Pool, Station Road	D2	533	8	NA
SCDC 174	DC/16/3830/FUL	Bull Ride, 70 New Street, Woodbridge	A1	274	21	NA
SCDC 175	DC/15/1900/FUL	Land at Hartree Way, Kesgrave	A1	252	15	NA
SCDC 176	DC/17/3091/FUL	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	B2	843	20	NA
SCDC 177	DC/17/3091/FUL	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	B2	842	13	NA
SCDC 180	DC/17/2494/FUL	Land Adjacent To Unit 14, Clifton Commercial Park, Debach Airfield, Clifton	B2	435	10	NA
SCDC 181	DC/17/2494/FUL	Land off Vices Road/Brook Lane, Framlingham	B1a	125	6	NA
SCDC 182	DC/17/6276/FUL	31 Anson Road, Marlesham Heath	B8	1048	14	NA
SCDC 183	DC/17/5058/FUL	Yew Tree Courtyard, Framlingham Road, Plot 3, 5 & Church And Gooderham, Earl Soham	B1a	112	9	NA
SCDC 184	DC/17/5419/FUL	Units 7, 17-19 Clifton Commercial Park, Debach Airfield, Clifton	B1a	391	31	NA
SCDC 185	DC/17/4411/FUL	Walk Farm, Old Felixstowe Road, Levington	B1c	321	7	NA
SCDC 186	DC/17/5207/FUL	Three Rivers Business Centre, Felixstowe Road, Foxhall	B1a	132	11	NA
SCDC 52	FPF3	Land at Sea Road, Felixstowe	N/A	0	40	
SCDC 53a	FPF4	Land North of High Street, Walton, Felixstowe	0	0	385	
SCDC 53b	FPF4	Land North of High Street, Walton, Felixstowe	B1a	258	21	0
SCDC 54	FPF5	Land North of Conway Close and Swallow Close, Felixstowe	N/A	0	100	
SCDC 55	FPF6 DC/16/211	Land opposite Hand in Hand Public House, Trimley St Martin	N/A	0	70	
SCDC 56	FPF7	Land off Howlett Way, Trimley St Martin	N/A	0	360	
SCDC 57	FPF8 DC/16/110	Land South of Thurmans Lane, Trimley St Mary	N/A	0	148	
SCDC 58	SSP4	Land to the east of Rose Hill, Saxmundham Road, Alderburgh	N/A	0	40	
SCDC 59	SSP4	Land to the east of Alderburgh Road, Alderburgh	N/A	0	40	
SCDC 60	SSP5 DC/16/293	Land at Mill Road, Badingham	N/A	0	10	
SCDC 61	SSP6 DC/15/517	Land adj to Corner Cottages Main Road, Benhall	N/A	0	9	
SCDC 62	SSP8	Land opposite Townfield Cottages Laxfield Road, Dennington	N/A	0	10	
SCDC 63	SSP9 DC/16/386	Land south of Salomon's Rest, The Street, Hacheston	N/A	0	10	
SCDC 64	SSP10	Land south of Ambleside, Main Road, Kelsale cum Carlton	N/A	0	30	
SCDC 65	SSP11	Land north of Mill Close, Orford	N/A	0	10	
SCDC 66	SSP12	Land to the west of Garden Square, Rendlesham	N/A	0	50	
SCDC 67	SSP13	Land East of Redwell Road, Rendlesham	N/A	0	50	
SCDC 68	SSP14	Land north east of Street Farm, Saxmundham	N/A	0	20	
SCDC 69	SSP15	Land opposite The Sorel Horse, The Street, Shottisham	N/A	0	10	
SCDC 70	SSP16 C/05/0	Land fronting Old Homes Road	N/A	0	10	
SCDC 71	SSP17	Land south of Lower Road, Westerfield	N/A	0	20	
SCDC 72a	SSP18 DC/15/50	Land at Old Station Works Main Road, Westerfield	0	0	35	
SCDC 72b	SSP18 DC/15/50	Land at Old Station Works Main Road, Westerfield	B1a	756	60	0
SCDC 73	SSP19	Land at Street Farm Ipswich Road, Winesham	N/A	0	20	
SCDC 74	FRAM19 - DC/16	Land off Saxtead Road, Framlingham	N/A	0	24	
SCDC 75a	FRAM22	Land off Vices Road/Brook Lane, Framlingham	0	0	15	
SCDC 75b	FRAM22	Land off Vices Road/Brook Lane, Framlingham	D2	337	0	0
SCDC 76	FRAM23 DC/16/1	The Green Shed, Framlingham	N/A	0	8	
SCDC 77	FRAM25	Land off Victoria Road, Framlingham	N/A	0	30	
SCDC 78	FRAM26 DC/17/1	Station Terrace, Framlingham	N/A	0	15	
SCDC 79	FRAM28	The Old Gas Works site, Framlingham	N/A	0	7	
SCDC 80	SA1 DC/16/1961	Land at Highbury Cottages, Saxmundham Road, Leiston	N/A	0	150	
SCDC 81	SA2 DC/17/1605	Land at Red House Lane, Leiston	N/A	0	65	
SCDC 82	SA3 DC/16/2104	Land to the rear of St Margaret's Crescent, Leiston	N/A	0	70	
SCDC 83d	SA4 DC/16/1322	Land at Abbey Road, Leiston	0	0	100	

Unique Ref	Site Code	Location	Employment Type	Final Site Area (km <sup>2</sup> ) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
SCDC 83a	SA4 DC161/322	Land at Abbey Road, Leiston	B1		337	27
SCDC 83b	SA4 DC161/322	Land at Abbey Road, Leiston	B1		337	0
SCDC 83c	SA4 DC161/322	Land at Abbey Road, Leiston	A3		226	13
SCDC 84a	MEL20	Land off Willford Bridge Road, Melton	B1a		2969	238
SCDC 84b	MEL20	Land off Willford Bridge Road, Melton	B1c		2969	69
SCDC 85	0	Plots 26-33 Phase 5B, Church Farm Rise, Aldeburgh	N/A		0	3
SCDC 86	C12/2573	Aldeburgh Brickworks, Samsundham Road, Aldeburgh	N/A		0	15
SCDC 87	DC16/2883/OUT	Land adj. to 45 & 50 Watson Way, Alderton	N/A		0	10
SCDC 88	DC15/4157/OUT	School Lane, Bawdsey	N/A		0	13
SCDC 89	C09/1862	1-6, 9 & 10 Ullswater Road, Campsea Ashe	N/A		0	12
SCDC 90a	DC16/0873/FUL	6 Levington Lane, Bucklesham		0	0	11
SCDC 90b	DC16/0873/FUL	6 Levington Lane, Bucklesham	B1a	607	49	0
SCDC 91	DC14/1844/OUT	Land east of St Peters Close, Charsfield	N/A		0	20
SCDC 92	C11/1123	Land/buildings at Chillesford Lodge Estate, Chillesford	N/A		0	20
SCDC 93	H28	Land to west of Mill House, The Street, Darsingham	N/A		0	8
SCDC 94	DC13/2933/OUT	Land to the rear of 1 & 2 Chapel Cottages adjoining The Street, Darsingham	N/A		0	26
SCDC 95	DC14/2244/FUL	Easton Primary School & land adj. The Street, Easton	N/A		0	14
SCDC 96	H30	Land btwn Orford Road & Langer Road (South Seafront) Felixstowe	N/A		0	2
SCDC 97	Various	The Bartlett Hospital, Felixstowe	N/A		0	22
SCDC 98	Various	Cliff House, Chevalier Road, Hamilton House & Car Park, Hamilton Road, Felixstowe	N/A		0	69
SCDC 99	H33	Garage & parking area rear of 2-16 Philip Avenue, Felixstowe	N/A		0	11
SCDC 100	DC13/3821/OUT	Walton Green South High Street/WaltonFelixstowe	N/A		0	190
SCDC 101	DC16/3776/ARM	Land West Of Ferry Road Residential Centre/Ferry RoadFelixstoweSuffolk	N/A		0	197
SCDC 102	DC15/2471/FUL	23 & 25 Crescent Road, Felixstowe	N/A		0	18
SCDC 103a	DC13/2505/FUL	Marborough Hotel, Sea Road, Felixstowe	N/A		0	24
SCDC 103b	DC13/2505/FUL	Marborough Hotel, Sea Road, Felixstowe	B1	144	9	N/A
SCDC 104	H39	Adastral Close, Felixstowe	N/A		0	13
SCDC 105a	DC15/0151/FUL	North Sea Hotel Sea Road Felixstowe Suffolk IP11 2AU	N/A		0	23
SCDC 105b	DC15/0151/FUL	North Sea Hotel Sea Road Felixstowe Suffolk IP11 2AU	A1	146	8	N/A
SCDC 106	DC13/3924/OUT	Land at Junction of Garrison Lane and High Road West Felixstowe	N/A		0	10
SCDC 107	DC16/4424/PN3	Anzani House, Anzani Avenue, Felixstowe	N/A		0	197
SCDC 108a	DC15/1128/OUT	Land at Candlet Road, Felixstowe	N/A		0	560
SCDC 108b	DC15/1128/OUT	Land at Candlet Road, Felixstowe	A1	251	14	0
SCDC 108c	DC15/1128/OUT	Land at Candlet Road, Felixstowe	B1	188	15	0
SCDC 108d	DC15/1128/OUT	Land at Candlet Road, Felixstowe	B1	189	0	0
SCDC 108e	DC15/1128/OUT	Land at Candlet Road, Felixstowe	D1	314	9	0
SCDC 109	DC14/4202/FUL	Former Civil Service Sports Ground Straight Road Foxhall Suffolk IP10 0BZ	N/A		0	14
SCDC 110	Various	Land off Station Rd, Framlingham	N/A		0	99
SCDC 111	DC13/3234/OUT	Land South East Of Rawlings Cottage, Saxeau Road, Framlingham	N/A		0	16
SCDC 112	DC15/2759/FUL	Land at Mount Pleasant, Framlingham	N/A		0	95
SCDC 113	DC14/2747/FUL	Fairfield Road, Framlingham	N/A		0	163
SCDC 114	DC15/1949/FUL	Allafram Group Ltd, New Road, Framlingham	N/A		0	16
SCDC 115	DC15/0960/FUL	Brook Lane, Framlingham	N/A		0	14
SCDC 116	DC15/1616/ARM	Development site at Top Field Barn Farm, Ipswich Road, Grundisburgh	N/A		0	24
SCDC 117	DC16/0551/ARM	Glebe House Residential Care Home, Rectory Road, Hollisley	N/A		0	10
SCDC 118	C13/0320	Land at Mallard Way, Off Rectory Road, Hollisley	N/A		0	16
SCDC 119	DC14/4225/FUL	Land to rear of 16 to 22 Falkenham Road, Kirton	N/A		0	43
SCDC 120	H62	Land between 55 & 61 Valley Road, Leiston	N/A		0	7
SCDC 121	C12/2139	Land opposite 18 to 30a Aldeburgh Road, Leiston	N/A		0	59
SCDC 122	DC15/3018/FUL	Colonial House, Station Road, Leiston	N/A		0	10
SCDC 123	DC16/0527/OUT	Former Gas Works, Carr Avenue, Leiston	N/A		0	20
SCDC 124	DC16/0931/FUL	Land west of Mill Cottage, Valley Road, Leiston	N/A		0	18
SCDC 125	DC17/1462/FUL	Police Station, Leiston Road, Leiston	N/A		0	19
SCDC 126	C10/1906	Land south of Main Road, Martlesham	N/A		0	104
SCDC 127	DC16/1992/FUL	Land off Blacklives Lane, Martlesham	N/A		0	47
SCDC 128	C12/2255	Land Between 1 Potash Cottages And W odroyd Cottage, Woods Lane, Melton	N/A		0	11
SCDC 129	DC16/4284/ARM	Land to rear of Cedar House, Pitches Road, Melton	N/A		0	10
SCDC 130	DC14/0891/OUT	Land north of Woods Lane, Melton	N/A		0	180
SCDC 131a	DC17/1884/FUL	Site of former Factory Warehouse, Melton Road, Melton	N/A		0	54
SCDC 131b	DC17/1884/FUL	Site of former Factory Warehouse, Melton Road, Melton	B1a	364	29	0
SCDC 132	DC16/1157/ARM	Hillview, Church Road, Otley	N/A		0	35
SCDC 133	C12/1930	Western part of land at Trinity Park & land at White House Farm, Felixstowe Road, Purdis Farm	N/A	607	49	N/A
SCDC 135	C93/0722 C7777	Bixley Farm (b), Rushmere St Andrew	N/A		0	300
SCDC 136	C12/0237	Phase 6, 7 & site A, Bixley Farm, Rushmere St Andrew	N/A		0	26
SCDC 137	DC14/2473/OUT	Land adjacent 155 The Street, Rushmere St Andrew	N/A		0	63
SCDC 138	H66	Land on north side of Church Hill, Samsundham	N/A		0	14
SCDC 140	DC14/1497/FUL	Land East Warren Avenue, Church Hill, Samsundham	N/A		0	11
SCDC 141	DC16/0709/ARM	Former County Primary School, Fairfield Road, Samsundham	N/A		0	170
SCDC 142	H69	Land to the rear of 7 Church Road Snape	N/A		0	16
SCDC 143	C19/3278	Former Walled Garden, Sudbourne Park, Sudbourne	N/A		0	10
SCDC 144	DC15/1525/ARM	Land at and adj Mushroom Farm, High Road, Trimley St Martin	N/A		0	66
SCDC 145	DC16/1919/FUL	Land at High Road, Trimley St Martin	N/A		0	69
SCDC 146	C05/0210	Snape Mallings, Snape Bridge, Tunstall	N/A		0	43
SCDC 147	DC14/3076/FUL	Snape Mallings, Snape Bridge, Tunstall	B1a	631	50	N/A
SCDC 148	DC16/3560/FUL	Part of land at Crown Nurseries High Street Ufford Suffolk IP13 6EL	N/A		0	33
SCDC 149	DC14/2069/FUL	Land off St Michaels Way Wenhamston With Mells Hamlet Suffolk	N/A		0	34
SCDC 150	DC16/2210/FUL	Os 4300 North of Fullers Field Westerfield Suffolk IP6 9AH	N/A		0	26
SCDC 151	DC16/1037/FUL	Fynn Valley Golf Club, Rose Hill, Winsteadham	N/A		0	23
SCDC 152	H78	Land south of Feghethroom Gardens High Street Wickham Market	N/A		0	14
SCDC 153	C04/1823 C0800	land at Notcutts Garden Centre, Ipswich Road, Woodbridge	N/A		0	8
SCDC 154	C13/0767	Quayside Mill Quay Side Woodbridge IP12 1BN	N/A		0	25
SCDC 155	DC16/0152/FUL	Whisstocks Boatyard Tide Mill Way Woodbridge	N/A		0	11
SCDC 156	DC16/4023/FUL	Former Police Station, Grundisburgh Road, Woodbridge	N/A		0	15
SCDC 157	DC16/4008/FUL	Queens House, Woodbridge School, Burkit Road, Woodbridge	N/A		0	13
SCDC 158a	DC17/1435/OUT	Brightwell Lakes (Northern Access)		0	0	300
SCDC 158b	DC17/1435/OUT	Brightwell Lakes (Middle Access)		0	0	1085
SCDC 158c	DC17/1435/OUT	Brightwell Lakes (Southern Access)		0	0	615
SCDC 158d	DC17/1435/OUT	Brightwell Lakes	A1	337	19	0
SCDC 158e	DC17/1435/OUT	Brightwell Lakes	A2	337	21	0
SCDC 158f	DC17/1435/OUT	Brightwell Lakes	A3	337	19	0
SCDC 158i	DC17/1435/OUT	Brightwell Lakes	D1	1270	35	0

