Suffolk County Council

IPSWICH NORTHERN ROUTE

Model Forecasting Report

70044285-WSP-RPT-TP-MFR-002
JANUARY 2020

PUBLIC

Suffolk County **Council**

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IPSWICH NORTHERN ROUTE

Model Forecasting Report

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UNCERTAINTY LOG

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. WSP has been commissioned by Suffolk County Council (SCC) to undertake strategic modelling of proposals for Ipswich Northern Route. The modelling is based upon the Suffolk County Transport Model (SCTM) that was developed in 2017 with the aim that it would become a multi-purpose transport modelling tool for SCC to test a range of potential transport schemes and policies.

1.1.2. The Ipswich Northern Route Local Model Validation Report (LMVR) (August 2019) details a review of the SCTM with regards to its fitness for purpose as a base for testing of Ipswich Northern Route proposals. It was developed following the principles set out within WebTAG guidance to ensure that the model can provide a suitable appraisal of the proposed scheme and stand up to scrutiny.

1.1.3. The LMVR report concluded that following the localised calibration and validation of the SCTM, the model provides a robust basis from which to create forecast models and assignment for the Ipswich Northern Route proposals.

1.1.4. In this forecasting report, the model is being used solely to test the impact of the Ipswich Northern Route, for the purposes of forecasting, economics and environmental assessment. The assessment is currently at an early stage and more detailed modelling may be required at a subsequent stage.

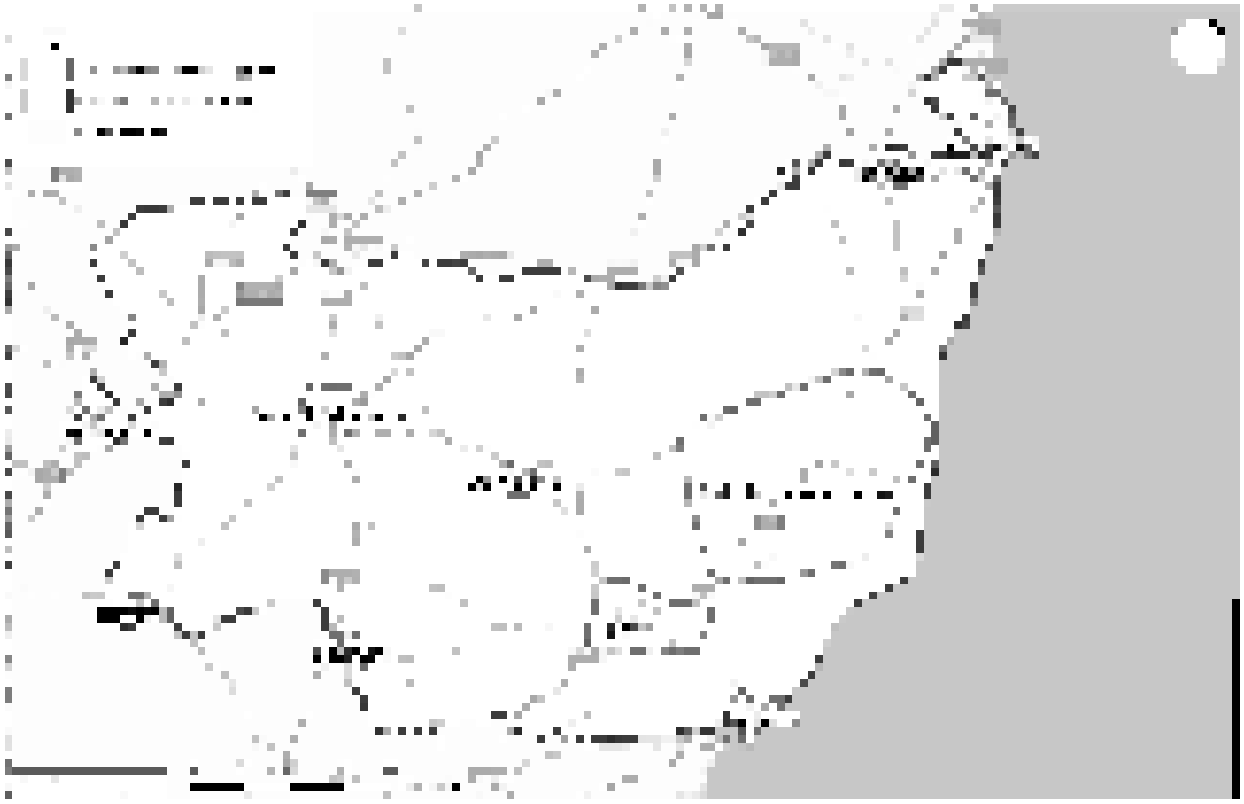
1.2. MODEL EXTENT

1.2.1. The SCTM has a base year of 2016 based on an average Monday to Thursday for neutral months. The following three time periods have been modelled:

- AM peak hour (0800-0900)
- Inter peak average hour (1000-1600)
- PM peak hour (1700-1800)

1.2.2. The model covers the county of Suffolk, with three levels of detail in the model. The modelled area is show in Figure 1-1.

Figure 1-1 - SCTM Model Area



1.3. PURPOSE OF THIS REPORT

1.3.1. The purpose of this report is to document the details of the forecast modelling process used to assess the Ipswich Northern Route proposals. The report outlines the methodology used for the development of the forecast matrices and forecast networks, describes the details of the options tested and the results of the modelling.

1.4. REPORT STRUCTURE

1.4.1. The report is structured as follows:

- Chapter 2 outlines the methodology followed to develop the forecast model;
- Chapter 3 outlines the forecast matrix development process;
- Chapter 4 outlines the forecast network development process;
- Chapter 5 outlines the results of the scheme options;
- Chapter 6 outlines the overnight period sensitivity test;
- Chapter 7 outlines the Orwell Bridge closure sensitivity tests; and
- Chapter 8 provides a conclusion.

2. METHODOLOGY

2.1.1. In order to assess the proposals for the Ipswich Northern Route (INR) scheme, the validated 2016 base model was used to create future scenario models.

2.1.2. Models have been created for the forecast years of 2027 (earliest scheme opening year) and 2042 (scheme opening year + 15 years).

2.1.3. The methodology for creating the forecast models can been split into two parts – the future demand and the future network.

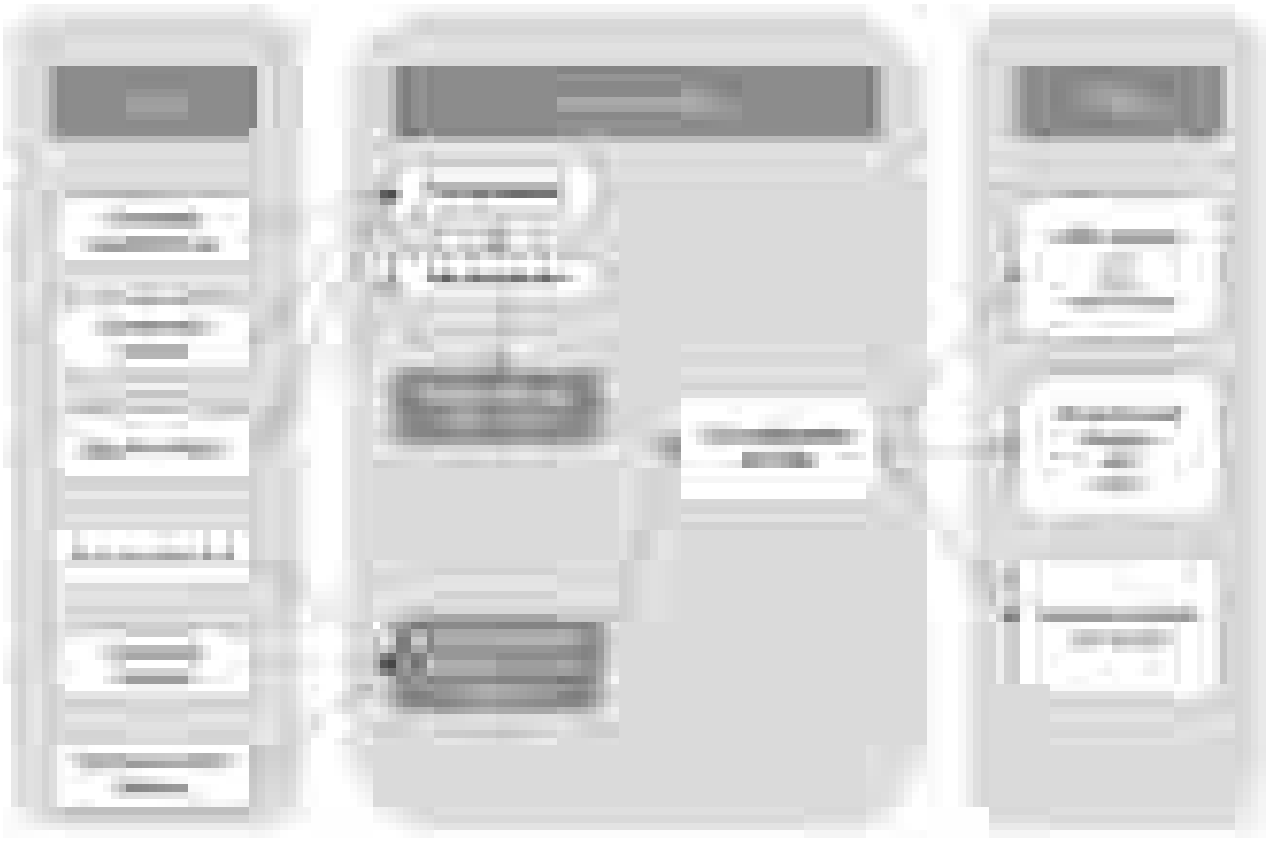
2.1.4. In order to model the future demand, matrices have been developed for the two forecast years. The matrices are based on a combination of data about committed developments and background growth. Details of the process used to create these matrices is described in Chapter 3.

2.1.5. The forecast highway network needs to take account of committed highway improvements and changes associated with committed developments and the network changes associated with the INR proposals. Details of the forecast network changes are outlined in Chapter 4.

2.1.6. The resulting forecast matrices have been assigned to the forecast network in SATURN and results have been output for analysis. Chapter 5 provides a summary and analysis of the traffic outputs. The model also provides outputs that have been used for environmental and economic analysis, but these are not considered in this report.