Appendix A - Suffolk Coastal "Scenario A" development assumptions

**Total Jobs** **Total Dwellings**  
**1,542** **2,895**

Unique Ref	Location	Final Site Area (sqm) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
SCDC_1092a	Land to the north of Felixstowe (Residential)	0	0	400
SCDC_1092b	Land to the north of Felixstowe (Primary School)	210	0	0
SCDC_1092c	Land to the north of Felixstowe (Local Centre)	500	0	0
SCDC_1092d	Land to the north of Felixstowe (BT Office)	2000	0	0
SCDC_1092e	Land to the north of Felixstowe (Leisure Centre)	2	0	0
SCDC_1092f	Land to the north of Felixstowe (Residential)	0	0	400
SCDC_706a	Innocence Farm, Nr Kirton, Trimley	80000	1081	0
SCDC_714_717_1012a	Land south of Saxmundham (Residential)	0	0	800
SCDC_714_717_1012b	Land south of Saxmundham (BTb_1)	5320	166	0
SCDC_714_717_1012c	Land south of Saxmundham (BTb_2)	5320	213	0
SCDC_714_717_1012d	Land south of Saxmundham (B8)	5320	82	0
SCDC_714_717_1012e	Land south of Saxmundham (Primary School)	210	0	0
SCDC_714_717_1012f	Land south of Saxmundham (Local Centre)	500	0	0
SCDC_714_717_1012g	Land south of Saxmundham (Community Centre)	500	0	0
SCDC_R1	Trimley	0	0	250
SCDC_R2	Felixstowe	0	0	150
SCDC_R3	Trimley	0	0	150
SCDC_R4	Rushmere	0	0	150
SCDC_R5	Rushmere	0	0	100
SCDC_R6	Aldeburgh	0	0	20
SCDC_R7	Framlingham	0	0	25
SCDC_R8	Framlingham	0	0	25
SCDC_R9	Leiston	0	0	25
SCDC_R10	Leiston	0	0	25
SCDC_R11	Wickham Market	0	0	150
SCDC_R12	Darsham and Yoxford	0	0	100
SCDC_R13	Benhall	0	0	50
SCDC_R14	Kelsale	0	0	50
SCDC_R15	Blythburgh	0	0	25

Appendix A - Suffolk Coastal "Scenario B" development assumptions

Total Jobs

4,983

Total Dwellings

3,100

Unique Ref	Location	Final Site Area (sqm) to be modelled (2016-2036)	Final Total Jobs to be modelled (2016-2036)	Final Total Dwellings to be modelled (2016-2036)
SCDC_1092a	Land to the north of Felixstowe (Residential)	0	0	750
SCDC_1092b	Land to the north of Felixstowe (Primary School)	420	0	0
SCDC_1092c	Land to the north of Felixstowe (Local Centre)	800	0	0
SCDC_1092d	Land to the north of Felixstowe (B1 Office)	2000	0	0
SCDC_1092e	Land to the north of Felixstowe (Leisure Centre)	2	0	0
SCDC_1092f	Land to the north of Felixstowe (Residential)	0	0	750
SCDC_706a	Innocence Farm, Nr Kirton, Trimley	160000	2162	0
SCDC_714a	Land south of Saxmundham (Residential)	0	0	550
SCDC_714b	Land south of Saxmundham (B1b_1)	2640	83	0
SCDC_714c	Land south of Saxmundham (B1b_2)	2640	106	0
SCDC_714d	Land south of Saxmundham (B8)	2640	41	0
SCDC_714e	Land south of Saxmundham (Primary School)	210	0	0
SCDC_714f	Land south of Saxmundham (Local Centre)	500	0	0
SCDC_714g	Land south of Saxmundham (Community Centre)	500	0	0
SCDC_435/559	Land north and east of the Manor House, Saxmundham	0	0	250
SCDC_1151a	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1c_B2)	44000	1023	0
SCDC_1151b	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1b_1)	22000	688	0
SCDC_1151c	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1b_2)	22000	880	0
SCDC_R16	Rushmere	0	0	20
SCDC_R17	Rushmere	0	0	20
SCDC_R18	Rushmere	0	0	20
SCDC_R19	Kesgrave	0	0	20
SCDC_R20	Aldeburgh	0	0	20
SCDC_R21	Framlingham	0	0	25
SCDC_R22	Framlingham	0	0	25
SCDC_R23	Leiston	0	0	25
SCDC_R24	Leiston	0	0	25
SCDC_R25	Wickham Market	0	0	200
SCDC_R26	Darsham and Yoxford	0	0	150
SCDC_R27	Benhall	0	0	100
SCDC_R28	Kelsale	0	0	100
SCDC_R29	Blythburgh	0	0	50



# Appendix B

**SCDC GROWTH AREAS & IBC BROAD**

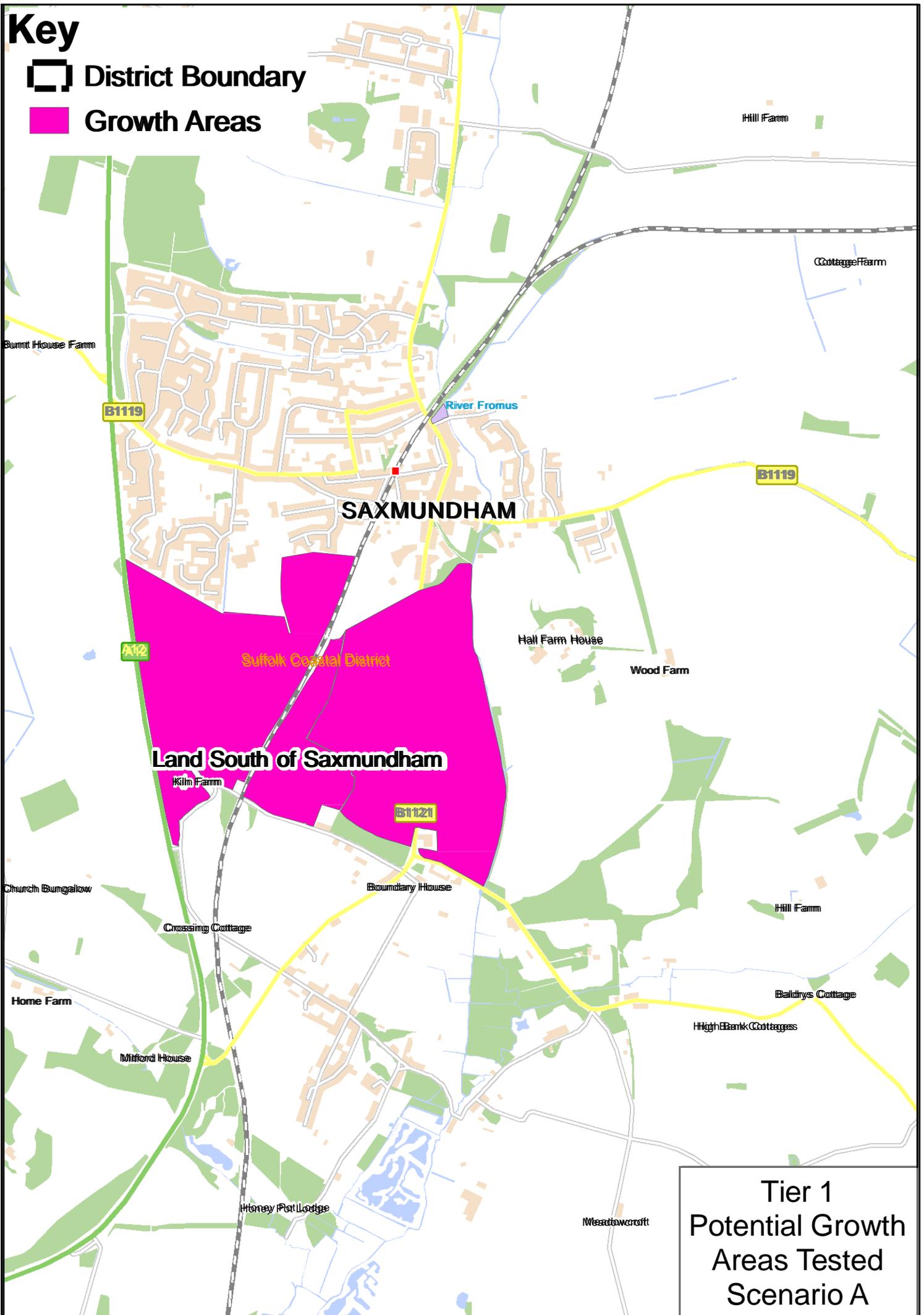
**AREAS**



# Key

 District Boundary

 Growth Areas

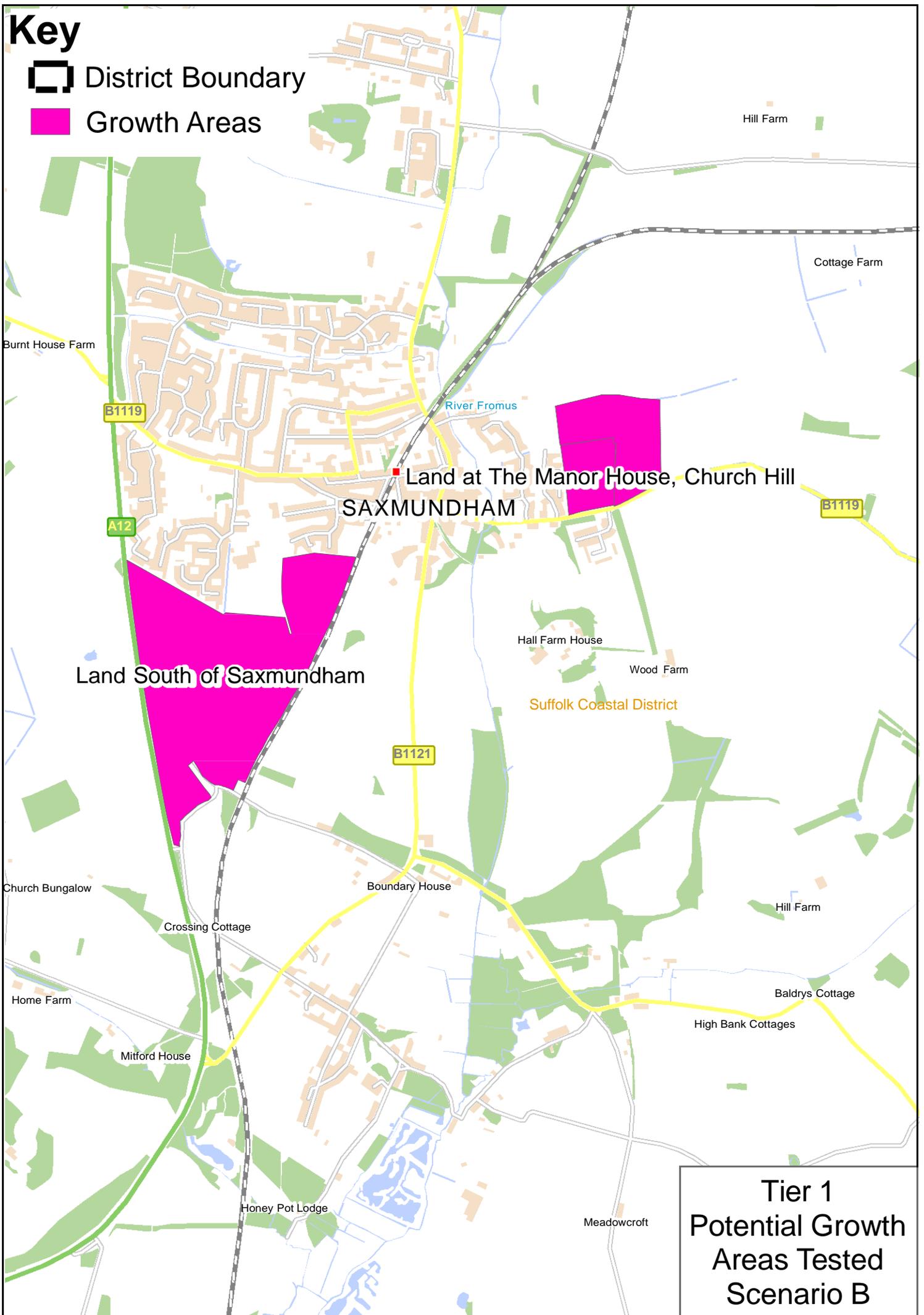


Tier 1  
Potential Growth  
Areas Tested  
Scenario A

# Key

 District Boundary

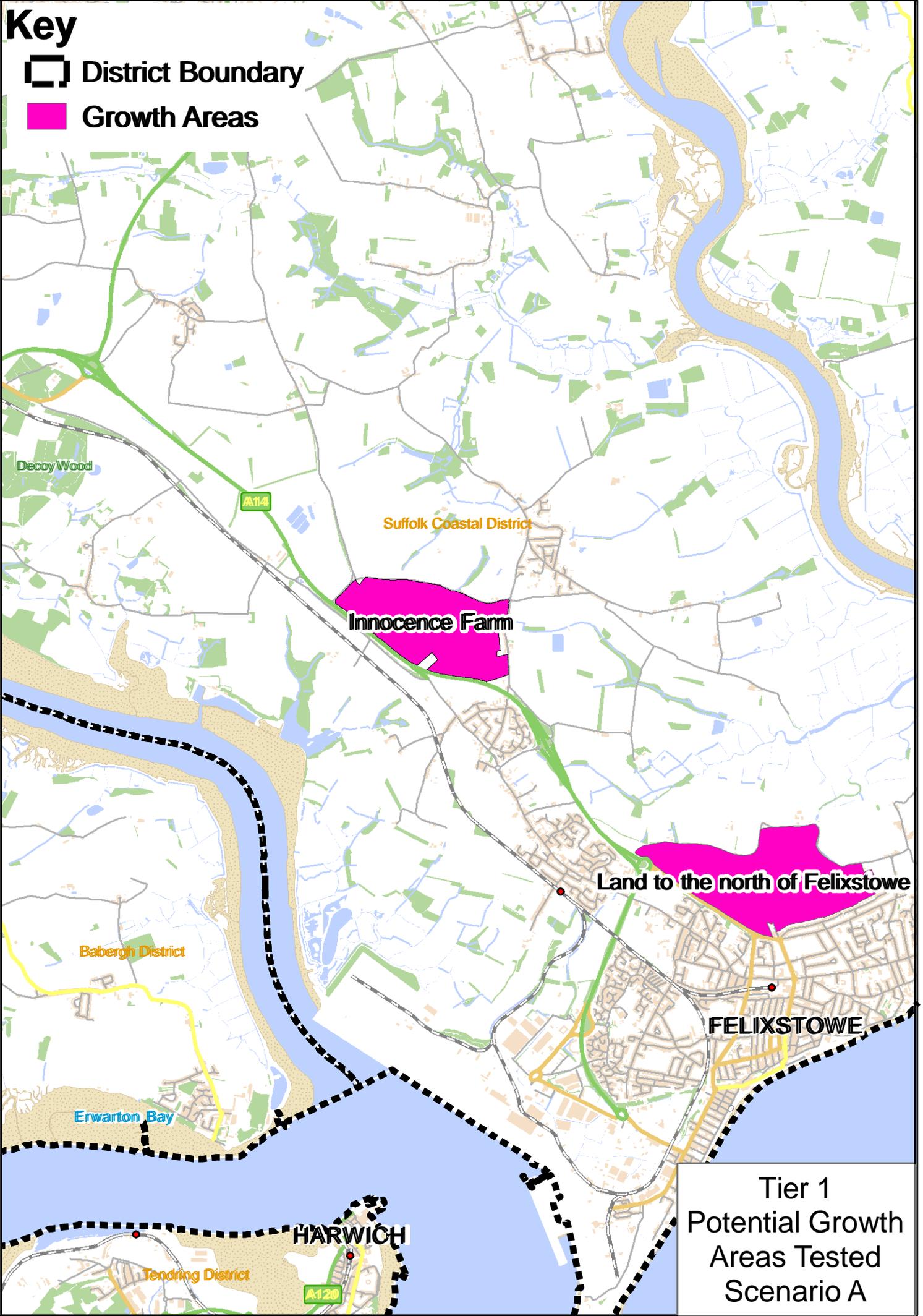
 Growth Areas



# Key

 District Boundary

 Growth Areas



Tier 1  
Potential Growth  
Areas Tested  
Scenario A

# Key

 District Boundary

 Growth Areas

Land adj. to Seven Hills

Decoy Wood

A14

Suffolk Coastal District

Innocence Farm

Land to the north of Felixstowe

Babergh District

Erwarton Bay

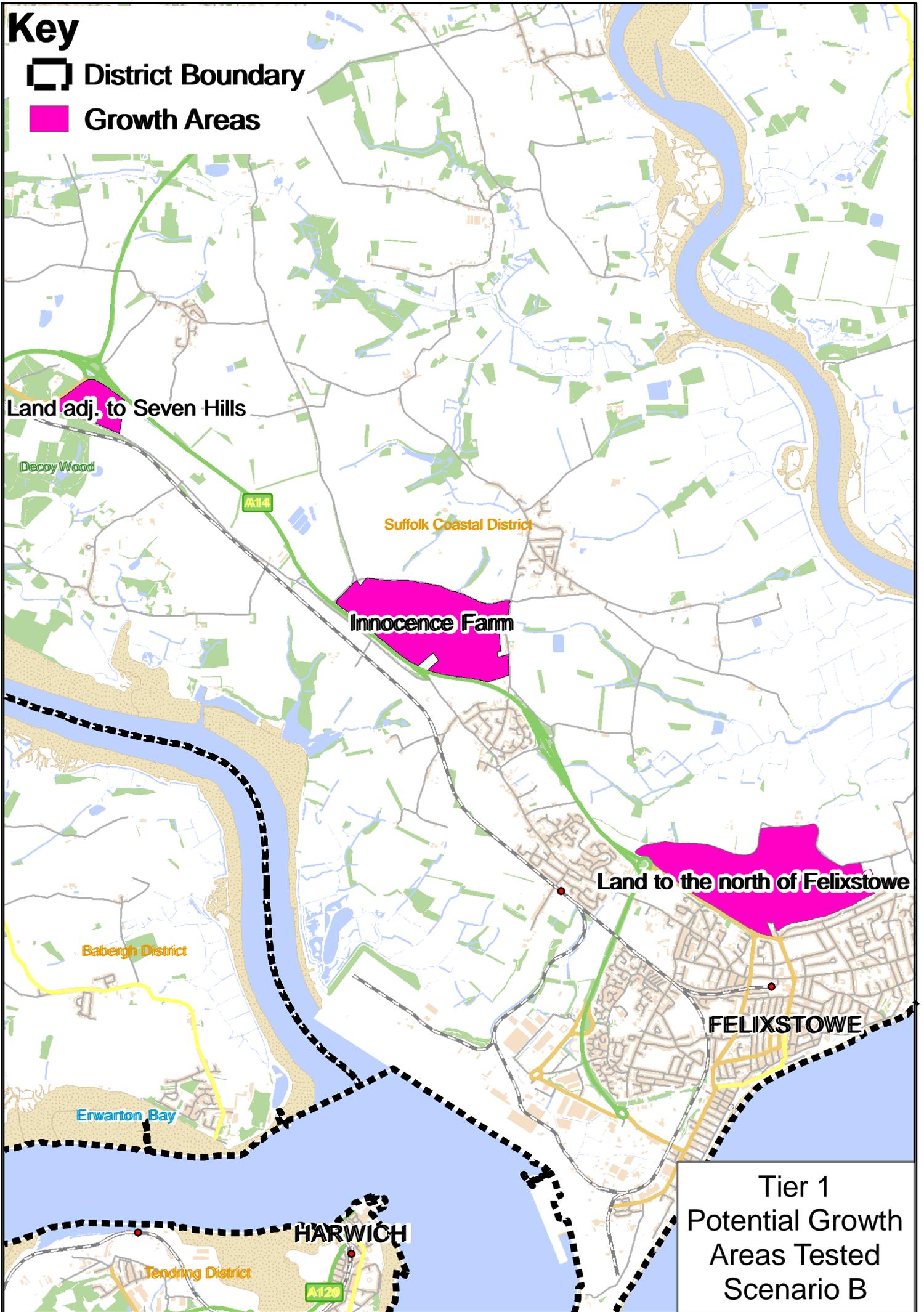
FELIXSTOWE

HARWICH

Tending District

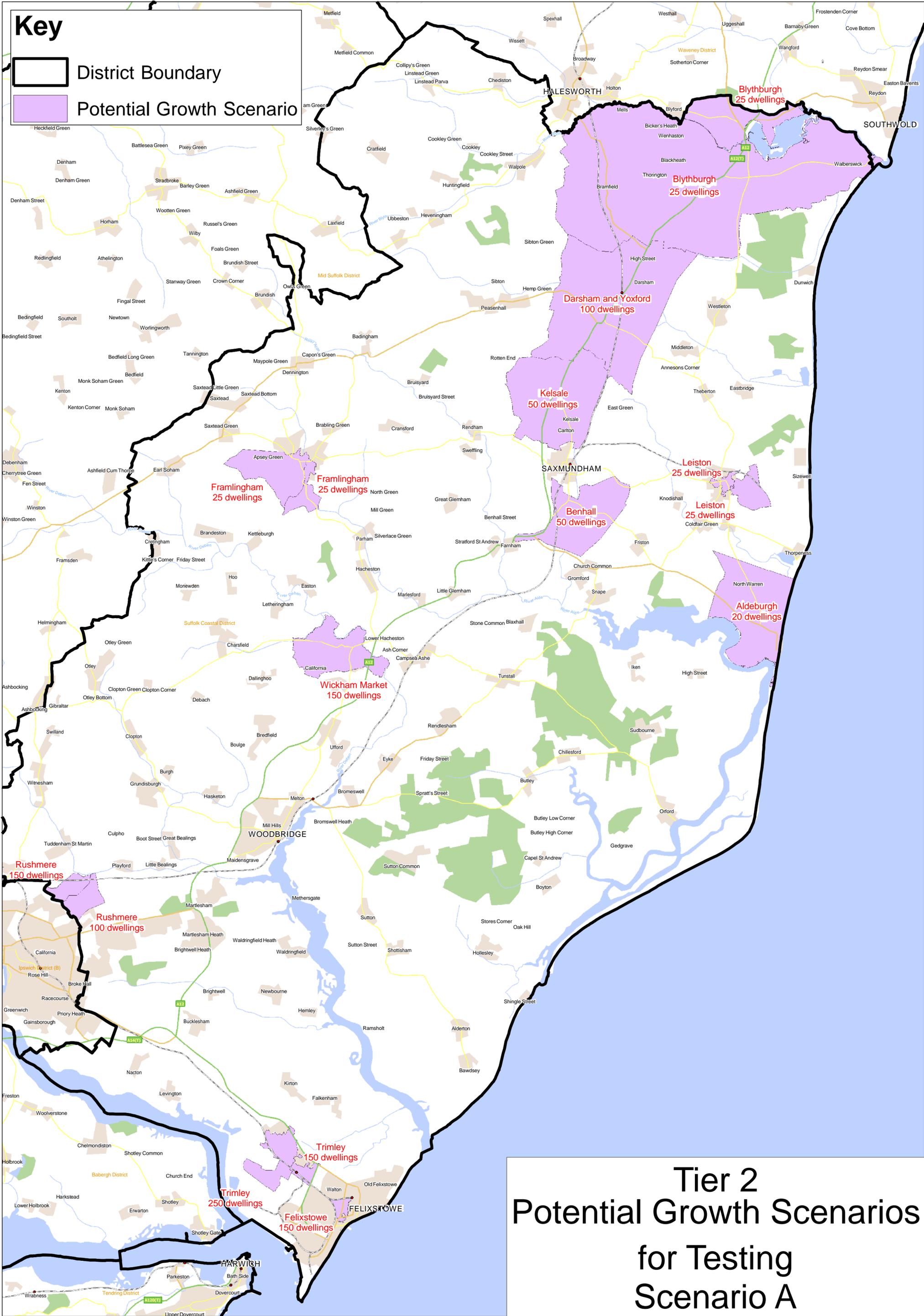
A120

Tier 1  
Potential Growth  
Areas Tested  
Scenario B



**Key**

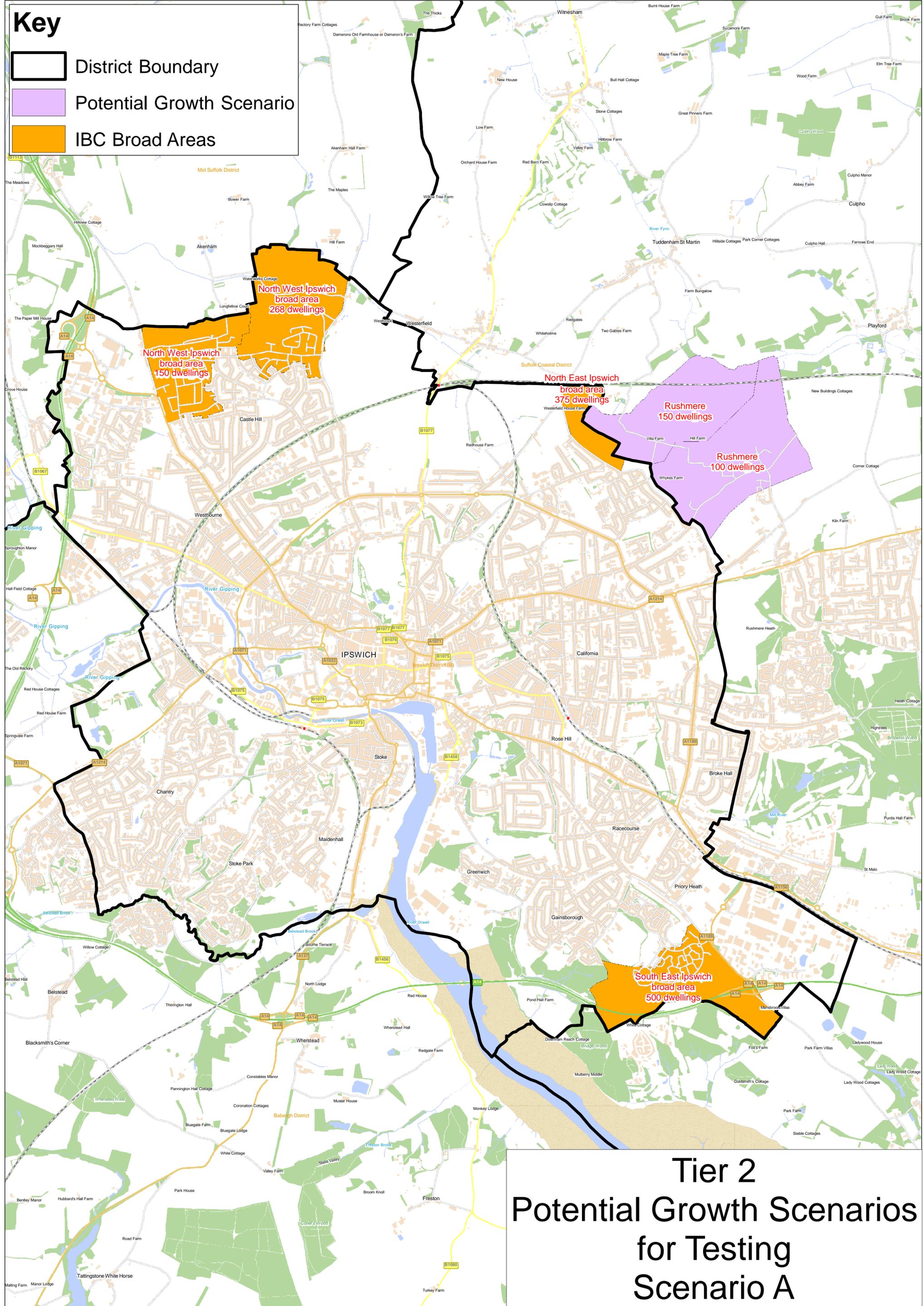
-  District Boundary
-  Potential Growth Scenario



**Tier 2  
Potential Growth Scenarios  
for Testing  
Scenario A**

# Key

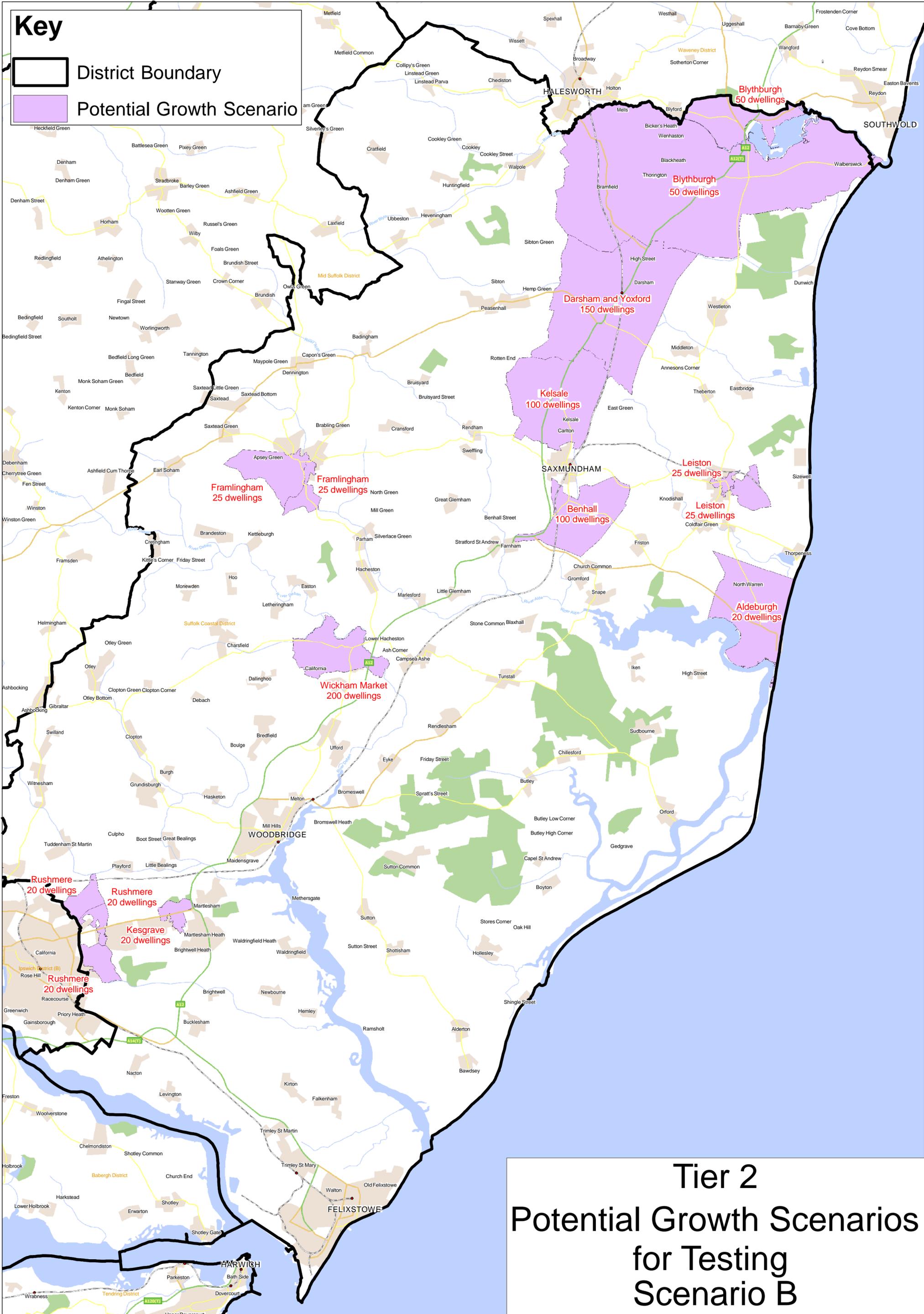
-  District Boundary
-  Potential Growth Scenario
-  IBC Broad Areas



## Tier 2 Potential Growth Scenarios for Testing Scenario A

**Key**

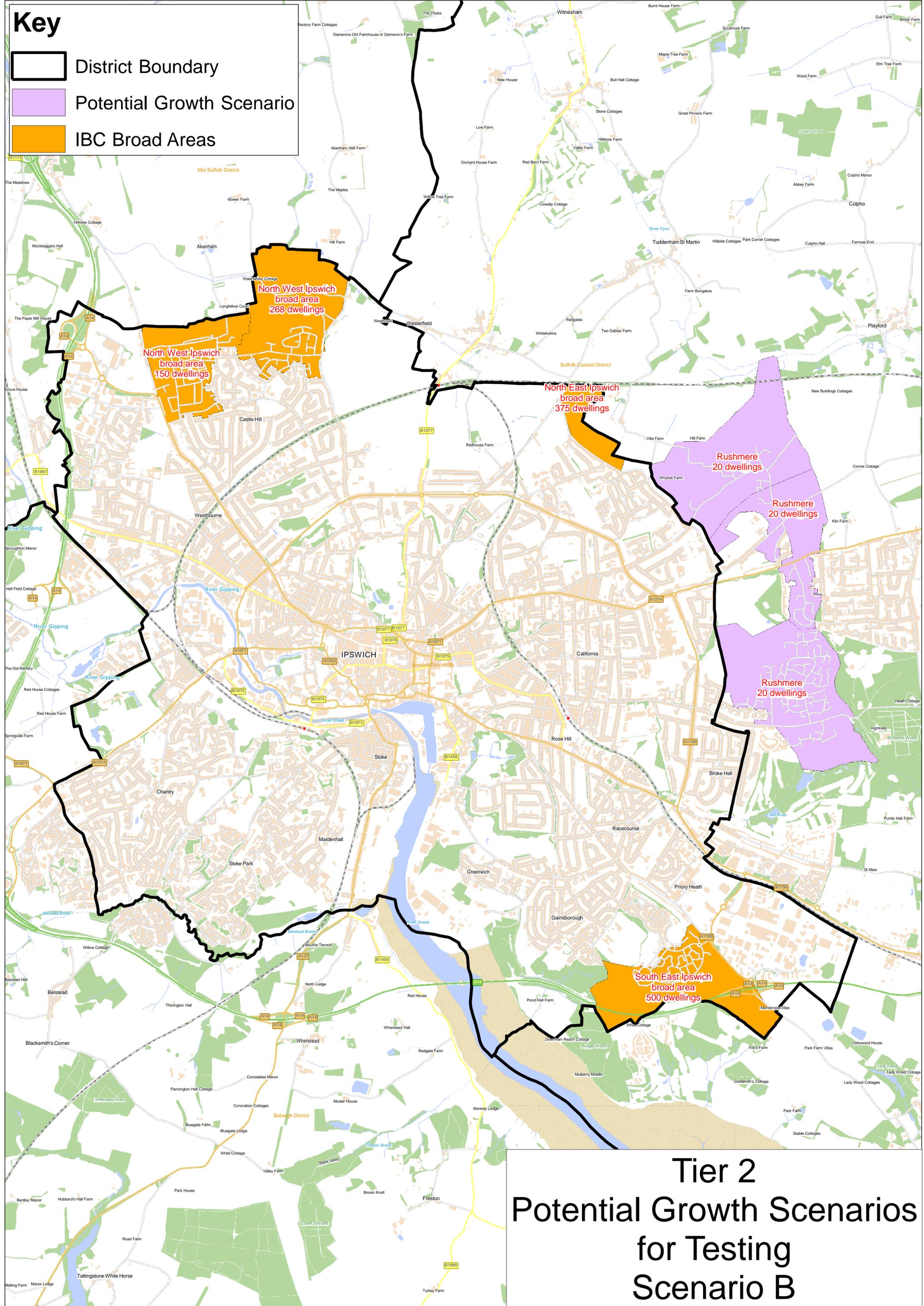
-  District Boundary