2.1.7. A diagram summarising the model forecasting process is shown below in Figure 2-1.

Figure 2-1 - Model Forecasting Process



3. MATRIX DEVELOPMENT

3.1. MATRIX DEVELOPMENT METHOD

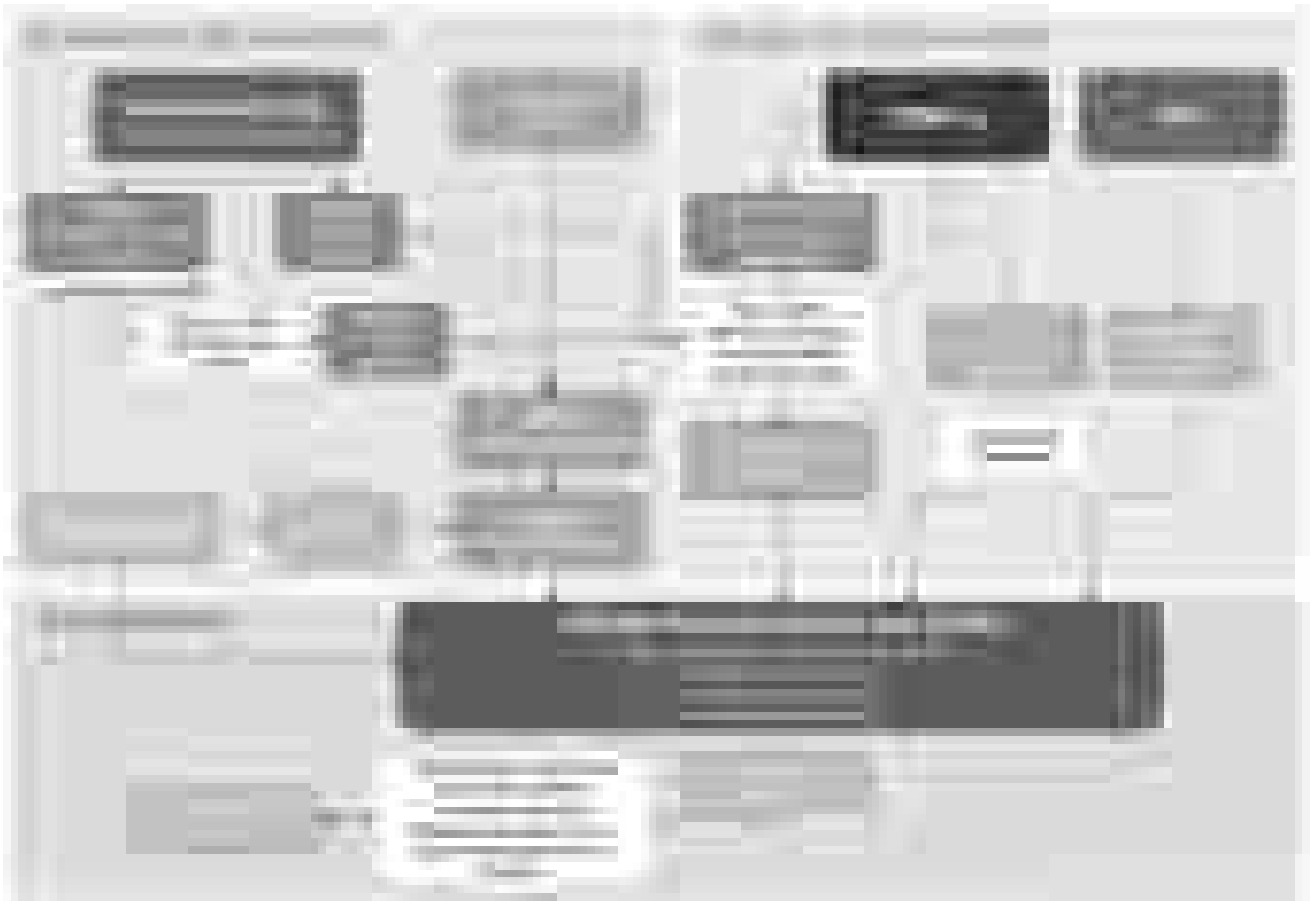
3.1.1. In order to assess the Ipswich Northern Route scheme, it was necessary to build demand trip matrices in relation to the forecast years 2027 (scheme opening year) and 2042 (scheme opening year + 15 years).

3.1.2. The methodology in deriving the forecast trip matrices can be split into three main parts, as described below:

- **Development Trip Generation** – Establish the forecast trips that will be generated by explicit known developments.
  - Uncertainty Log - Establish an uncertainty log of site specific developments within the study area, whereby the term development refers to either residential or commercial site use;
  - Allocation to Model Zones - Allocate these site-specific developments a corresponding SATURN zone;
  - Trip Rates - Calculate trip rates to convert the number of dwellings/jobs into peak hour trips in the forecast years;
  - Proportion of Trips Amongst Car User Classes - Proportion out these development trips across the 8 car based user classes;
- **Background Trip Generation** – Establish the forecast trips that will be generated by background growth.
  - Car Growth Factors – Obtain the unadjusted growth factors (constraint) from TEMPro. Determine the adjusted growth factors via the application of alternative planning assumptions;
  - LGV and HGV Growth factors - Apply RTF (National Road Traffic Forecast) factors to account for UC9 (LGV) and UC10 (HGV) growth in a respective forecast year model; and
- **Trip Distribution** – Combine the development and background growth trip ends and distribute them using the Furness method.
  - Distribute trips based on the Furness method to produce a set of forecast year matrices for the respective model years and peak periods. Apply the constraint to cap the total number of forecast trips.

3.1.3. Figure 3-1 shows a diagram of the matrix forecasting process.

Figure 3-1 - Matrix Forecasting Process



3.2. DEVELOPMENT TRIP GENERATION

UNCERTAINTY LOG

3.2.1. An uncertainty log has been produced using information obtained from the local authorities in the scheme area. Development data was collected from the following local authorities:

- Babergh and Mid Suffolk (combined)
- Ipswich
- Suffolk Coastal (now East Suffolk Council)

3.2.2. Each local authority provided a list with all developments considered in the local plan, together with the following attributes:

- Location Details;
- Development type (residential / employment). Those developments which contain both types were divided into two elements;
- Land use. Employment developments which contained several land uses were broken down into single land use types;
- Number of dwellings (for residential developments);
- Site area (for employment developments); and
- Uncertainty assumption.

3.2.3. Only developments for which the uncertainty is defined as 'Near certain' or 'More than likely' have been considered to reflect what is henceforth known as the 'Core' scenario. This is in line with WebTAG criteria.

3.2.4. For residential developments, the local authority housing trajectories provided the projected year of delivery for each of the developments. These were used to calculate the number of dwellings complete in each of the two forecast years of 2027 and 2042. Some developments were projected to be complete by 2027, whilst others are phased developments, with only a proportion complete by 2027. All developments in the core scenario are predicted to be complete by 2042.

3.2.5. For employment developments, a predicted year of completion was provided for each development by the local authority. Based on knowledge in 2018 these were classified as complete either within 0-5 years or within 6-15 years. For those classed as 0-5 years, it has been assumed that the development will be complete by 2027. For those classed as 6-15 years, it implies that the development will be complete between 2024 and 2033. A linear rate of development has been assumed, thus 33% of the total predicted jobs is included in the 2027 forecast. This only applies to a relatively small number of developments.

3.2.6. The total site area of the employment developments was converted to effective area by assuming a site area conversion factor agreed by the council of 0.4. The net area was then converted to jobs by using the employment density matrix contained in the Employment Density Guide[1] and the Employment Land Needs Assessment[2]

3.2.7. The resulting number of explicitly modelled committed development dwellings and jobs from the uncertainty log is summarised in Table 3-1.

Table 3-1 – Committed Development Dwellings and Jobs

	2027		2042	
	Dwellings	Jobs	Dwellings	Jobs
Babergh	2,034	4,137	2,755	5,877
Ipswich	2,138	1,271	3,183	1,302
Mid Suffolk	2,809	5,392	2,919	5,392
Suffolk Coastal	6,181	5,091	6,766	5,091
Total	13,162	15,891	15,623	17,663

[1] Homes & Communities Agency. Employment Density Guide, 3rd edition. November 2015.
[2] Ipswich and Waveney Economic Areas ELNA. Employment Land Needs Assessment Final Report. March 2016

3.2.8. Figure 3-2 and Figure 3-3 show the locations of the explicit dwellings growth in 2042. They show that the main areas of dwellings growth are around Ipswich whilst jobs growth is more evenly spread between the main towns in the area.