-  Potential Growth Scenario



**Tier 2**  
**Potential Growth Scenarios**  
**for Testing**  
**Scenario B**

# Key

-  District Boundary
-  Potential Growth Scenario
-  IBC Broad Areas



## Tier 2 Potential Growth Scenarios for Testing Scenario B



# Appendix C

**INPUTS BY MODEL RUN**



**Appendix C - Developmet input type and quantum by model run**

**Model Run 2**

LPA	Scenario	Tier 1 – dwellings	Tier 2 – dwellings	Tier 3 – dwellings	Total - dwellings	Tier 1 – Jobs	Tier 2 – Jobs	Tier 3 – Jobs	Total Jobs
Babergh	TEMPRO	-	-	4,729	<b>4,729</b>	-	-	2,945	<b>2,945</b>
Ipswich	Core	7,776	1,293	-	<b>9,069</b>	8,650	-	8,659	<b>17,309</b>
Mid Suffolk	TEMPRO	-	-	5,743	<b>5,743</b>	-	-	3,408	<b>3,408</b>
Suffolk Coastal	Core	7,557	-	4,433	<b>11,990</b>	7,220	-	-	<b>7,220</b>

**Model Run 3**

LPA	Scenario	Tier 1 – dwellings	Tier 2 – dwellings	Tier 3 – dwellings	Total - dwellings	Tier 1 – Jobs	Tier 2 – Jobs	Tier 3 – Jobs	Total Jobs
Babergh	Core	2,694	-	6,086	<b>8,780</b>	1,762	-	1,538	<b>3,300</b>
Ipswich	TEMPRO	-	-	13,264	<b>13,264</b>	-	-	6,010	<b>6,010</b>
Mid Suffolk	Core	2,359	-	9,101	<b>11,460</b>	1,244	-	4,616	<b>5,860</b>
Suffolk Coastal	TEMPRO	-	-	12,474	<b>12,474</b>	-	-	4,371	<b>4,371</b>