Figure 3-2 - 2016 - 2042 Explicit Dwellings Growth

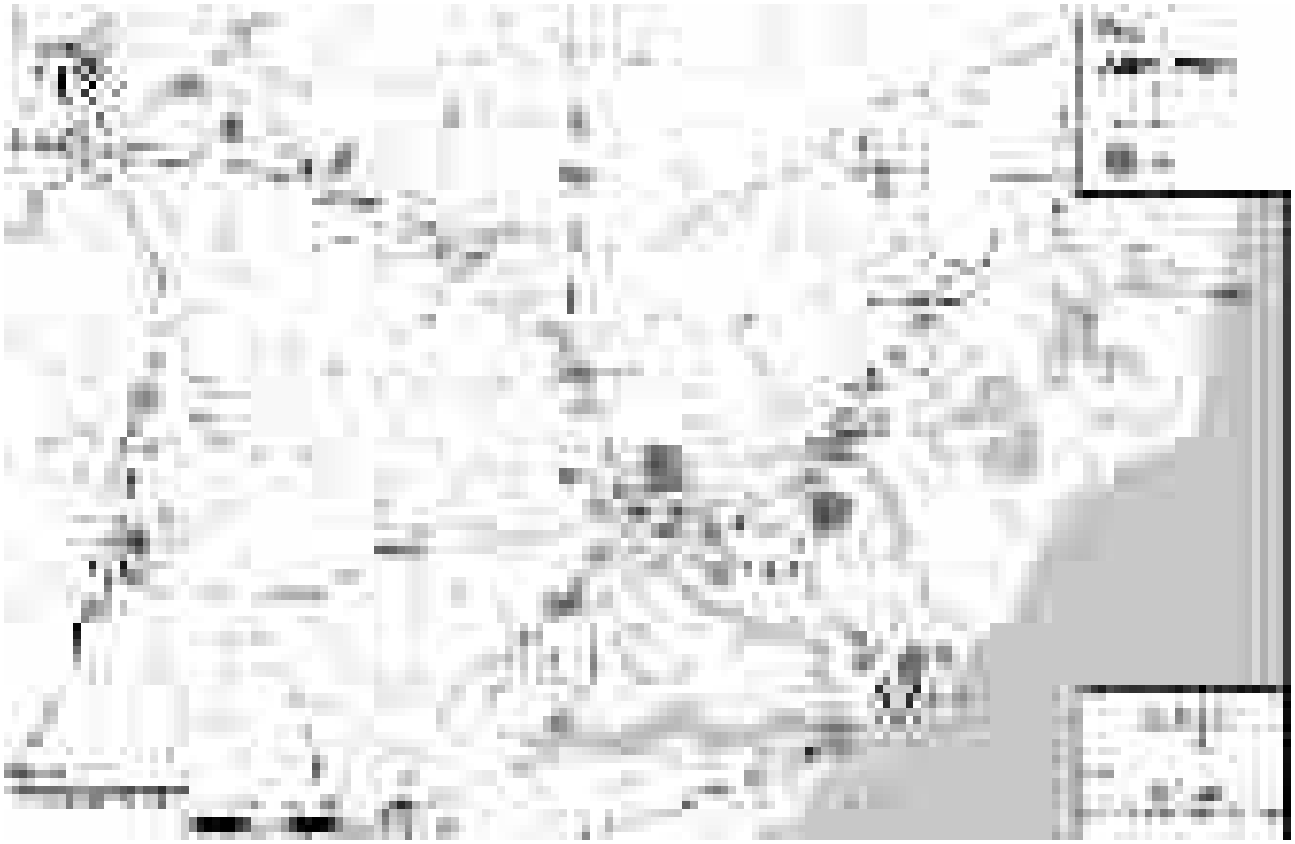


Figure 3-3 - 2016 - 2042 Explicit Jobs Growth

ALLOCATION TO MODEL ZONES

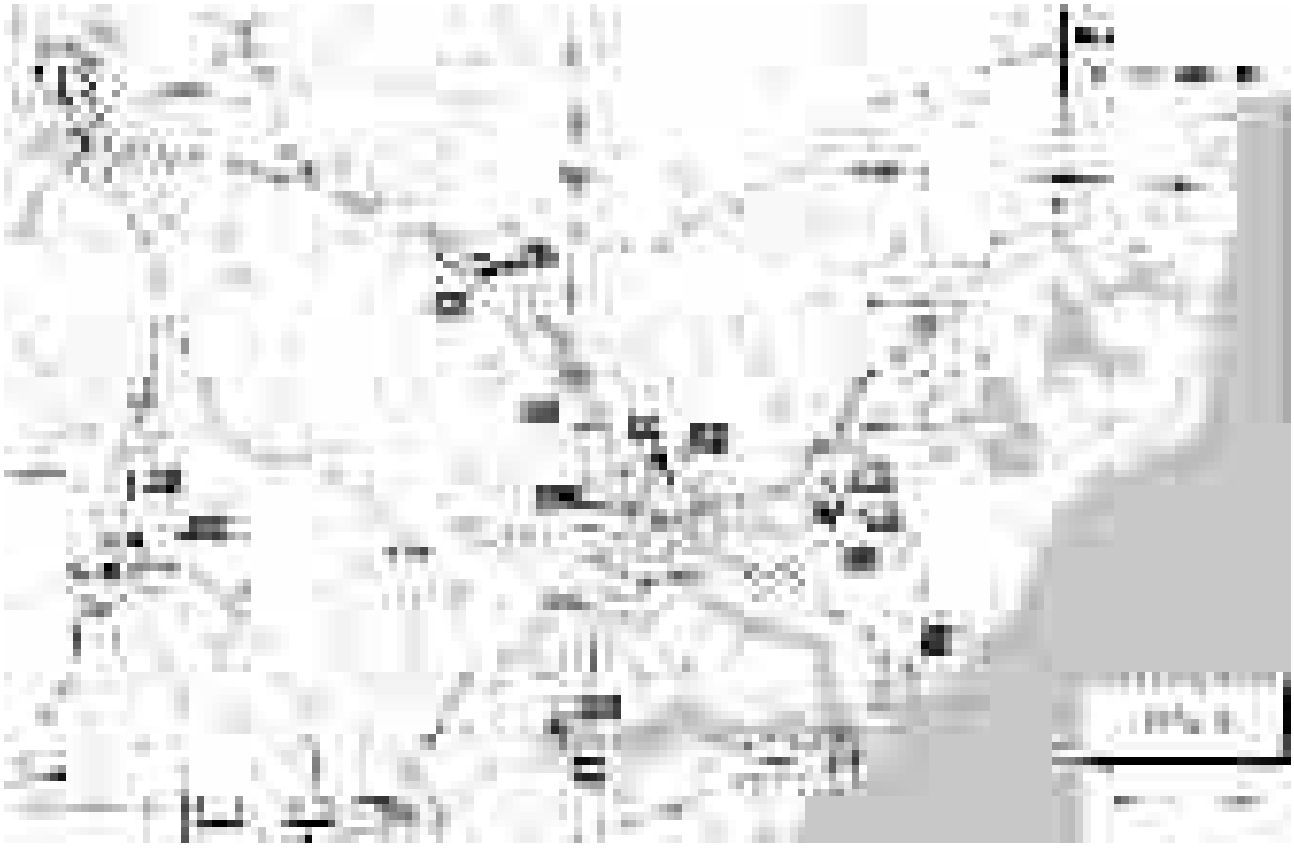
3.2.9. Each of the developments in the core scenario was allocated to an appropriate SATURN zone, based on its location in the network. For the majority of developments, an existing zone in the base network has been used.

3.2.10. However, there are a number of larger committed developments that due to their size will require one or more new model zones. Table 3-2 contains a list of all these developments (those with more than 500 jobs or dwellings), together with the new forecast zones they have been assigned and the number of dwellings and jobs created by 2042. Figure 3-4 shows the location of these new forecast zones.

Table 3-2 – Larger explicitly modelled developments with a new SATURN zone

Development	Local Authority	Saturn Zone(s)	Dwellings	Jobs
Chilton Woods, Sudbury	Babergh	941, 942	1,150	1,508
Brantham Industrial Estate, Manningtree	Babergh	943, 944	320	1,670
Former Sugar Beet Factory Site, Sproughton Road	Babergh	1050	-	2,610
Ipswich Garden Suburb	Ipswich	912, 913	1,955	-
Land at Blackacre Hill, Bramford Road	Mid Suffolk	940	-	600
Mill Lane, Stowmarket	Mid Suffolk	947, 989	-	3,674
Brightwell Lakes, Martlesham	Suffolk Coastal	907, 908, 909	2,000	-
Land at Candlet Road, Felixstowe	Suffolk Coastal	932	560	-

Figure 3-4 - New SATURN Forecast Zones



3.2.11. These forecast zones were already contained in the base model as empty zones for this purpose, and as such the zones have been moved to the correct location and the relevant developments allocated.

TRIP RATES

3.2.12. For each of the developments, the number of dwellings and jobs needed to be converted into the number of trips generated in each of the peak periods. This can be done either by obtaining trip rates from TRICS or TEMPro. Due to uncertainties regarding the exact type of development, levels

of sustainability and the absence of detailed appraisal that would be found within a transport assessment, TEMPro is considered the most appropriate basis for the trip generation. TEMPro has therefore been used for all sites without a Transport Assessment within this appraisal.

Trip Rates from Transport Assessments

3.2.13. For a number of the larger developments that have already obtained planning permission, it was decided that the trip rates in the associated transport assessment would provide the best trip generation prediction. The transport assessment reports were interrogated for these rates and applied appropriately. Most of the transport assessments only covered the AM and PM peak, so the trip rates for the interpeak were obtained using TEMPro trip rates.

3.2.14. It is worth noting that the trip rates for the employment developments in this category are based on 100sqm rather than per job. Table 3-3 shows the trip rates obtained from transport assessments.

Table 3-3 – Transport Assessment trip rates

		AM Peak		PM Peak	
Development	Unit	Origin	Dest	Origin	Dest
Former Sugar Beet Factory (B1)	trip/ 100 sqm	0.248	1.273	1.139	0.182
Former Sugar Beet Factory (B2)	trip/ 100 sqm	0.279	0.541	0.435	0.113
Ipswich Garden Suburb (Henley Gate)	trip/ dwelling	0.410	0.154	0.212	0.371
Ipswich Garden Suburb (Fonnereau)	trip/ dwelling	0.330	0.080	0.140	0.230
Mill Lane (B8)	trip/ 100 sqm	0.054	0.084	0.103	0.038
Brightwell Lakes	trip/ dwelling	0.419	0.236	0.221	0.341
Land at Candlet Road	trip/ dwelling	0.498	0.154	0.246	0.409

TEMPro Trip Rates

3.2.15. For other developments, where the development is small or the transport assessment was not available, TEMPro trip rates were used.

3.2.16. Trip rates were derived using the NTEM 7.2 dataset, obtaining trip rates at a district level, for the AM, IP and PM peak and for both housing and employment developments. Trip rates were calculated as the growth in origin and destination trips as a result of increasing the number of dwellings or jobs in the alternative assumptions. The trip rates used are shown in Table 3-4 and Table 3-5 below.

Table 3-4 – Forecast Model Housing Trip Rates for Site Specific Developments

		Trip Rate per Household					
		AM Peak		Inter Peak		PM Peak	
		Origin	Dest	Origin	Dest	Origin	Dest
2027	**Babergh**	0.168	0.027	0.077	0.082	0.066	0.166
	Ipswich	0.151	0.023	0.065	0.068	0.061	0.149
	Mid Suffolk	0.193	0.029	0.082	0.085	0.070	0.174
	Suffolk Coastal	0.175	0.024	0.078	0.082	0.061	0.159
2042	**Babergh**	0.160	0.023	0.077	0.080	0.062	0.155
	Ipswich	0.147	0.023	0.065	0.068	0.057	0.145
	Mid Suffolk	0.181	0.025	0.082	0.083	0.062	0.166
	Suffolk Coastal	0.163	0.024	0.077	0.080	0.061	0.152

Table 3-5 - Forecast Model Employment Trip Rates for Site Specific Developments

		Trip rate per job					
		AM Peak		Inter Peak		PM Peak	
		Origin	Dest	Origin	Dest	Origin	Dest
2027	**Babergh**	0.042	0.187	0.093	0.090	0.166	0.066
	Ipswich	0.042	0.170	0.087	0.083	0.149	0.061
	Mid Suffolk	0.041	0.189	0.082	0.075	0.155	0.054
	Suffolk Coastal	0.048	0.199	0.098	0.095	0.171	0.072
2042	**Babergh**	0.050	0.198	0.103	0.097	0.178	0.070
	Ipswich	0.042	0.178	0.095	0.092	0.157	0.065
	Mid Suffolk	0.041	0.201	0.088	0.082	0.163	0.058
	Suffolk Coastal	0.052	0.211	0.107	0.103	0.186	0.076

3.2.17. These trip rates were applied to the developments in the uncertainty log to obtain the total trip generation of each development, in each of the forecast years.