**Model Run 4**

LPA	Scenario	Tier 1 – dwellings	Tier 2 – dwellings	Tier 3 – dwellings	Total - dwellings	Tier 1 – Jobs	Tier 2 – Jobs	Tier 3 – Jobs	Total Jobs
Babergh	Core	2,694	-	6,086	<b>8,780</b>	1,762	-	1,538	<b>3,300</b>
Ipswich	Core	7,776	1,293	-	<b>9,069</b>	8,650	-	8,659	<b>17,309</b>
Mid Suffolk	Core	2,359	-	9,101	<b>11,460</b>	1,244	-	4,616	<b>5,860</b>
Suffolk Coastal	Scenario A	9,157	1,295	1,533	<b>11,985</b>	8,762	-	-	<b>8,762</b>

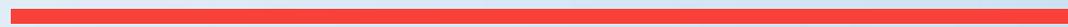
**Model Run 5**

LPA	Scenario	Tier 1 – dwellings	Tier 2 – dwellings	Tier 3 – dwellings	Total - dwellings	Tier 1 – Jobs	Tier 2 – Jobs	Tier 3 – Jobs	Total Jobs
Babergh	Core	2,694	-	6,086	<b>8,780</b>	1,762	-	1,538	<b>3,300</b>
Ipswich	Core	7,776	1,293	-	<b>9,069</b>	8,650	-	8,659	<b>17,309</b>
Mid Suffolk	Core	2,359	-	9,101	<b>11,460</b>	1,244	-	4,616	<b>5,860</b>
Suffolk Coastal	Scenario B	9,857	800	1,333	<b>11,990</b>	12,203	-	-	<b>12,203</b>



# Appendix D

## TRIP GENERATION BY SITE



Appendix D - Babergh & Mid Suffolk "Core" development trip generation

AM Origins 2,117 AM Dest 1,469 AM Two-Way 3,586 PM Origins 1,611 PM Dest 1,858 PM Two-Way 3,469

Unique Ref	Site Code	Location	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips
BDC_1	DC1702751OU	Land South East Of Barrow Hill, Acton, CO10 0AS	34	15	49	19	31	50
BDC_2	DC1706170RE	Land North Of The Hollies, The Street, Asington, CO10 5LH	1	3	4	2	3	5
BDC_3	B1700033FUL	Oakeleigh, Chapel Road, Bentley, IP5 2DW	7	7	14	3	3	6
BDC_4	B1501433OU	Land East of Arlis, Close and, Rotherham Road, Bidesdon	16	7	23	9	15	24
BDC_5a	B1500263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	130	46	176	75	124	200
BDC_5	B1601493OFD	Britanna House, Factory Lane & Brantham, CO11 1NH	7	3	10	4	6	10
BDC_7	B1501737FUL	Land North of Windyridge, Brantham Hill, Brantham	4	2	6	4	4	7
BDC_8	B1700122FUL	Land North And West Of Chapel Community Church, Days Road	33	14	47	19	30	49
BDC_9	B1600822FUL	Football Ground North East of Elm Lane, Copdock & Washbrook	2	7	9	3	5	8
BDC_10a	B1500073FUL	Land North West Of, Moores Lane, East Bergholt	45	21	66	28	44	72
BDC_11	B16010920OUT	Land East Of The Constable Country Medical Centre, Heath Road, East Bergholt	26	11	37	15	23	38
BDC_12	B1701014RES	Slit Factory, Chequers Lane (Reserved Matters for PP: B170100468/OUT)	3	1	4	2	3	5
BDC_13	B1601076FUL	Former Beet Works And 109 High Street, Hadleigh, IP7 5EJ	11	3	14	5	8	13
BDC_14	B1600503FUL	Land North of Castle Road, Hadleigh	5	2	7	3	4	7
BDC_15	DC1703982OU	Land To The East Of Duke Street And North Of Red House Cottages, Hnlesham	4	2	6	2	3	5
BDC_16	B1600437OUT	Land Off Norman Way, Lavenham	9	4	13	5	8	13
BDC_17	DC1703101OUT	Land South Of Howell Of Lavenham, Melford Road, Lavenham	4	12	16	8	13	21
BDC_18	DC1704024FU	Land Adjacent To Bear's Lane, Lavenham	8	3	11	5	7	12
BDC_19	B1601559FUL	Former Highways Depot, Melford Road, Lavenham	6	3	9	3	6	9
BDC_20	B1601091RES	Land N Of Rogers Lane, Hodgehill Hill (Sourington Prep. Ltd) (Planning Permission: B1500180/OUT)	11	3	14	5	8	13
BDC_21	B1600777FUL	Land On The South Side Of, Bull Lane, Long Melton	24	10	34	14	22	36
BDC_22	B1601718OUT	Former Monks Eligh Controlled School, Churchfield, Monks Eligh, Colchester, IP7 7JH	6	2	8	3	5	8
BDC_23	B1601039FUL	Red House Farm, Sudbury Road, Newton, CO10 0QH (B17/01105/FUL also granted for 6 dwlgs 28/07/17)	1	1	2	2	3	5
BDC_24	B1401377OUT	Belstead House, 3 Princes Lane, Pinewood, IP8 3NA	23	7	30	13	16	29
BDC_25	B1601216RES	Land south of Sproughton VC Primary School, Church Lane (Submission of details OPP B1100745/OUT)	10	4	15	6	9	15
BDC_26	B1601469OFD	Geest House, Hadleigh Rd, IP8 3AS (B1400826/OFDW also refs. See also Non-Res record)	5	2	7	3	5	8
BDC_27a	B1501719OUT	Orton Woods Mixed Use Development Land North Of Wootton Bassett Business Park, Sudbury	226	86	312	120	198	317
BDC_28	DC1704326RE	Land east of Bulmer Road, Sudbury (Reserved Matters for PP: B171300917/OUT)	15	6	21	8	13	22
BDC_29	DC1704796OF	Sully House, North Street, Sudbury, CO10 1RE (Revised Scheme from: B17/00506/OFDW)	13	6	19	8	12	20
BDC_30	B1701023OUT	Crown Building, Newton Road, Sudbury, CO10 2RL	7	3	10	4	6	10
BDC_31	B1601019FUL	Belstead House, 31 Station Road, Sudbury, CO10 2SS	3	7	10	4	8	12
BDC_32	DC1702664FU	Albert E Webb And Son, Acton Place Industrial Estate, Acton	0	4	4	0	4	4
BDC_36	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_37	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_38	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_39	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	25	169	194	133	24	157
BDC_40	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	12	12	24	8	4	12
BDC_41	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	57	107	164	73	30	103
BDC_42	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_43	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_44	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_45	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_46	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_47	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_48	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_49	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_50	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_51	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_52	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_53	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_54	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_55	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_56	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_57	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_58	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_59	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_60	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_61	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_62	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_63	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_64	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_65	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_66	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_67	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_68	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_69	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_70	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_71	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_72	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_73	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_74	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_75	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_76	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_77	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_78	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_79	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_80	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_81	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_82	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_83	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_84	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_85	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_86	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_87	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_88	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_89	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_90	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_91	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_92	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_93	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_94	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_95	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_96	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_97	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_98	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_99	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_100	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_101	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_102	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_103	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_104	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_105	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_106	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_107	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_108	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_109	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_110	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_111	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_112	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_113	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15	29	21	19	40
BDC_114	B15000263FUL	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	14	15</				

Appendix D - Ipswich "Core" development assumptions

ICM Index	ICM Ref	Address	AM Origins			AM Dest			AM Two-Way			PM Origins			PM Dest			PM Two-Way		
			AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips			
BC-2		19 Reduces 05/08/19 and 11/00/432 from previous version - Griffin Wharf, Bath Street	36	14	51	17	32	49												
BC-3		20 Redevelopment Sites - Former Cranfields - College Street Ipswich	53	21	75	27	48	72												
BC-4a		21 Parks Mall Ltd Key Street Ipswich	26	19	47	22	42	61												
BC-5		21 Parks Mall Ltd Key Street Ipswich	2	10	12	46	46	83												
BC-6		22 Hayhill Phase 2a - Abbeville Hall Road Ipswich Suffolk	2	1	3	1	1	4												
BC-8		24 Area S&T - Ravenwood Nacton Road Ipswich Suffolk	32	12	42	14	27	41												
BC-9		30 Ravenwood U V W	38	12	42	14	26	40												
BC-10		32 Rosset Road/Woodbridge Road	12	5	17	11	11	17												
BC-11		33 Europa Way	30	12	42	14	26	40												
BC-13		35 Burnton College Street	16	6	22	10	20	26												
BC-14		36 Bridge Street, Northern Quays (west)	13	6	21	7	13	21												
BC-16		0 Brown Garden Suburb Fomenega (West of Westerfield Rd)	178	67	243	110	209	326												
BC-17		0 Brown Garden Suburb Henry Gate (North of railway line)	263	91	354	162	304	447												
BC-18		0 Brown Garden Suburb Road House Farm (East of Westerfield Road)	291	105	399	194	340	534												
BC-19		41 Bus Depot, Sir All Ramsey Way	13	6	21	7	13	21												
BC-20		42 Fooks Bakery/ King George V Playing Field	61	20	71	24	45	68												
BC-21		43 Co-op Warehouse, Paul's Road	6	3	9	3	6	9												
BC-22		44 Felstowe Road	48	16	67	23	45	69												
BC-23		45 Smart Street/Foundation Street	18	6	22	8	14	22												
BC-24		46 Peter's Ice Creams opp. Grimwade Street	2	1	3	1	1	2												
BC-25		47 Opposite 674-734 Bramford Road	7	3	10	4	7	11												
BC-26		48 Land at Bramford Road (Stock's site)	15	6	21	7	13	21												
BC-27		49 Island Site	35	12	47	16	30	46												
BC-28		50 Land between Vernon Street and Stoke Quay (west)	14	6	19	6	12	18												
BC-29		51 Commercial Bldg & Jewish Burial Ground, Star Lane	16	6	22	8	14	22												
BC-30		52 Mini Quarter	23	9	32	11	20	31												
BC-31		53 Land between Lower Orwell Street and Star Lane	18	7	25	13	24	37												
BC-32		54 Land between Old Cattle Market and Star Lane	19	7	26	14	26	40												
BC-33		55 Ethon Park Industrial Estate	34	13	47	16	29	45												
BC-34		56 Loversham Road	4	1	5	1	1	2												
BC-35		57 240 Wherstead Road	3	1	4	1	1	2												
BC-36		58 (Tennis, south of Patteson Road)	16	6	22	8	14	22												
BC-37		59 St Clements Hospital Grounds, Fochall Road	20	7	27	9	16	25												
BC-38		60 South of Felaw Street	11	4	15	5	9	14												
BC-39		61 Siso College Street	6	2	8	2	4	6												
BC-40		63 Helena Road	172	69	241	81	151	233												
BC-41		0 West End Road Surface Car Park	7	3	10	3	6	9												
BC-42		0 Burnt Road	9	3	12	4	7	11												
BC-43		0 Land at Commercial Road	83	33	116	39	73	112												
BC-44		0 Waterworks Street	18	6	24	8	15	23												
BC-45		0 Car Park, Handford Road East	3	1	4	1	1	2												
BC-46		0 Land between Cliff Quay and Landseer Road	71	28	99	33	62	95												
BC-47		0 PPO2B	19	7	26	11	19	28												
BC-48	PO45	Holywells Road West - Toller Road	258	12	270	41	26	40												
BC-49	PO20b	Land West of Cranford Road (Levens)	12	5	17	6	12	18												
BC-50	PO164	Holywells Road East	27	11	38	14	24	37												
BC-51	PT12	Land at Duke Street	5	2	7	2	4	6												
BC-52	PO165	Uj Winson Elm Street	19	8	27	9	16	25												
BC-56	PO160	Land West of New Cur	40	16	56	19	35	54												
BC-57	PO144	Land South of Mather Way	16	6	22	8	14	22												
BC-58	PO14	Orwell Church	13	5	18	6	11	17												
BC-59		0 Victoria Nurseries, Westerfield Road	4	2	6	2	3	5												
BC-60		0 Lower Orwell Street	4	2	6	2	3	5												
BC-61		0 County Hall, St Helen's Street	4	2	6	2	3	5												
BC-62		0 175 Colford Hill Road	2	1	3	1	1	2												
BC-63		0 Uj Wyard Depot, Beaconsfield Road	7	3	10	3	6	9												
BC-66		0 The Gate, Woodbridge Road	4	2	6	2	3	5												
BC-67		0 112-116 Eversham Road	4	2	6	2	3	5												
BC-68		0 Sports Club, Henley Road	14	5	19	6	11	17												
BC-69		0 Observation Court, Princes Street	3	1	4	1	2	3												
BC-70		0 G25 Grimwade Street Club and car park, Rope Walk	4	2	6	2	3	5												
BC-71	11/00/448/FUL	0 2-3 Cranford Street Ipswich Suffolk	4	2	6	2	3	5												
BC-72a	CS13(A)	Futura Park (B2 land use)	10	20	30	17	4	22												
BC-72b	CS13(B)	Futura Park (B8 land use)	72	19	91	24	5	29												
BC-73	CS14	Futura Park	11	24	35	10	27	37												
BC-74	PO164	Bus Depot, Sir All Ramsey Way	2	16	18	15	1	16												
BC-75	PO115	Smart Street/Foundation Street	1	6	7	1	6	7												
BC-76	PO15	West End Road Surface Car Park	1	6	7	1	6	7												
BC-78a	PO35(A)	Key Street/Star Lane/Burnton Site (B1a land use)	0	0	0	0	0	0												
BC-78b	PO35(B)	Key Street/Star Lane/Burnton Site (A3 land use)	0	0	0	0	0	0												
BC-79	PO4	City Centre area, Civic Drive	0	31	31	13	14	28												
BC-80	PO165	Commercial Bldg & Jewish Burial Ground, Star Lane	0	0	0	0	0	0												
BC-81a	PO1(A)	Old Cattle Market site, Portman Road (South) (B1a business park)	4	43	47	4	4	40												
BC-81b	PO1(B)	Old Cattle Market site, Portman Road (South) (B1a call centre)	4	4	8	4	4	8												
BC-81c	PO1(C)	Old Cattle Market site, Portman Road (South) (A3 land use)	0	0	0	0	0	0												
BC-82	PO164	Land between Lower Orwell Street and Star Lane	1	12	13	1	11	12												
BC-83	PO165	Land between Old Cattle Market and Star Lane	1	1	2	1	1	2												
BC-84	PO168	Raeburn Road South/Sandy Hill Lane	11	29	38	25	8	33												
BC-85	PO167	Excess Entry, Excess Site, Cliff Quay	14	16	30	10	8	18												
BC-86	PO164	Rear of Crafts House, Russell Road	2	18	21	18	2	19												
BC-87	PO169	Part of former site, Raeburn Road South	4	11	15	10	9	19												
BC-88a	PT16(A)	Land north of Whiston Lane	2	19	21	1	1	2												
BC-88b	PT16(B)	Land north of Whiston Lane	2	17	19	1	1	2												
BC-88c	PT16(C)	Land north of Whiston Lane	16	22	38	4	4	18												
BC-88d	PT16(D)	Land north of Whiston Lane	11	11	22	11	1	12												
BC-88e	PT16(E)	Wansome Europark (east) and around Mains (B1a land use)	1	1	2	1	1	2</												

Appendix D - Suffolk Coastal 'Core' development tri-generation

AM Origins 3,137 AM Dest 2,691 AM Two-Way 5,827 PM Origins 2,827 PM Dest 2,726 PM Two-Way 5,553

Unique Ref	Site Code	Location	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips
SCDC_2a	E3	Land at Carr Road/Langer Road, Felixstowe	1	1	6	6	1	6
SCDC_2b	E3	Land at Carr Road/Langer Road, Felixstowe	1	1	6	7	1	6
SCDC_2c	E3	Land at Carr Road/Langer Road, Felixstowe	3	3	3	3	1	3
SCDC_4a	E5	Ransomes, Nacton Heath (Lorry Park access)	75	285	360	236	41	277
SCDC_4b	E5	Ransomes, Nacton Heath (Industrial Estate access)	25	285	120	79	14	92
SCDC_5a	E6	Silverlea Green, Parham	3	3	22	24	1	23
SCDC_5b	E6	Silverlea Green, Parham	3	3	9	5	1	7
SCDC_6a	E7	Former airfield, Parham	4	39	42	35	3	38
SCDC_6b	E7	Former airfield, Parham	5	10	16	9	2	11
SCDC_7a	E10	Carlton Park, Main Road, Kelsale cum Carlton	3	28	31	25	2	28
SCDC_7c	E10	Carlton Park, Main Road, Kelsale cum Carlton	4	8	11	7	2	8
SCDC_7d	E10	Carlton Park, Main Road, Kelsale cum Carlton	1	6	7	6	1	7
SCDC_8a	FRAM11	Station Road East, Framlingham	1	6	7	6	1	7
SCDC_8b	FRAM11	Station Road East, Framlingham	1	6	7	6	1	7
SCDC_8c	FRAM11	Station Road East, Framlingham	1	2	3	2	0	2
SCDC_8d	FRAM11	Woodbridge Road, Framlingham	15	15	15	15	1	16
SCDC_9a	FRAM11	Woodbridge Road, Framlingham	2	16	18	15	1	16
SCDC_9c	FRAM11	Woodbridge Road, Framlingham	2	4	7	4	1	5
SCDC_11a	FRAM27	Land off Woodbridge Road, Framlingham	4	42	46	38	3	41
SCDC_11b	FRAM27	Land off Woodbridge Road, Framlingham	4	42	46	38	3	41
SCDC_11c	FRAM27	Land off Woodbridge Road, Framlingham	6	11	17	10	2	12
SCDC_11d	FRAM27	Land off Woodbridge Road, Framlingham	1	3	5	3	1	4
SCDC_12a	EMP1	Masterford Industrial Estate, Leiston	2	2	2	2	0	2
SCDC_12b	EMP1	Masterford Industrial Estate, Leiston	2	4	6	3	0	4
SCDC_12c	EMP1	Masterford Industrial Estate, Leiston	0	1	2	1	0	1
SCDC_13a	EMP1	Eastlands Industrial Estate, Leiston	1	3	4	3	0	4
SCDC_13b	EMP1	Eastlands Industrial Estate, Leiston	2	4	6	4	1	4
SCDC_13c	EMP1	Eastlands Industrial Estate, Leiston	1	0	1	1	0	1
SCDC_14	AP216	Martlesham Heath Hi-Tech Cluster, Martlesham	4	8	12	7	2	9
SCDC_15a	AP216	Martlesham Heath Business Park, Martlesham	1	12	13	8	1	9
SCDC_15b	AP216	Martlesham Heath Business Park, Martlesham	2	4	6	3	1	4
SCDC_15c	AP216	Martlesham Heath Business Park, Martlesham	0	1	2	1	0	1
SCDC_18	E13 - C11/1897	Brightwell Bams Watlington Road, Brightwell Suffolk	1	1	1	1	1	1
SCDC_18a	E15 - DC/16/352	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	0	4	4	3	0	4
SCDC_18b	E15 - DC/16/352	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	1	0	1	0	0	1
SCDC_20	E17 - DC/15/251	Land off Dock Road The Docks Felixstowe Suffolk	30	77	106	70	21	91
SCDC_22	E18 - DC/14/103	Durbans Farm High Road Framlingham Suffolk IP13 9RP	3	5	8	5	1	6
SCDC_23	E20 - DC/15/333	Units 4, 5 and 15 Carlton Park Industrial Estate Main Road Kelsale cum Carlton Suffolk	1	4	6	3	1	6
SCDC_24	E21 - DC/15/137	Fovhall Stadium Fovhall Road Fovhall Suffolk IP4 5TL	5	2	7	9	5	9
SCDC_25	E22	Sizewell S Sizewell Sizewell Power Station Road Sizewell Leiston Suffolk IP16 4EU	1	1	1	1	1	1
SCDC_26	E23 - DC/14/297	Unit 1 Sizewell Crossing Industrial Estate King Georges Avenue Leiston Suffolk IP16 4LL	1	2	3	1	0	2
SCDC_27a	E24 - DC/13/340	Sinks Gravel Pit Main Road Kesgrave Suffolk IP5 2PE	1	13	15	12	1	13
SCDC_27b	E24 - DC/13/340	Sinks Gravel Pit Main Road Kesgrave Suffolk IP5 2PE	1	7	8	6	1	7
SCDC_28	E25 - DC/10/282	Land off Anson Road Martlesham Heath Martlesham Suffolk	1	3	4	3	0	4
SCDC_29	E26 - DC/15/382	Bye Engineering Ltd Brick Kiln Lane Melton Suffolk IP12 2PB	2	4	6	3	1	4
SCDC_30	E27	Ulford Park Hotel Yarmouth Road Melton Suffolk IP12 1QW	1	4	5	3	3	5
SCDC_31	E28 - DC/15/606	Units 1-3 Nunsey Lougham Hill Road Fratton Suffolk IP13 0NQ	1	2	3	2	0	2
SCDC_33a	E31 - DC/13/658	Land at Clicket Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	1	13	15	12	1	13
SCDC_33b	E31 - DC/13/658	Land at Clicket Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	17	43	59	39	12	50
SCDC_36a	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	1	12	14	11	1	12
SCDC_36b	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	3	3	3	3	0	3
SCDC_36c	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	2	1	2	3	0	3
SCDC_36d	E34 - C13/0053	Os 9854 Peppers Wash Lane Framlingham	1	0	1	2	1	2
SCDC_37	E35 - DC/16/319	Part land north of Railway Line Nicholas Road Trimley St Mary	3	6	9	6	3	9
SCDC_38	E37 - C13/1215	Land south of Marrydale Beadmoore Park Martlesham Heath Martlesham	5	5	6	21	22	42
SCDC_40b	C13/0866	Petrol & Filling Station, land adj, Station Road, Framlingham	0	1	1	1	0	1
SCDC_41a	DC/16/1928/OU	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	1	4	4	3	0	4
SCDC_41b	DC/16/1928/OU	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	1	1	2	2	0	2
SCDC_42a	DC/16/1928/OU	Land at junction of Station Road & Wilford Bridge Road, Melton	12	119	130	107	9	116
SCDC_43a	DC/13/2321/OUT	Plot 8, Southern Gateway Site, Barrack Square, Martlesham	14	9	23	18	14	29
SCDC_45	C10/3980	U C Railway Agricultural Engineers, Parham Airfield, Martlesford	2	4	6	4	6	10
SCDC_46a	DC/16/1280/OU	Bentwaters Business Park, Rendlesham	1	11	13	9	1	10
SCDC_46b	DC/16/1280/OU	Bentwaters Business Park, Rendlesham	2	4	6	4	1	5
SCDC_46c	DC/16/1280/OU	Bentwaters Business Park, Rendlesham	1	1	2	1	0	2
SCDC_48a	DC/17/1490/OU	Land between Station Garage and Railway Cottage, Main Road, Darsham	1	1	2	1	0	2
SCDC_48b	DC/16/4370/OU	Newham Business Park, Saxstead Road, Framlingham	7	48	55	38	14	42
SCDC_49b	DC/16/4370/OU	Newham Business Park, Saxstead Road, Framlingham	2	11	12	9	1	10
SCDC_49c	DC/16/4370/OU	Newham Business Park, Saxstead Road, Framlingham	2	4	6	4	1	5
SCDC_49d	DC/16/4370/OU	Newham Business Park, Saxstead Road, Framlingham	0	1	1	1	0	1
SCDC_50	DC/17/3108/FUL	Old Jet 567, Bentwaters Park, Rendlesham	1	13	14	11	1	12
SCDC_51	DC/17/2968/FUL	Garden Centre, Cumberland Street, Woodbridge	1	6	7	25	26	51
SCDC_159	C13/0107	Hillock Farm, Thetford Hill Road, Burgh	2	2	2	2	0	2
SCDC_160	DC/16/5421/FUL	Darrell House, Carr Road, Felixstowe	1	5	6	5	0	5
SCDC_161	C13/0107	Industrial Unit, Charwood, Peppers Wash Lane, Framlingham	0	0	0	0	0	0
SCDC_162	DC/16/4844/FUL	Seven Spar Farm, Sandy Lane, Lathamstead	1	2	3	2	0	2
SCDC_163	DC/17/0150/FUL	Bealings Station, The Street, Little Bealings	3	3	4	3	0	3
SCDC_164	DC/16/1659/FUL	Arkway Factory Ltd	0	1	1	1	0	1
SCDC_165	DC/16/594/FUL	36-38 Woodbridge Road	2	2	2	1	0	2
SCDC_166a	DC/15/478/FUL	Plateau C, Clicket Hill Road, Trimley St Mary	1	5	6	5	1	6
SCDC_166b	DC/15/478/FUL	Plateau C, Clicket Hill Road, Trimley St Mary	1	1	2	1	0	2
SCDC_167	DC/16/824/FUL	High House Farm, Ferry Road, Bawdsey	0	2	2	1	0	2
SCDC_168	C01/0165	86-93 St Andrew's Road	2	2	2	2	0	2
SCDC_169	DC/16/8330/FUL	Three Rivers Business Centre, Felixstowe Road, Fovhall	2	0	3	2	0	2
SCDC_170	DC/15/1887/FUL	Land north east of Brook House, Street Farm Road, Saxmundham	1	6	7	6	0	6
SCDC_171	DC/15/4250/OU	Police Station, Station Approach, Saxmundham	1	0	2	2	0	2
SCDC_173	DC/16/221/FUL	Deben Swimming Pool, Station Road	1	2	3	2	1	3
SCDC_175	DC/15/900/FUL	Land at Harree Way, Kesgrave	0	1	1	3	1	3
SCDC_178	DC/17/391/FUL	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	2	4	6	3	1	4
SCDC_179	DC/17/391/FUL	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	0	0	0	1	0	1
SCDC_180	DC/17/2464/FUL	Land Adjacent To Unit 14, Clifton Commercial Park, Debach Airfield, Clifton	1	1	2	2	0	2
SCDC_181	DC/17/4727/FUL	Lorry Park Orwell Crossing Service Area, A14 Nacton East Bound, Nacton	2	2	2	2	0	2
SCDC_182	DC/17/5276/FUL	31 Anson Road, Martlesham Heath	1	1	2	1	0	2
SCDC_183	DC/17/5419/FUL	Yew Tree Courtyard, Framlingham Road, Plot 3, 5 & Church And Goodsham, Earl Soham	2	2	2	2	0	2
SCDC_184	DC/17/5419/FUL	Units 7, 17-19 Clifton Commercial Park, Debach Airfield, Clifton	7	6	7	6	1	6
SCDC_185	DC/17/4411/FUL	Walk Farm, Old Felixstowe Road, Levington	1	0	1	2	1	2
SCDC_186	DC/17/5207/FUL	Three Rivers Business Centre, Felixstowe Road, Fovhall	2	2	2	2	0	2
SCDC_52	FPF3	Land at Sea Road, Felixstowe	6	20	26	12	20	32
SCDC_53a	FPF4	Land North of High Street, Walton, Felixstowe	132	56	188	75	118	193
SCDC_53b	FPF4	Land North of High Street, Walton, Felixstowe	0	5	5	4	0	4
SCDC_54	FPF5	Land North of Cornwall Close and Swallow Close, Felixstowe	5	24	29	8	31	39
SCDC_55	FPF6 DC/16/211	Land opposite Hand in Hand Public House, Trimley St Martin	24	10	34	14	21	35
SCDC_56	FPF7	Land off Howett Way, Trimley St Martin	124	82	206	70	111	180
SCDC_57	FPF8 DC/16/110	Land South of Thurmeys Lane, Trimley St Mary	51	22	73	29	46	74
SCDC_58	SSP3	Land to the rear of Rose Hill, Saxmundham Road, Aldborough	1	5	6	5	1	6
SCDC_59	SSP4	Land to the east of Aldborough Road, Aldringham	14	6	20	12	8	20
SCDC_60	SSP5 DC/16/298	Land at Mill Road, Badingham	3	1	5	3	3	5
SCDC_62	SSP8	Land opposite Tomlinson Cottages Laidford Road, Dennistown	1	5	6	2	1	3
SCDC_63	SSP9 DC/16/388	Land south of Solomon's Rest, The Street, Haslestone	3	1	5	2	3	5
SCDC_64	SSP10	Land south of Ambleside, Main Road, Kelsale cum Carlton	10	4	15	6	9	15
SCDC_65	SSP11	Land north of Mill Close, Orford	1	1	2	1	1	2
SCDC_66	SSP12	Land to the west of Garden Square, Rendlesham	7	23	30	10	15	25
SCDC_67	SSP13	Land East of Redwald Road, Rendlesham	17	7	24	15	10	25
SCDC_68	SSP14	Land north east of Street Farm, Saxmundham	22	9	32	13	20	33
SCDC_69	SSP15	Land opposite The Snett House, The Street, Shotisham	3	3	6	4	3	7
SCDC_70	SSP16 C/050	Land ironing Old Homes Road	3	1	5	2	3	5
SCDC_71	SSP17	Land south of Lower Road, Westerfield	7	3	10	6	3	10
SCDC_72a	SSP18 DC/15/50	Land at Old Station Works Main Road, Westerfield	12	5	17	7	11	18
SCDC_72b	SSP18 DC/15/50	Land at Old Station Works Main Road, Westerfield	1	13	14	11	1	12
SCDC_73	SSP19	Land at Street Farm Ipswich Road, Wilnesham	7	3	10	3	6	9
SCDC_74	FRAM19 - DC/16	Land off Saxstead Road, Framlingham	8	3	12	5	7	12
SCDC_75a	FRAM22	Land off Vices Road/Brook Lane, Framlingham	3	2	5	2	1	3
SCDC_75b	FRAM22	Land off Vices Road/Brook Lane, Framlingham	0	1	2	1	1	2
SCDC_77	FRAM25	Land off Victoria Road, Framlingham	10	4	15	6	9	15
SCDC_78	FRAM26 DC/17	Station Terrace, Framlingham	2	7	9	3	7	10
SCDC_80	SAT DC/16/196	Land at Highway Cottages, Saxmundham Road, Leiston	5	22	27	6	46	75
SCDC_81	SA2 DC/17/1606	Land at Red House Lane, Leiston	22	9	32	13	20	33
SCDC_82	SA3 DC/16/210	Land at the rear of St Margaret's Crescent, Leiston	24	10	34	14	21	35
SCDC_83a	SA4 DC/16/1322	Land at Abbey Road, Leiston	34	15	49	19	31	50
SCDC_83b	SA4 DC/16/1322	Land at Abbey Road, Leiston	1	6	7	5	0	6
SCDC_84a	MEL20	Land off Wilford Bridge Road, Melton	5	50	55	45	4	49
SCDC_84b	MEL20	Land off Wilford Bridge Road, Melton	5	13	18	11	1	12
SCDC_86	C12/2573	Aldborough Brickworks, Saxmundham Road, Aldborough	5	2	7	3	5	8
SCDC_87	DC/16/2883/OU	Land adj. to 45 & 50 Watson Way, Alderton	3	1	5	2	3	5
SCDC_88	DC/15/157/OU	School Lane, Bawdsey	4	2	6	4	2	6
SCDC_89	C09/1862	1-6, 9 & 10 Ullswater Road, Campsea Ashle	2	4	2	2	4	6
SCDC_90a	DC/16/0873/FUL	6 Levington Lane, Burkesham	4	2	6	5	2	7
SCDC_90b	DC/16/0873/FUL	6 Levington Lane, Burkesham	1	1	2	1	1	2
SCDC_91	DC/14/844/OU	Land east of St Restes Close, Charafeld	3	10	13	10	3	10
SCDC_92	C11/1123	Land/buildings at Chillesford Lodge Estate, Chillesford	7	3	10	4	6	10
SCDC_94	DC/13/2933/OU	Land to the rear of 1 & 2 Chapel Cottages adjoining, The Street, Darsham	7	3	10	4	6	10
SCDC_95	DC/14/244/FUL	Easton Primary School & land adj, The Street, Easton	5	3	8	3	5	7
SCDC_97	Various	The Bartlett Hospital, Felixstowe	8	3	11	4	7	11
SCDC_98	Various	Off House, Chevalier Road, Hamilton House & Car Park, Hamilton Road, Felixstowe	24	10	34	13	21	35
SCDC_99	R33	Garage & parking area rear of 2-16 Philip Avenue, Felixstowe	4	2	6	3	3	6
SCDC_100	DC/13/3821/OU	Walton Green South High Street/High Road Felixstowe	83	83	83	83	83	83
SCDC_101	DC/16/3776/ARM	Land West Of Ferry Road Residential Centre/Ferry Road Felixstowe Suffolk	68	29	97	27	60	99