3.2.18. A list with all the developments considered in the uncertainty log together with the assigned SATURN zone, trip rates and total trips by year and time period is included in Appendix A.

PROPORTIONING OF TRIPS BETWEEN CAR USER CLASSES

3.2.19. The trips generated by the developments have no associated user class so therefore needed to be distributed between the 8 car specific user classes (as TEMPro only considers car trips). The user class proportions in the equivalent time periods in the modelled 2016 base year were used as a guide to decide the distribution. The trips were distributed as shown in Table 3-6. “Inbound” refers to trips originating from home and “outbound” refers to trips terminating at home.

Table 3-6 – User class split used for distribution of development traffic

User Class		% Split		
Number	Name	AM Peak	Inter peak	PM Peak
1	Car home-based work (inbound) (Car HBW IB)	0	8	46
2	Car home-based work (outbound) (Car HBW OB)	49	6	0
3	Car home-based employers’ business (inbound) (Car HBEB IB)	0	0	2
4	Car home-based employers’ business (outbound) (Car HBEB OB)	3	0	0
5	Car non-home-based employers’ business (both directions) (Car NHEB)	0	4	0
6	Car home-based other (inbound) (Car HBO IB)	8	40	34
7	Car home-based other (outbound) (Car HBO OB)	40	29	18
8	Car non-home-based other (both directions) (Car NHBO)	0	13	0

3.3. BACKGROUND TRIP GENERATION

CAR GROWTH FACTORS

3.3.1. Upon determining the number of development trips in the scheme area, it was necessary to derive growth factors in the surrounding area to account for background growth. NTEM 7.2 dataset TEMPro growth factors were obtained for Suffolk and for the rest of the East region (excluding Suffolk).

3.3.2. The planning data within TEMPro was obtained for 2016, 2027 and 2042 showing household and job projections and is detailed in Table 3-7.

Table 3-7 – Unadjusted TEMPro planning data

		2016	2027	2027 - 2016	2042	2042 - 2016
Households	East (without Suffolk)	2,252,951	2,569,386	316,435	2,937,043	684,092
	Suffolk	328,816	368,352	39,536	412,422	83,606
Jobs	East (without Suffolk)	2,579,303	2,698,796	119,493	2,818,172	238,869

	Suffolk	376,702	395,327	18,625	412,816	36,114

3.3.3. Table 3-8 shows the unadjusted growth factors for the modelled years and time periods. These growth factors are based on the planning data above and will be used to constrain the matrix, representing the maximum trip end growth that can be achieved in a zone.

Table 3-8 – Unadjusted TEMPro growth factors

		AM		IP		PM	
		Origin	Destination	Origin	Destination	Origin	Destination
2016 - 2027	East (without Suffolk)	1.1121	1.1151	1.1555	1.1554	1.1154	1.1139
	Suffolk	1.0819	1.1082	1.1373	1.1361	1.1039	1.0873
2016 - 2042	East (without Suffolk)	1.2292	1.2368	1.3173	1.3171	1.2377	1.2337
	Suffolk	1.1665	1.2288	1.2790	1.2763	1.2178	1.1788

3.3.4. Alternative assumptions were then applied to the TEMPro planning data to exclude the site-specific development dwellings and jobs, as obtained in Table 3-1. This is done to avoid double-counting of the trips as the development trips are added separately. The adjusted planning data is detailed in Table 3-9.

Table 3-9 - Adjusted TEMPro planning data

		2016	2027	2027 - 2016	2042	2042 - 2016
Households	East (without Suffolk)	2,252,951	2,569,386	316,435	2,937,043	684,092
	Suffolk	328,816	355,190	26,374	396,799	67,983
Jobs	East (without Suffolk)	2,579,303	2,698,796	119,493	2,818,172	238,869
	Suffolk	376,702	379,435	2,733	395,153	18,451

3.3.5. The resulting adjusted TEMPro growth factors are shown in Table 3-10. These growth factors will be used to generate the background growth.

Table 3-10 – Adjusted TEMPro growth factors

		AM		IP		PM	
		Origin	Destination	Origin	Destination	Origin	Destination
2016 - 2027	East (without Suffolk)	1.1121	1.1151	1.1556	1.1555	1.1155	1.1139
	Suffolk	1.0422	1.0643	1.0938	1.0928	1.0609	1.0470

2016 - 2042	East (without Suffolk)	1.2292	1.2369	1.3174	1.3171	1.2377	1.2338
	Suffolk	1.1210	1.1769	1.2269	1.2244	1.1673	1.1323

3.3.6. Since all the explicit developments that have been taken into account for the model forecasting are located in Suffolk, the adjusted and unadjusted factors for the East region are the same. This means that all the growth in this area is background growth and thus is more equally spread than in Suffolk, where growth will be more concentrated in the zones with large explicit developments.

LGV AND HGV GROWTH FACTORS

3.3.7. RTF18 factors were applied to UC9 (LGV) and UC10 (HGV) to account for background growth in these user classes. These factors are shown below in Table 3-11.

Table 3-11 – RFT18 growth factors

	2016 – 2027	2016 - 2042
LGV	1.1518	1.3795
HGV	1.0364	1.1275

3.3.8. These factors have been used both for the background growth and as a constraint, since LGV and HGV trips have not been considered for explicit developments. This means that all LGV and HGV growth is background growth and is equally spread over the study area.

3.4. TRIP DISTRIBUTION

MATRIX FURNESSING (TRIP DISTRIBUTION)

3.4.1. The existing trip distributions from the 2016 base year matrices were used as the starting point for the forecast trip distribution process. Scaling via a Furness methodology was carried out to distribute the forecast trips between origins and destinations while controlling the trip end totals and this process is detailed below:

- **Background Growth**: The adjusted growth factors have been applied to the row and column totals of the base year matrix to obtain the background trip ends and then have been distributed using the Furness method to generate the background growth matrix.
- **Development Growth**: The location of the explicitly modelled development sites was reviewed and SATURN zones with similar land use and location where assigned as the source for its distribution. As with the background growth, the trip ends obtained in the trip generation process have been distributed using a Furness method to generate the development growth matrix.
- **Unconstrained Matrix**: The background growth and development trip matrices have been added to generate the unconstrained matrix.
- **TEMPro Constraint Matrix**: As with the background growth, the unadjusted growth factors have been applied to the base year trip ends and distributed using the Furness method to generate the constraint matrix.
- **Final Forecast Matrix**: A final forecast matrix has been produced by capping the unconstrained matrix OD values where they exceed those of the TEMPRO constraint matrix. The explicit development trips were not capped,

3.4.2. Table 3-12 and Table 3-13 show the trip matrix totals during the different steps of the matrix forecasting process. The Total Trips column shows the total trips in the matrix after adding the base year, adjusted background growth and development trips and constraining to TEMPRO growth.

Table 3-12 – 2027 Matrix Totals (PCU)

	Base Matrix	Base Matrix + Adjusted Background Growth	Development Trips	2027 Total Trips (capped)	% increase (compared to 2016)
AM	137,646	147,760	7,338	151,410	10.0%
IP	113,338	125,356	4,624	128,465	13.3%
PM	137,227	147,340	7,294	151,114	10.1%

Table 3-13 – 2042 Matrix Totals (PCU)

	Base Matrix	Base Matrix + Adjusted Background Growth	Development Trips	2042 Total Trips (capped)	% increase (compared to 2016)
AM	137,646	163,177	8,866	167,423	21.6%
IP	113,338	141,628	5,352	145,353	28.2%
PM	137,227	162,538	8,749	166,932	21.6%

3.4.3. The following maps show the trip growth between 2016 and 2042. Each dot on the map represents a SATURN zone and its size indicates the growth in number of trips. The zone labels show where the new forecast zones have been created.

3.4.4. Figure 3-5 and Figure 3-6 show the zone trip growth during the AM Peak by origin and destination respectively. The maps show that the origin trip growth increases the most where the main housing developments are located (Ipswich Garden Suburb, Brightwell Lakes and Candlet Road), while the destination trip growth is most notable around the main employment developments (Mill Lane, Former Sugar Beet Factory and Chilton Woods).

Figure 3-5 - 2016 – 2042 AM Trip Growth by Zone (Origin Trips)