Unique Ref	Site Code	Location	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	PM Two-Way - Trips
SCDC 116	DC151816/ARM	Development site at Top Field Barn Farm, Ipswich Road, Grundisburgh	8	3	12	5	7	12
SCDC 117	DC160551/ARM	Glebe House Residential Care Home, Rectory Road, Holesley	3	1	5	2	3	5
SCDC 118	C130320	Land at Millard Way, Off Rectory Road, Holesley	5	2	8	3	5	8
SCDC 119	DC144625/FUL	Land to rear of 16 to 22 Falkingham Road, Kibon	15	6	21	8	13	22
SCDC 121	C121239	Land opposite 18 to 30a Aldeburgh Road, Leiston	20	9	29	11	18	30
SCDC 122	DC153018/FUL	Colonial House, Station Road, Leiston	3	1	5	2	3	5
SCDC 123	DC160527/OUT	Former Gas Works, Carr Avenue, Leiston	7	3	10	4	6	10
SCDC 124	DC160931/FUL	Land west of Mill Cottages, Valley Road, Leiston	6	3	9	3	6	9
SCDC 125	DC171462/FUL	Police Station, Leiston Road, Leiston	7	3	9	4	6	10
SCDC 126	C101906	Land south of Main Road, Martlesham	36	15	51	20	32	52
SCDC 127	DC161992/FUL	Land off Backles Lane, Martlesham	16	7	23	9	14	24
SCDC 128	C122255	Land Between 1 Potash Cottages And Woodroyd Cottage, Woods Lane, Melton	4	2	6	2	3	6
SCDC 129	DC154264/ARM	Land to rear of Cedar House, Pyches Road, Melton	3	1	5	2	3	5
SCDC 130	DC144091/OUT	Land north of Woods Lane, Melton	62	26	88	35	60	90
SCDC 131a	DC171884/FUL	Site of former Factory Warehouse, Melton Road, Melton	19	8	26	10	17	27
SCDC 131b	DC171884/FUL	Site of former Factory Warehouse, Melton Road, Melton	1	6	7	7	0	6
SCDC 132	DC161151/ARM	Hillview, Church Road, Oley	12	5	17	7	11	18
SCDC 176	DC161151/ARM	Hillview, Church Road, Oley	1	10	11	9	1	10
SCDC 133	C121930	Western part of land at Trinity Park & land at White House Farm, Feldestowe Road, Purdis Farm	103	44	147	58	92	150
SCDC 135	C930722 C7777	Bixley Farm (b), Rushmere St Andrew	9	4	13	5	8	13
SCDC 136	C120237	Phase 6, 7 & site A, Bixley Farm, Rushmere St Andrew	22	9	31	12	16	32
SCDC 137	DC142473/OUT	Land adjacent 158 The Street, Rushmere St Andrew	5	2	7	3	4	7
SCDC 140	DC141497/FUL	Land East Warren Avenue, Church Hill, Saxmundham	58	25	83	33	52	85
SCDC 141	DC160709/ARM	Former County Primary School, Fairfield Road, Saxmundham	3	5	8	3	5	8
SCDC 142	H49	Land to the rear of 7 Church Road Snape	3	1	5	2	3	5
SCDC 143	C163278	Former Walled Garden, Sudbourne Park, Sudbourne	3	1	5	2	3	5
SCDC 144	DC151525/ARM	Land at and ad Mushroom Farm, High Road, Trimley St Martin	23	10	32	13	20	33
SCDC 145	DC161918/FUL	Land at High Road, Trimley St Martin	24	10	34	13	21	35
SCDC 146	C050210	Snape Millings, Snape Bridge, Tunstall	15	6	21	8	13	22
SCDC 177	DC143076/FUL	Snape Millings, Snape Bridge, Tunstall	1	11	12	10	1	10
SCDC 147	DC163047/ARM	Land west of Street Farm, School Road, Tunstall	11	5	16	6	10	17
SCDC 148	DC142669/FUL	Part of land at Crown Nurseries, High Street Ufford Suffolk IP13 6EL	12	5	17	7	10	17
SCDC 149	DC142069/FUL	Land off St Michaels Way Wenhamton With Melis Hamlet Suffolk	9	4	13	5	8	13
SCDC 150	DC162210/FUL	Os 4300 North of Futers Field Westerfield Suffolk IP6 9AH	8	3	11	4	7	12
SCDC 151	DC161037/FUL	Fynn Valley Golf Club, Rose Hill, Wingham	5	2	7	3	4	7
SCDC 153	C041823 C0801	land at Noteus Garden Centre, Ipswich Road, Woodbridge	9	4	12	5	8	13
SCDC 154	C130767	Quayside Mill Quay Side Woodbridge IP12 1BN	4	2	6	2	3	6
SCDC 155	DC160152/FUL	Whistocks Boatyard Tide Mill Way Woodbridge	5	2	7	3	5	8
SCDC 156	DC164623/FUL	Former Police Station, Grundisburgh Road, Woodbridge	4	2	6	3	4	7
SCDC 157	DC164008/FUL	Queens House, Woodbridge School, Burkit Road, Woodbridge	11	5	15	6	10	16
SCDC 158a	DC171435/OUT	Brightwell Lakes (Northern Access)	126	71	196	66	102	169
SCDC 158	DC171435/OUT	Brightwell Lakes (Middle Access)	455	256	710	240	370	610
SCDC 158k	DC171435/OUT	Brightwell Lakes (Southern Access)	258	145	403	136	210	346

Appendix D - Suffolk Coastal "Scenario A" development trip generation

		AM Origins	AM Dest	AM Two-Way	PM Origins	PM Dest	PM Two-Way
		1,218	894	2,112	914	1,046	1,960
Unique Ref	Location	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	PM Two-Way - Trips
SCDC_1092a	Land to the north of Felixstowe (Residential)	137	58	196	78	123	200
SCDC_1092b	Land to the north of Felixstowe (Primary School)	51	67	118	8	5	13
SCDC_1092c	Land to the north of Felixstowe (Local Centre)	18	20	38	24	23	47
SCDC_1092d	Land to the north of Felixstowe (B1 Office)	3	34	37	30	3	33
SCDC_1092e	Land to the north of Felixstowe (Leisure Centre)	16	21	37	49	52	101
SCDC_1092f	Land to the north of Felixstowe (Residential)	137	58	196	78	123	200
SCDC_706a	Innocence Farm, Nr Kirton, Trimley	42	109	151	99	30	129
SCDC_714_717_1012a	Land south of Saxmundham (Residential)	275	116	391	155	246	401
SCDC_714_717_1012b	Land south of Saxmundham (B1b_1)	10	64	74	51	7	57
SCDC_714_717_1012c	Land south of Saxmundham (B1b_2)	10	64	74	51	7	57
SCDC_714_717_1012d	Land south of Saxmundham (B8)	3	7	10	7	2	9
SCDC_714_717_1012e	Land south of Saxmundham (Primary School)	51	67	118	8	5	13
SCDC_714_717_1012f	Land south of Saxmundham (Local Centre)	18	20	38	24	23	47
SCDC_714_717_1012g	Land south of Saxmundham (Community Centre)	1	2	2	1	1	3
SCDC_R1	Trimley	86	36	122	48	77	125
SCDC_R2	Felixstowe	52	22	73	29	46	75
SCDC_R3	Trimley	52	22	73	29	46	75
SCDC_R4	Rushmere	52	22	73	29	46	75
SCDC_R5	Rushmere	34	15	49	19	31	50
SCDC_R6	Aldeburgh	7	3	10	4	6	10
SCDC_R7	Framlingham	9	4	12	5	8	13
SCDC_R8	Framlingham	9	4	12	5	8	13
SCDC_R9	Leiston	9	4	12	5	8	13
SCDC_R10	Leiston	9	4	12	5	8	13
SCDC_R11	Wickham Market	52	22	73	29	46	75
SCDC_R12	Darsham and Yoxford	34	15	49	19	31	50
SCDC_R13	Benhall	17	7	24	10	15	25
SCDC_R14	Kelsale	17	7	24	10	15	25
SCDC_R15	Blythburgh	9	4	12	5	8	13