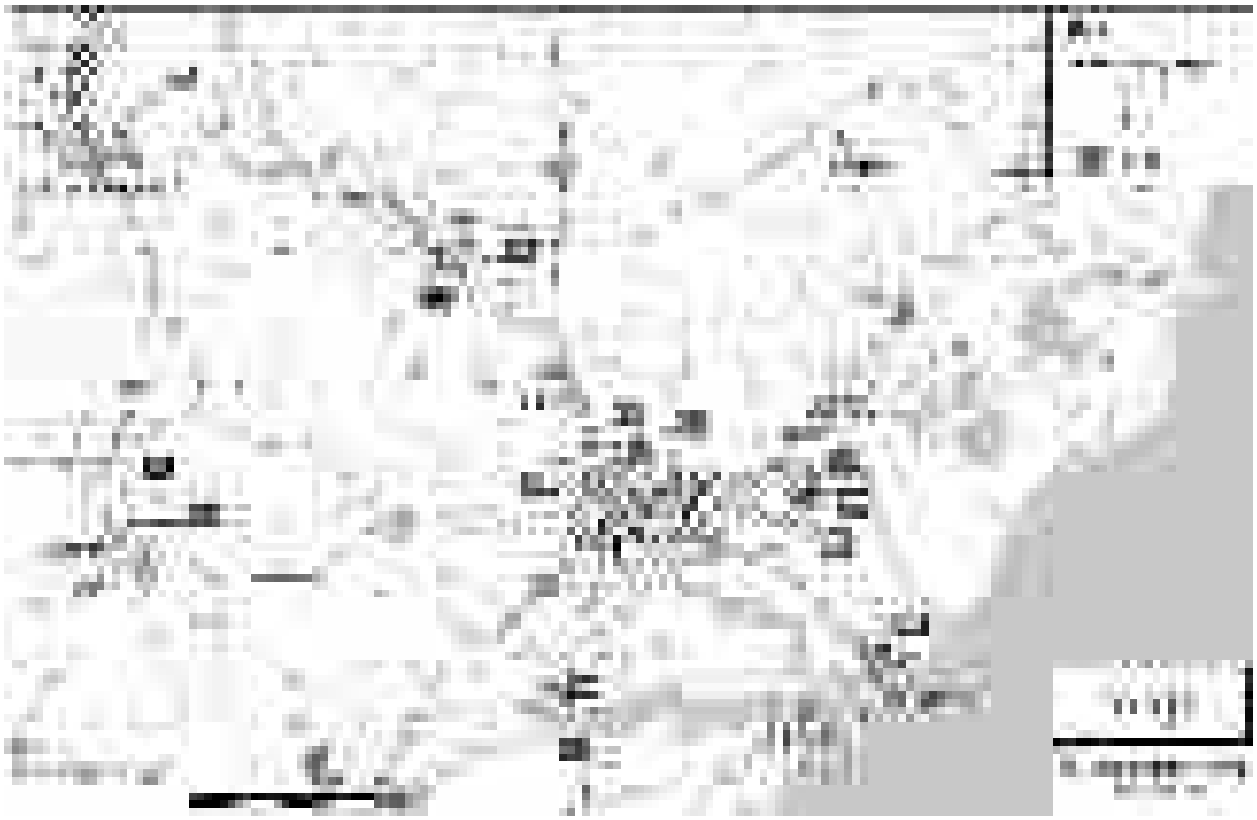


Figure 3-6 - 2016 – 2042 AM Trip Growth by Zone (Destination Trips)

3.4.5. Figure 3-7 and Figure 3-8 show the zone trip growth during the PM Peak by origin and destination respectively. Unlike the AM peak, the maps show that the origin trip growth now increases the most where the main employment developments are located, while the destination trip growth is most notable around the main housing developments.

Figure 3-7 - 2016 – 2042 PM Trip Growth by Zone (Origin Trips)

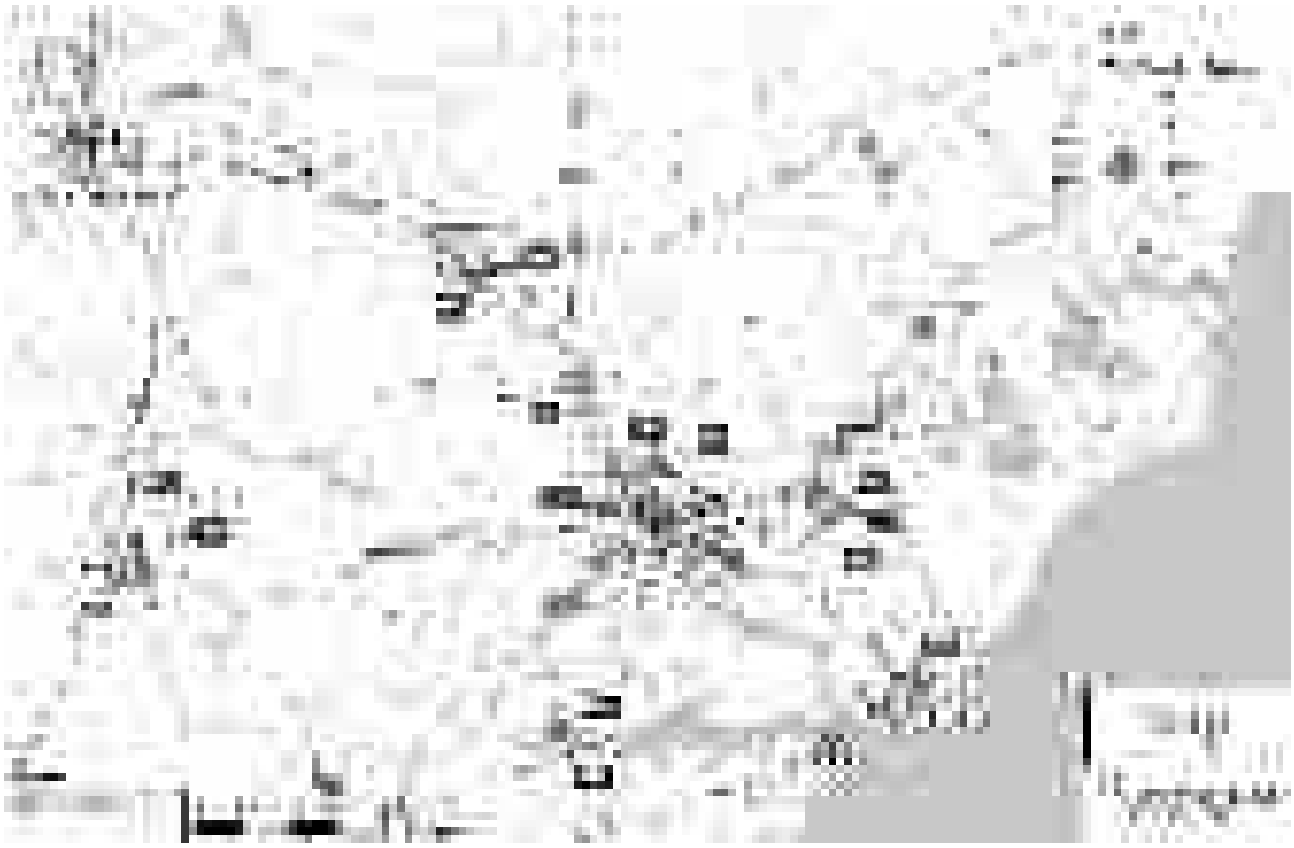


Figure 3-8 - 2016 – 2042 PM Trip Growth by Zone (Destination Trips)

4. SATURN NETWORK CODING

4.1. GENERALISED COST PARAMETERS

4.1.1. The generalised cost parameters used in the forecast models are from the latest version of the WebTAG databook – November 2018 v1.11. Value of time is calculated in pence per minute (PPM) and vehicle operating cost is calculated in pence per kilometre (PPK). As in the base model, the value of time (PPM) for the HGVs was doubled from the value provided in the TAG databook. This is in line with TAG Unit A1.3 which advises for HGV that the driver's time does not take account of the influence of owners on the routing of these vehicles.

4.1.2. The generalised cost parameters adopted for the 2027 and 2042 forecast years are shown in Table 4-1 and Table 4-2. For the HGV class, the existing base model 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. Average simulation network speeds were also used to derive the generalised cost parameters. These values were the same as for the base year.

Table 4-1 – Generalised Cost Parameters 2027

User Class	AM		IP		PM	
	PPM	PPK	PPM	PPK	PPM	PPK
Car Home Based Work	22.94	9.05	23.31	9.00	23.02	9.06
Car Employers Business	34.21	11.58	35.05	11.41	34.70	11.63
Car Other	15.83	9.05	16.86	9.00	16.57	9.06
LGV	24.18	14.55	24.18	14.60	24.18	14.55
HGV	49.09	51.40	49.09	51.60	49.09	55.23

Table 4-2 – Generalised Cost Parameters 2042

User Class	AM		IP		PM	
	PPM	PPK	PPM	PPK	PPM	PPK
Car Home Based Work	30.47	8.70	30.97	8.66	30.58	8.71
Car Employers Business	45.44	11.10	46.56	10.93	46.09	11.14
Car Other	21.02	8.70	22.39	8.66	22.01	8.71
LGV	32.12	14.89	32.12	14.94	32.12	14.89
HGV	65.21	55.32	65.21	55.54	65.21	59.42

4.1.3. It should be noted that these values are coded as a ratio (PPM/PPK) in the SATURN model, rather than the actual values in the table to maintain consistency with the base model.

4.2. COMMITTED SCHEMES

4.2.1. The forecast network includes a number of committed highways schemes that have either been built since the base year of 2016 or are due to be built by the forecast years, as advised by Suffolk County Council. Therefore, any schemes that have been built between 2016 and the current day are included below. The forecast SATURN network includes the highway improvements shown below in Table 4-3. This includes all the schemes for which information was available at the time of producing the network coding.

Table 4-3 – Committed Highways Schemes

District	Ref.	Location	Description
Ipswich	1	Bixley Road / Heath Road / Foxhall Road	Additional lane NB for Bixley Road / Additional lane SB for Heath Road.
Ipswich	2	Nacton Road / Maryon Road	Turn WB Nacton to two lanes, and EB Nacton to one lane.
Ipswich	3	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. Now built but included in forecast model only as base year model represents 2016 which was prior to this scheme opening.
Ipswich	4	Ipswich Radial Corridor Route improvements - Spring Road	Increased capacity at A1156 Grimwade Street / St Helen's Street. Upper Orwell Street reverted to one-way SB only.
Ipswich	5	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.
St Edmundsbury	6	Bury St Edumnds Eastern Relief Road	Now built and open, but included in forecast only as base year model is 2016 prior to opening.
St Edmundsbury	7	Haverhill NW Relief Road	Relief Road between A1307 and A143.
St Edmundsbury	8	Bury St Edmunds South Eastern Relief Road	Link road south of A14 Junction 44.
Suffolk Coastal	9	Adastral Park - A12 corridor improvement	A12 / Eagle Way / Anson Road roundabout signalisation.
Suffolk Coastal	10	Adastral Park - A12 corridor improvement	A12 / Eagle Way / Gloster Road roundabout signalisation.
Suffolk Coastal	11	Adastral Park - A12 corridor improvement	A12 / Foxhall Road / Newbourne Road roundabout signalisation.
Suffolk Coastal	12	Adastral Park – A14 J58 signalisation	Signalisation of A12 north approach, WB off-slip and A12 south approach.
Suffolk Coastal	13	Walton Link Road	Link road between A154 Candlet Road & Walton High Street, east of A14.
Waveney	14	Lake Lothing Third Crossing, Lowestoft	Additional crossing within Lowestoft, priority controlled roundabouts at both ends.
Waveney	15	Beccles Southern Relief Road	Relief Road between A145 and Ellough Road.

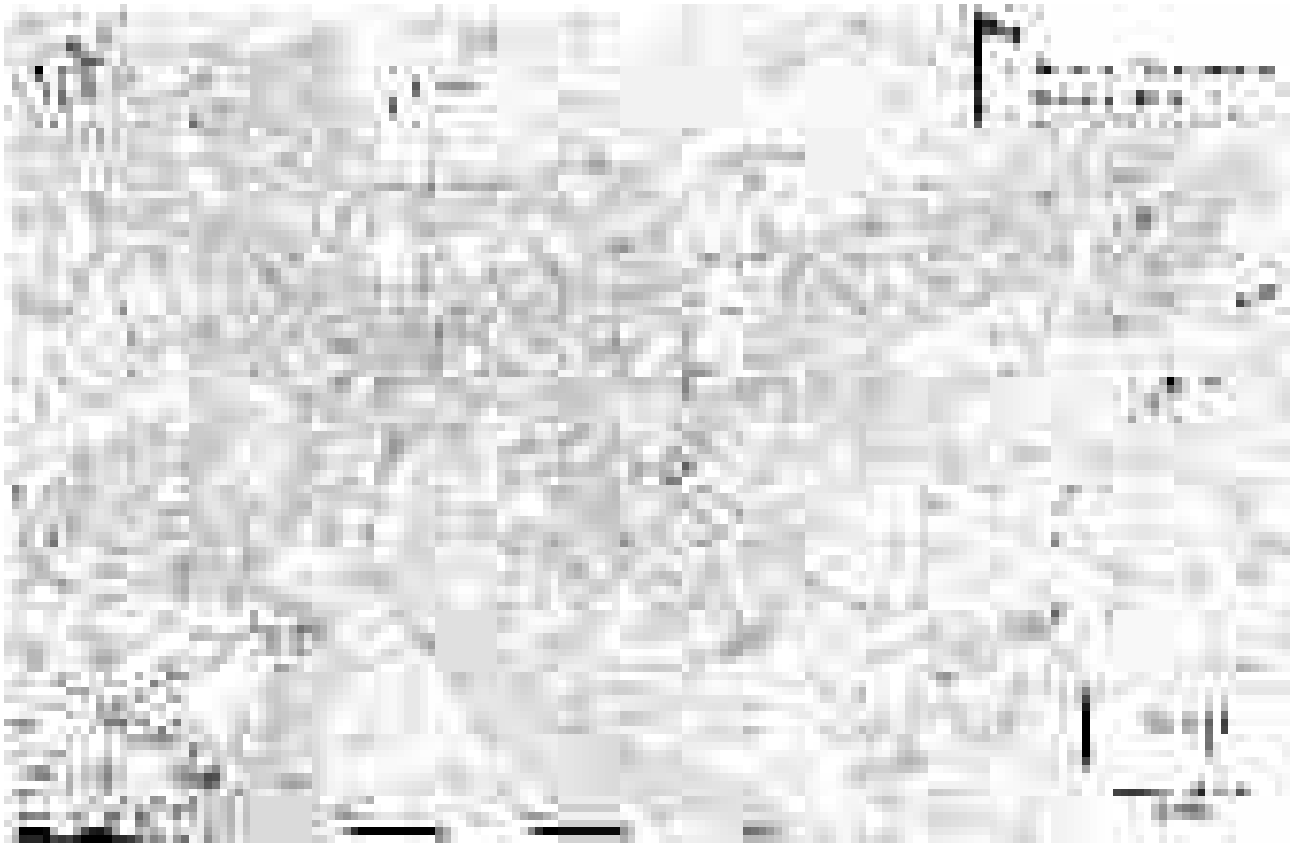
4.2.2. In addition to highway schemes there are a number of changes to the network associated with the committed developments listed in Table 4-4.

Table 4-4 – Committed Development Site accesses

District	Ref.	Development
Babergh	16	Chilton Woods, Sudbury
Babergh	17	Brantham Industrial Estate, Manningtree
Babergh	18	Former Sugar Beet Factory, Sproughton Road
Ipswich	19	Ipswich Garden Suburb
Mid Suffolk	20	Land at Blackacre Hill, Bramford Road
Mid Suffolk	21	Mill Lane, Stowmarket
Suffolk Coastal	22	Adastral Park

4.2.3. Figure 4-1 shows the location of all committed highway improvements and development site accesses that have been included in the forecast year network.

Figure 4-1 - Highway Network Changes



4.2.4. All the schemes defined in the lists above were included in both the 2027 and 2042 scenarios. There are no known network changes forecast after 2027 so the network coding for the 2027 and 2042 models is the same.

4.2.5. The schemes and changes to the network that are described above are all changes that have no relation to the Ipswich Northern Route Scheme – they are changes that were made to the network before the forecast year regardless. Together these schemes provide the basis of a Do Minimum network i.e. the highway network in the future without the INR scheme. The Do Minimum scenario will be used to analyse the specific impact of the INR proposals.

4.3. PROPOSED SCHEME

4.3.1. Four initial highway options have been tested for the Ipswich Northern Route scheme in the SATURN model. These options are shown in Figure 4-2 and summarised in Table 4-5 below. The route alignments were developed further following this modelling assessment and therefore these alignments differ slightly from those presented during the public consultation. The subsequent amendments to the alignments are not significant and are unlikely to affect the results of the modelling. A more refined modelling assessment is likely to be required at a later stage of the project.

Figure 4-2 – Modelled Alignment Options for Ipswich Northern Route Scheme

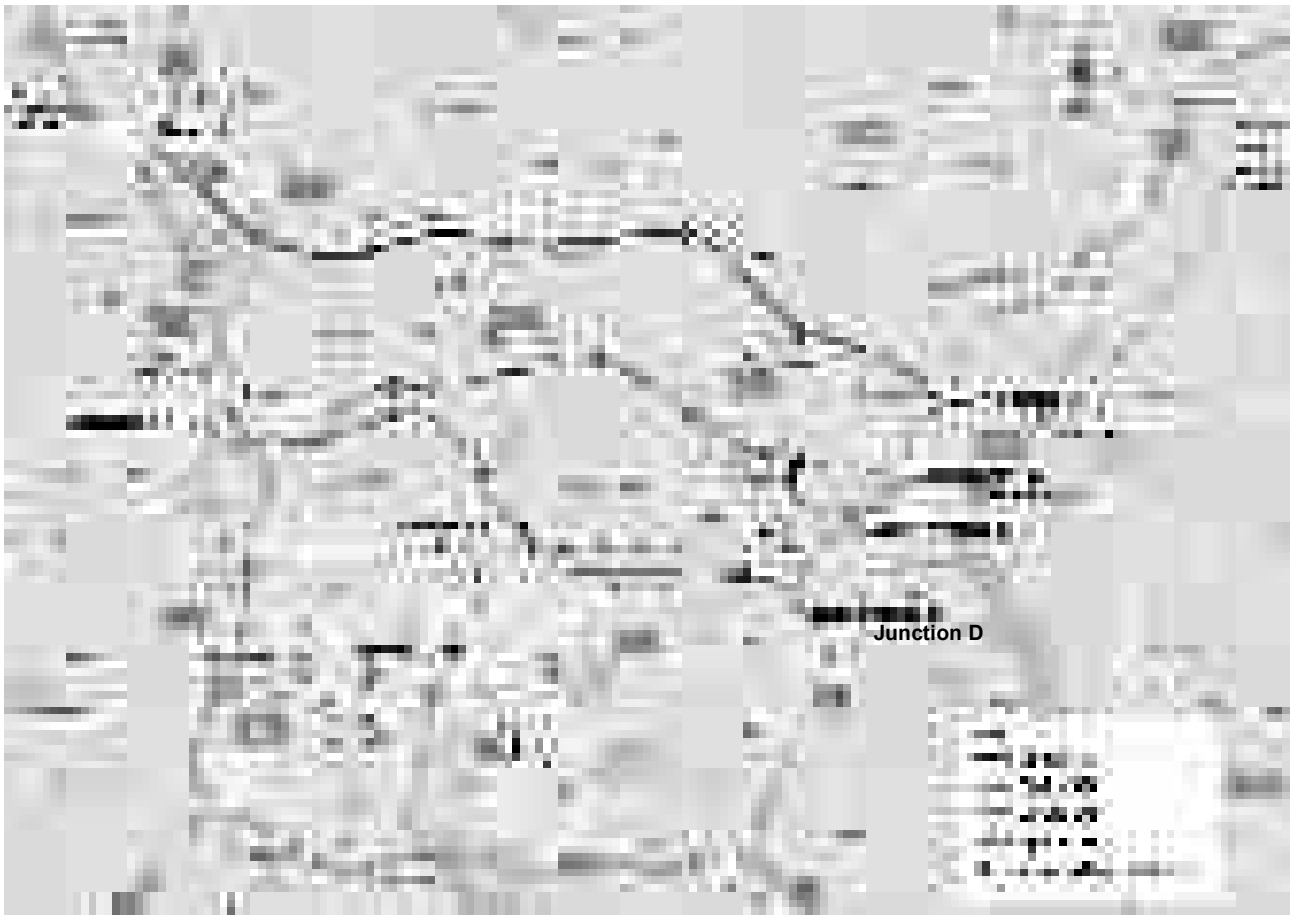


Table 4-5 – Summary of Proposed Options

Option	Tie in junction west	Tie in junction east	Length (km)	Intermediate Junctions
1A	A140 / B1078 (Needham Road) / Coddenham Road *(Junction 1)*	A12 / A1152 (Woods Lane) *(Junction A)*	17.2	Main Road/Henley Road B1077 B1079
2B	B1113 (Bramford Road) / Bramford Road *(Junction 2)*	New junction on A12 between B1438 and B1079 *(Junction B)*	14.9	Main Road/Henley Road B1077 Clopton Road Grundisburgh Road (Culpho) Hill Farm Road (Great Bealings)
2C	B1113 (Bramford Road) / Bramford Road *(Junction 2)*	A12 / B1438 (Ipswich Road) *(Junction C)*	15.1	Main Road/Henley Road B1077 Clopton Road Grundisburgh Road (Culpho) Hill Farm Road (Great Bealings)
2D	B1113 (Bramford Road) / Bramford Road *(Junction 2)*	A12 / A1214 (Main Road) *(Junction D)*	13.7	Henley Road B1077 Main Road /Tuddenham Road Playford Road Hall Road

4.3.2. The alignment of the route between the A12 and A14 has been chosen based on initial work to identify environmental constraints, minimising impact on the local environment and avoiding possible designated sensitive sites.

4.3.3. An initial design for the junctions at each end of the INR was produced and this provided a basis for the modelling of these junctions, providing the junction size, location and number of lanes. A summary of each of the junctions that were considered during the modelling assessment is shown in Figure 4-3 to Figure 4-8 below.