Appendix D - Suffolk Coastal "Scenario A" development trip generation

		AM Origins	AM Dest	AM Two-Way	PM Origins	PM Dest	PM Two-Way
		1,823	1,881	3,704	1,763	1,478	3,241
Unique Ref	Location	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	PM Two-Way - Trips
SCDC_1092a	Land to the north of Felixstowe (Residential)	515	218	734	291	461	752
SCDC_1092b	Land to the north of Felixstowe (Primary School)	102	134	236	16	10	26
SCDC_1092c	Land to the north of Felixstowe (Local Centre)	29	31	60	39	36	75
SCDC_1092d	Land to the north of Felixstowe (B1 Office)	3	34	37	30	3	33
SCDC_1092e	Land to the north of Felixstowe (Leisure Centre)	16	21	37	49	52	101
SCDC_1092f	Land to the north of Felixstowe (Residential)	258	109	367	145	230	376
SCDC_706a	Innocence Farm, Nr Kirton, Trimley	85	218	302	198	59	258
SCDC_714a	Land south of Saxmundham (Residential)	189	80	269	107	169	276
SCDC_714b	Land south of Saxmundham (B1b_1)	5	32	37	25	3	29
SCDC_714c	Land south of Saxmundham (B1b_2)	5	32	37	25	3	29
SCDC_714d	Land south of Saxmundham (B8)	1	4	5	3	1	4
SCDC_714e	Land south of Saxmundham (Primary School)	51	67	118	8	5	13
SCDC_714f	Land south of Saxmundham (Local Centre)	18	20	38	24	23	47
SCDC_714g	Land south of Saxmundham (Community Centre)	1	2	2	1	1	3
SCDC_435 / 559	Land north and east of the Manor House, Saxmundham	86	36	122	48	77	125
SCDC_1151a	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1c_B2)	102	201	302	177	43	220
SCDC_1151b	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1b_1)	41	264	305	210	28	238
SCDC_1151c	Land adj. 'Seven Hills' A12/A14 junction, Felixstowe Road (B1b_2)	41	264	305	210	28	238
SCDC_R16	Rushmere	7	3	10	4	6	10
SCDC_R17	Rushmere	7	3	10	4	6	10
SCDC_R18	Rushmere	7	3	10	4	6	10
SCDC_R19	Kesgrave	7	3	10	4	6	10
SCDC_R20	Aldeburgh	7	3	10	4	6	10
SCDC_R21	Framlingham	9	4	12	5	8	13
SCDC_R22	Framlingham	9	4	12	5	8	13
SCDC_R23	Leiston	9	4	12	5	8	13
SCDC_R24	Leiston	9	4	12	5	8	13
SCDC_R25	Wickham Market	69	29	98	39	61	100
SCDC_R26	Darsham and Yoxford	52	22	73	29	46	75
SCDC_R27	Benhall	34	15	49	19	31	50
SCDC_R28	Kelsale	34	15	49	19	31	50
SCDC_R29	Blythburgh	17	7	24	10	15	25



# Appendix E

## **MATRIX TOTALS BY USER CLASS**



**Appendix E - Matrix Totals by User Class**

**Model Run 2 - AM Peak Hour (0800-0900)**

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	1248.8	1509.2	0	1509.2	20.9%
HBW Outbound	UC2	49606.26	59402.2	7422.79	66824.99	34.7%
HBEB Inbound	UC3	453.19	541.02	0	541.02	19.4%
HBEB Outbound	UC4	3007.05	3601.73	449.96	4051.68	34.7%
NHBEB	UC5	3637.78	4351.01	0	4351.01	19.6%
HBO Inbound	UC6	8110.36	9679.21	1213.59	10892.8	34.3%
HBO Outbound	UC7	41031.88	49090.62	6139.77	55230.39	34.6%
NHBO	UC8	9868.82	11830.48	0	11830.48	19.9%
LGV	UC9	12661.9	19825.58	0	19825.58	56.6%
HGV	UC10	8808.1	11045.26	0	11045.26	25.4%
	<b>TOTAL</b>	<b>138434.14</b>	<b>170876.31</b>	<b>15226.11</b>	<b>186102.42</b>	<b>34.4%</b>

**Model Run 2 - PM Peak Hour (1700-1800)**

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	47887.2	57442.09	7333.31	64775.4	35.3%
HBW Outbound	UC2	1529.58	1847.96	0	1847.96	20.8%
HBEB Inbound	UC3	2180.2	2610.43	333.87	2944.3	35.0%
HBEB Outbound	UC4	1039.19	1246.31	0	1246.31	19.9%
NHBEB	UC5	2765.32	3302.65	0	3302.65	19.4%
HBO Inbound	UC6	35685.79	42726.66	5464.82	48191.48	35.0%
HBO Outbound	UC7	18119.72	21695.9	2774.8	24470.7	35.1%
NHBO	UC8	11802.79	14105.86	0	14105.86	19.5%
LGV	UC9	10223.67	16007.88	0	16007.88	56.6%
HGV	UC10	6098.14	7647	0	7647	25.4%
	<b>TOTAL</b>	<b>137331.58</b>	<b>168632.73</b>	<b>15906.81</b>	<b>184539.55</b>	<b>34.4%</b>

Appendix E - Matrix Totals by User Class

Model Run 3 - AM Peak Hour (0800-0900)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	1248.8	1547.51	0	1547.51	23.9%
HBW Outbound	UC2	49606.26	61364.16	1748.39	63112.54	27.2%
HBEB Inbound	UC3	453.19	561.02	0	561.02	23.8%
HBEB Outbound	UC4	3007.05	3717.38	105.98	3823.36	27.1%
NHBEB	UC5	3637.78	4506.1	0	4506.1	23.9%
HBO Inbound	UC6	8110.36	10015.32	285.85	10301.17	27.0%
HBO Outbound	UC7	41031.88	50693.96	1446.18	52140.14	27.1%
NHBO	UC8	9868.82	12236.31	0	12236.31	24.0%
LGV	UC9	12661.9	19825.58	0	19825.58	56.6%
HGV	UC10	8808.1	11045.26	0	11045.26	25.4%
	<b>TOTAL</b>	<b>138434.14</b>	<b>175512.59</b>	<b>3586.4</b>	<b>179099</b>	<b>29.4%</b>

Model Run 3 - PM Peak Hour (1700-1800)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	47887.2	59395.43	1599.25	60994.68	27.4%
HBW Outbound	UC2	1529.58	1902.4	0	1902.4	24.4%
HBEB Inbound	UC3	2180.2	2702.2	72.81	2775.01	27.3%
HBEB Outbound	UC4	1039.19	1290.2	0	1290.2	24.2%
NHBEB	UC5	2765.32	3432.27	0	3432.27	24.1%
HBO Inbound	UC6	35685.79	44224.07	1191.77	45415.84	27.3%
HBO Outbound	UC7	18119.72	22482.13	605.13	23087.26	27.4%
NHBO	UC8	11802.79	14658.84	0	14658.84	24.2%
LGV	UC9	10223.67	16007.88	0	16007.88	56.6%
HGV	UC10	6098.14	7647	0	7647	25.4%
	<b>TOTAL</b>	<b>137331.58</b>	<b>173742.42</b>	<b>3468.96</b>	<b>177211.38</b>	<b>29.0%</b>

Appendix E - Matrix Totals by User Class

Model Run 4 - AM Peak Hour (0800-0900)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	1248.8	1510.67	0	1510.67	21.0%
HBW Outbound	UC2	49606.26	59480.7	10248.96	69729.66	40.6%
HBEB Inbound	UC3	453.19	541.74	0	541.74	19.5%
HBEB Outbound	UC4	3007.05	3608.69	621.27	4229.96	40.7%
NHBEB	UC5	3637.78	4358.98	0	4358.98	19.8%
HBO Inbound	UC6	8110.36	9689.42	1675.65	11365.06	40.1%
HBO Outbound	UC7	41031.88	49147.57	8477.44	57625.02	40.4%
NHBO	UC8	9868.82	11839.42	0	11839.42	20.0%
LGV	UC9	12661.9	19825.58	0	19825.58	56.6%
HGV	UC10	8808.1	11045.26	0	11045.26	25.4%
	<b>TOTAL</b>	<b>138434.14</b>	<b>171048.03</b>	<b>21023.32</b>	<b>192071.34</b>	<b>38.7%</b>

Model Run 4 - PM Peak Hour (1700-1800)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	47887.2	57518.05	9844.82	67362.88	40.7%
HBW Outbound	UC2	1529.58	1849.36	0	1849.36	20.9%
HBEB Inbound	UC3	2180.2	2616.1	448.21	3064.31	40.6%
HBEB Outbound	UC4	1039.19	1248.38	0	1248.38	20.1%
NHBEB	UC5	2765.32	3308.12	0	3308.12	19.6%
HBO Inbound	UC6	35685.79	42780.19	7336.42	50116.61	40.4%
HBO Outbound	UC7	18119.72	21713.84	3725.12	25438.96	40.4%
NHBO	UC8	11802.79	14110.97	0	14110.97	19.6%
LGV	UC9	10223.67	16007.88	0	16007.88	56.6%
HGV	UC10	6098.14	7647	0	7647	25.4%
	<b>TOTAL</b>	<b>137331.58</b>	<b>168799.89</b>	<b>21354.57</b>	<b>190154.47</b>	<b>38.5%</b>

Appendix E - Matrix Totals by User Class

Model Run 5 - AM Peak Hour (0800-0900)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	1248.8	1510.46	0	1510.46	21.0%
HBW Outbound	UC2	49606.26	59468.62	11024.79	70493.4	42.1%
HBEB Inbound	UC3	453.19	541.65	0	541.65	19.5%
HBEB Outbound	UC4	3007.05	3607.97	668.3	4276.28	42.2%
NHBEB	UC5	3637.78	4358.18	0	4358.18	19.8%
HBO Inbound	UC6	8110.36	9687.72	1802.49	11490.21	41.7%
HBO Outbound	UC7	41031.88	49137.94	9119.15	58257.09	42.0%
NHBO	UC8	9868.82	11837.37	0	11837.37	19.9%
LGV	UC9	12661.9	19825.58	0	19825.58	56.6%
HGV	UC10	8808.1	11045.26	0	11045.26	25.4%
	<b>TOTAL</b>	<b>138434.14</b>	<b>171020.75</b>	<b>22614.73</b>	<b>193635.48</b>	<b>39.9%</b>

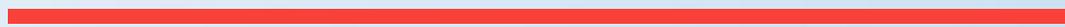
Model Run 5 - PM Peak Hour (1700-1800)

User Class	User Class ID	Base Matrix	Background Growth	Development TRIPS	TOTAL	Increase vs. Base
HBW Inbound	UC1	47887.2	57506.96	10435.55	67942.51	41.9%
HBW Outbound	UC2	1529.58	1849.1	0	1849.1	20.9%
HBEB Inbound	UC3	2180.2	2615.6	475.11	3090.71	41.8%
HBEB Outbound	UC4	1039.19	1248.17	0	1248.17	20.1%
NHBEB	UC5	2765.32	3307.5	0	3307.5	19.6%
HBO Inbound	UC6	35685.79	42772.04	7776.62	50548.65	41.6%
HBO Outbound	UC7	18119.72	21710.11	3948.64	25658.75	41.6%
NHBO	UC8	11802.79	14108.29	0	14108.29	19.5%
LGV	UC9	10223.67	16007.88	0	16007.88	56.6%
HGV	UC10	6098.14	7647	0	7647	25.4%
	<b>TOTAL</b>	<b>137331.58</b>	<b>168772.64</b>	<b>22635.91</b>	<b>191408.55</b>	<b>39.4%</b>



# Appendix F

## GENERALISED COSTS



## Appendix F - 2036 Generalised Cost Parameters

### Pence Per Minute (PPM)

User Class	AM Peak (0800-0900)	PM Peak (1700-1800)
Car Work	30.10	30.53
Car Commuting	20.18	20.25
Car Other	13.92	14.58
LGV	21.27	21.27
HGV	43.19	43.19

### Pence Per Kilometre (PPK)

User Class	AM Peak (0800-0900)	PM Peak (1700-1800)
Car Work	12.15	12.15
Car Commuting	5.79	5.79
Car Other	5.79	5.79
LGV	13.31	13.31
HGV	45.72	45.72



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