Figure 4-3 - Junction 1 Modelled Option

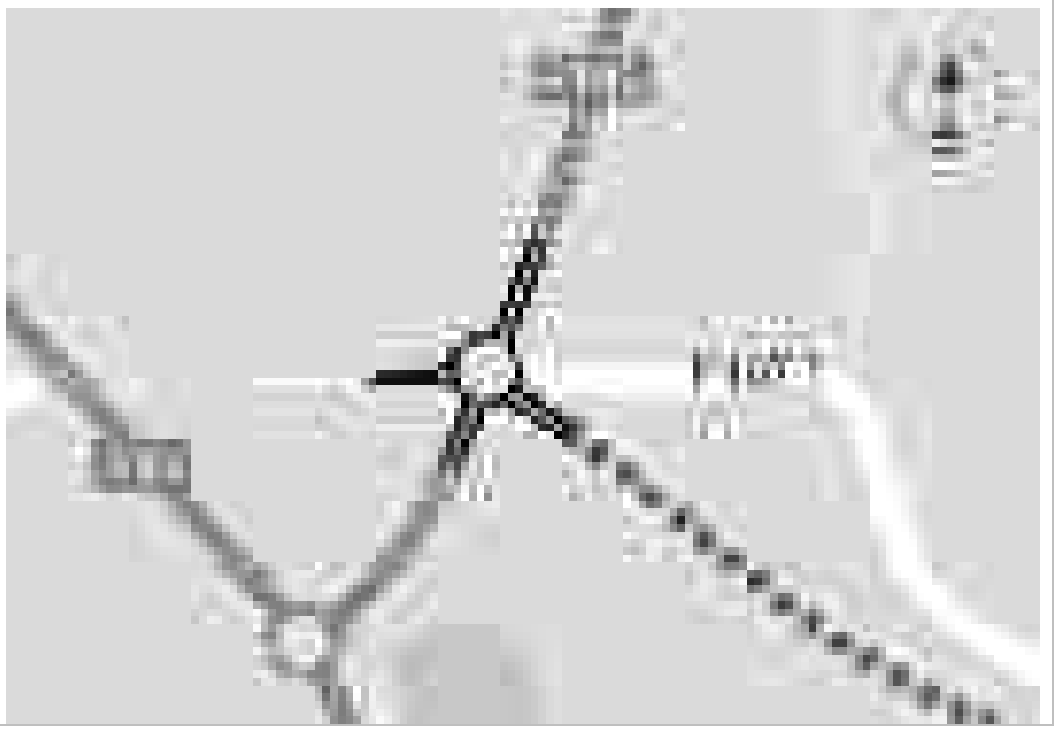
Junction 1: A140 / B1077 (Needham Rd) / Coddenham Rd ***Used in Option 1A***	
Existing layout	Two priority controlled T- junctions
Modelled option for junction 1	Five arm priority controlled roundabout with two lanes on the circulatory Two lane entries from A140 and INR Single lane entry from Needham Road and Coddenham Road 

Figure 4-4 - Junction 2 Modelled Option

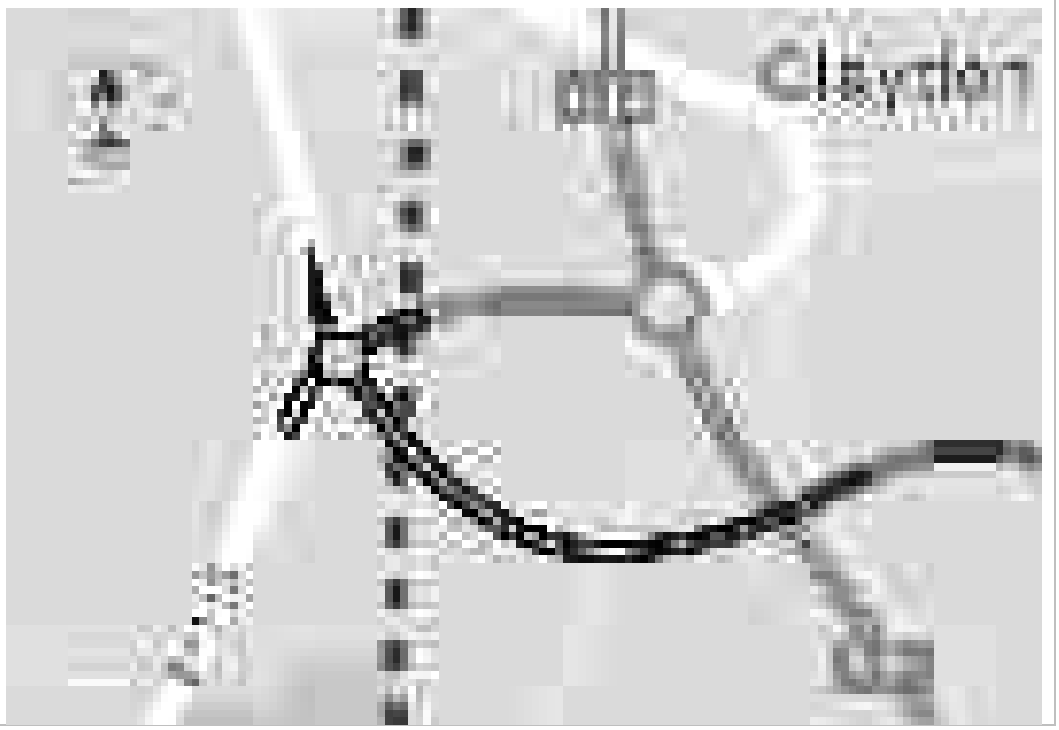
Junction 2: B1113 (Bramford Road) / Bramford Road ***Used in Options 2B, 2C 2D***	
Existing layout	Three arm signal controlled junction
Modelled option for junction 2	Four arm priority controlled roundabout with three lanes on the circulatory Two lane entries on all arms 

Figure 4-5 - Junction A Modelled Option

Junction A: A12 / A1152 (Woods Lane) ***Used in Option 1A***	
Existing layout	Three arm priority controlled roundabout with two lanes on the circulatory
Modelled option for junction A	Four arm priority controlled roundabout with three lanes on the circulatory By-pass lane from INR to A12 north By-pass lane from A12 south to INR Two lanes which flares to three lanes from A12 north Two lane entries from INR and A12 south Single lane which flares to two lanes from A1152 

Figure 4-6 - Junction B Modelled Option

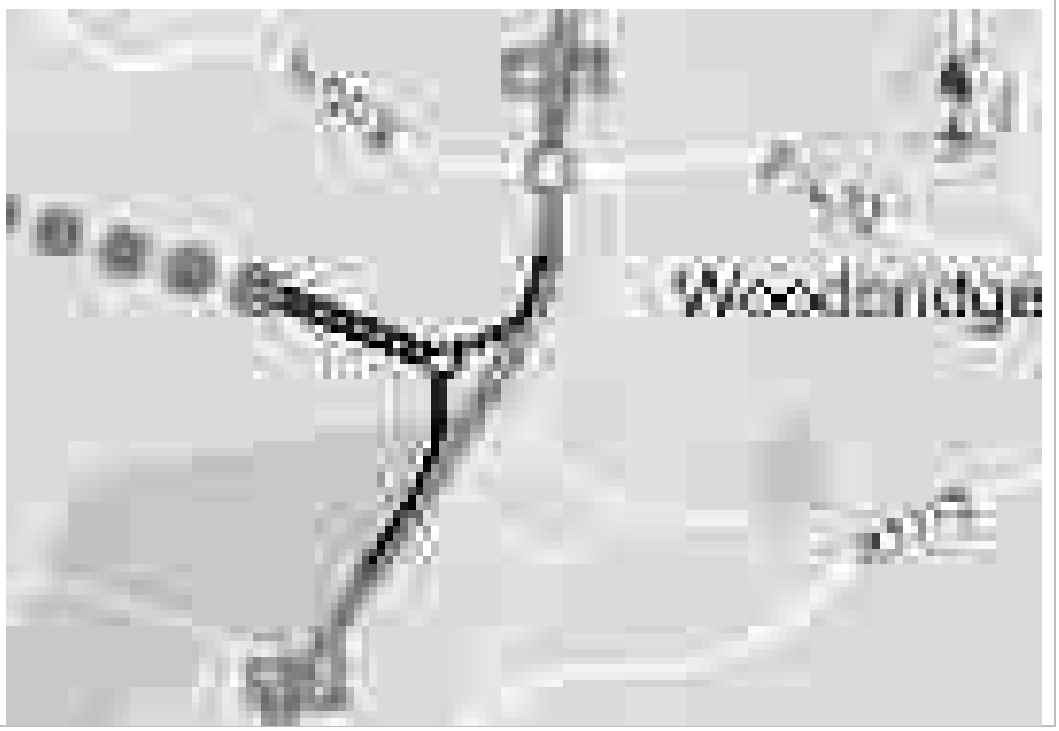
Junction B: A12 / INR ***Used in Option 2B***	
Existing layout	No junction on the A12
Modelled option for junction B	Three arm priority controlled roundabout with two lanes on the circulatory By-pass lane from INR to A12 north By-pass lane from A12 south to INR By-pass from A12 north to A12 south Two lane entries on all arms of the roundabout 

Figure 4-7 - Junction C Modelled Option

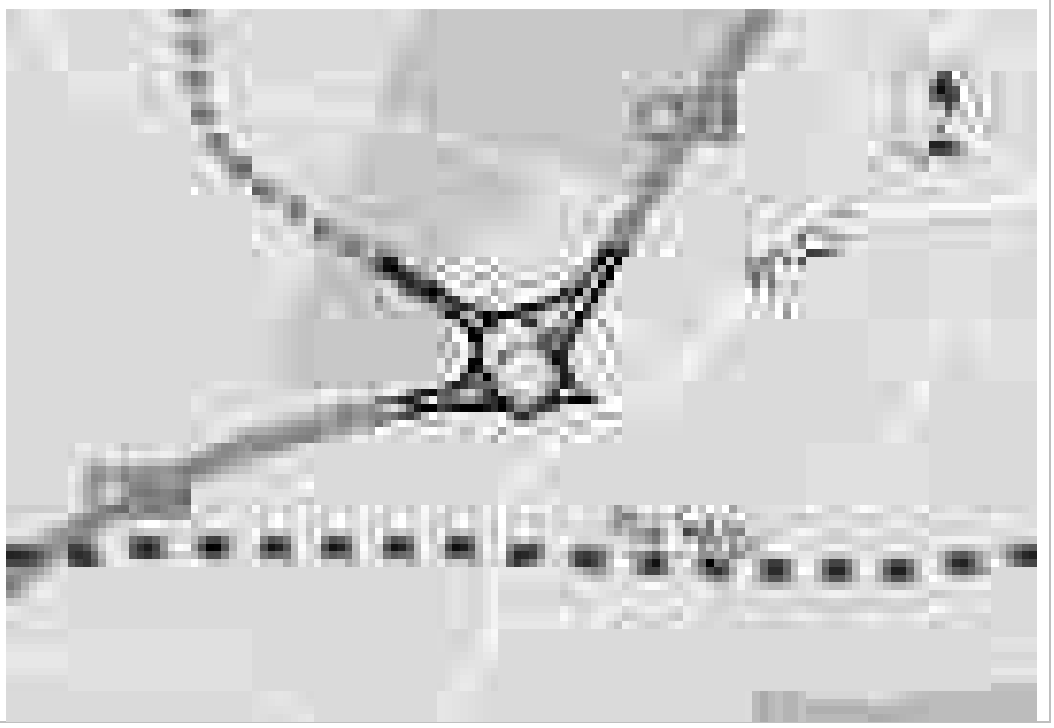
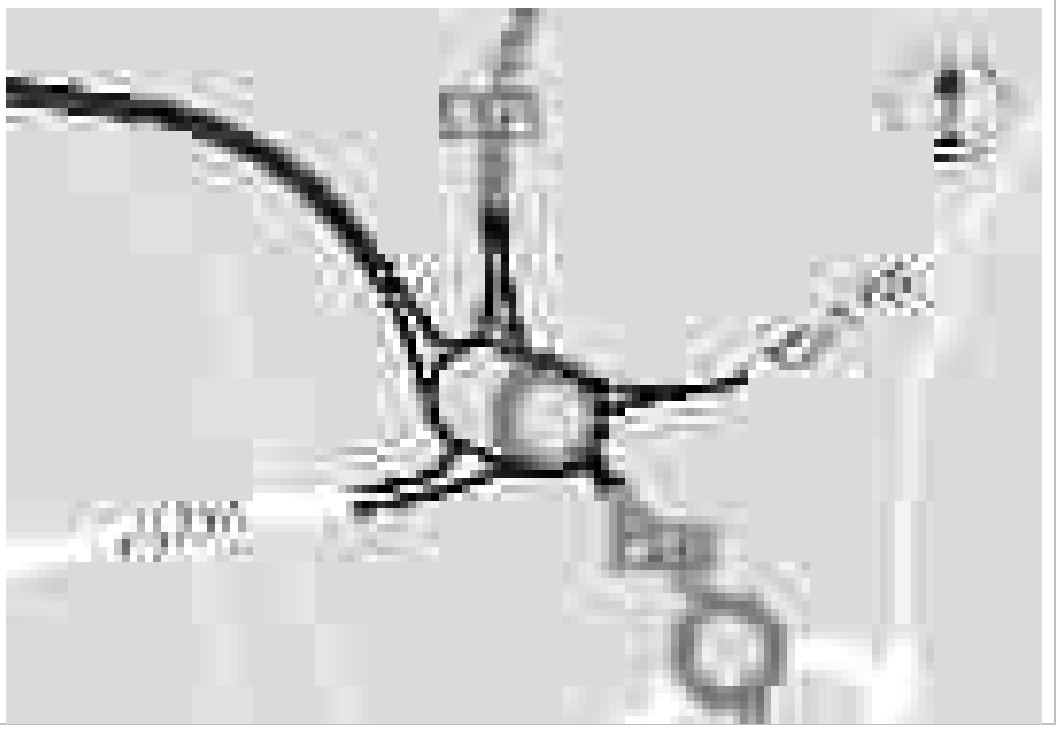
Junction C: A12 / B1438 (Ipswich Road) ***Used in Option 2C***	
Existing layout	Three arm priority controlled roundabout with one/two lanes on the circulatory
Modelled option for junction C	Four arm priority controlled roundabout with two lanes on the circulatory By-pass lane from A12 south to INR By-pass lane from INR to A12 north Two lane entries from A12 south, A12 north and INR Single lane which flares to two lanes from A1438 

Figure 4-8 - Junction D Modelled Option

Junction D: A12 / A1214 (Main Road) ***Used in Option 2D***	
Existing layout	Four arm signal controlled roundabout with two/three lanes on the circulatory
Modelled option for junction D	Four arm signal controlled elongated roundabout with three lanes on the circulatory Two lanes which flares to three lanes from A12 north, A12 south and INR Single lane which flares to two lanes from Main Road Single lane which flares to three lanes from A1214 

4.3.4. At this stage of the scheme, no detailed drawings have been produced for the exact alignment and design of the Ipswich Northern Route carriageway and the intermediate junctions along it. A set of general coding conventions has therefore been adopted to model the proposed schemes, with an aim to ensure consistency in the modelling of the various alignments. Standard default parameters have been used as far as possible. In summary these are:

- INR is modelled as a dual carriageway with two lanes per direction, with the national speed limit and with the same speed flow curve as used on the A12 (where it is a dual carriageway);
- The roundabouts at the ends of the INR, where it joins the A14, A140 or A12, have been modelled explicitly;
- The saturation flow for each of the entry arms has been calculated using the geometries in the preliminary designs, using the formulae in the TRL RR67 report;
- The saturation flow on the roundabouts is modelled as 1,600 PCU/hr per lane on the circulatory and 1,980 PCU/hr per lane on exiting lanes;
- Intermediate junctions with the existing road network are modelled as two-lane priority roundabouts, with a circulation time of 17 seconds and gap time of 1.2 seconds;

- The modelled saturation flow of the INR at the intermediate roundabouts is 2,200 PCU/hr to represent the two lane approach with two lanes at the give way line; and
- The modelled saturation flow of the radial roads at the intermediate roundabouts is 1,670 PCU/hr to represent the one lane approach which flares to two lanes at the give way line.

5. RESULTS

5.1. ASSIGNMENT AND CONVERGENCE

5.1.1. The forecast demand matrices have been assigned onto the forecast networks, for each of the peak periods (AM Peak, Inter Peak and PM Peak) and network options (Do Minimum, Option 1A, Option 2B, Option 2C and Option 2D). In this chapter, only the results of the AM and PM peak 2042 models will be presented and discussed. These scenarios represent the time periods when the traffic flows are highest and therefore when congestion is most likely.

5.1.2. The assignment of the forecast matrices onto the forecast network was carried out in SATURN version v11.4.07H.

5.1.3. Model convergence is needed to ensure results remain stable between successive iterations of the model assignments. This is particularly important when model outputs are used to inform the economic benefits of scheme appraisal, as it is critical that calculated benefits arise from the impact of the scheme and not as a result of difference in convergence.

5.1.4. In accordance with criteria set out in TAG Unit M3.1 (January 2014), the parameters %Flow, %GAP and Delta (δ) have been monitored to determine the level of convergence. %Flow measures the proportion of links in the network with flows changing by less than 1% from the previous iteration. δ is the difference between costs on chosen routes and costs on minimum cost paths. %GAP is a generalisation of the δ function to include the interaction effects within the simulation.

5.1.5. The convergence criteria used to assess when a model is considered to have converged is shown in TAG Unit M3.1 (January 2014) and indicates that delta (δ) and %GAP values of less than 0.1% is the most fundamental indicator of model convergence and should be achieved as a minimum. In addition, assignment models should continue until at least four successive values of %Flow in excess of 98% have been obtained.

5.1.6. Table 5-1 and Table 5-2 below show the parameters for the last four iterations of the assignment for each of the models. All the models have converged to the criteria set out above in both AM and PM peak periods in the 2042 forecast year.

Table 5-1 – Convergence Statistics AM Peak 2042

Option	Iteration	Delta	%Flow	%Gap
1A	47	0.0134	98.8	0.017
	48	0.009	98.3	0.02
	49	0.0091	98.5	0.015
	50	0.0092	98.4	0.018
2B	44	0.0085	98	0.014
	45	0.01	98.1	0.013
	46	0.0079	98.2	0.013
	47	0.008	98.2	0.012
2C	39	0.0072	98.2	0.01
	40	0.0083	98.4	0.011
	41	0.0092	98.3	0.011
	42	0.0086	98.3	0.015
2D	40	0.0087	98.3	0.019
	41	0.0136	98.2	0.012
	42	0.0082	98.7	0.018
	43	0.0126	98.2	0.017

Table 5-2 – Convergence Statistics PM Peak 2042

Option	Iteration	Delta	%Flow	%Gap
1A	27	0.0108	98.2	0.018
	28	0.0116	98.5	0.016
	29	0.0129	98.3	0.016
	30	0.008	98.3	0.017
2B	27	0.0126	98.6	0.016
	28	0.0096	98.4	0.014
	29	0.0078	98.9	0.018
	30	0.0127	98.3	0.01
2C	40	0.0068	99	0.015
	41	0.0063	98.7	0.011
	42	0.0051	99	0.012
	43	0.0058	99	0.011
2D	26	0.0127	98.3	0.014
	27	0.0095	98.5	0.018
	28	0.0094	98.3	0.015
	29	0.0088	98.8	0.015

5.2. NETWORK STATISTICS

5.2.1. A summary of the model network statistics in the AM and PM Peak 2042 models is shown in Table 5-3 and Table 5-4. These statistics provide an overall view of how the model has performed.

5.2.2. The transient queues correspond to the time spent queuing, for example queueing during the red phase at traffic signals by vehicles which then depart during the green phase, whereas the over-capacity queues represent the extra time spent in queues at over capacity junctions waiting for the cycle in which the vehicle exits. The link cruise time is the time spent travelling on links between junctions and the total travel time is the sum of both link and junction times. The total travel distance is the distance travelled by all vehicles on all links, and the average speed is defined as total distance divided by total time.

Table 5-3 – Network Statistics AM Peak 2042

Option	Transient Queues (PCU - Hrs)	Over-capacity Queues (PCU - Hrs)	Link Cruise Time (PCU - Hrs)	Total Travel Time (PCU - Hrs)	Total Travel Distance (PCU - Km)	Average Speed (kph)
Average DM	6,342	1,743	37,640	45,726	2,433,592	53
1A	6,080	1,606	37,517	45,202	2,440,990	54
2B	5,797	1,454	37,506	44,757	2,447,166	55
2C	5,805	1,436	37,542	44,783	2,446,669	55
2D	5,848	1,415	37,499	44,762	2,444,535	55

Table 5-4 – Network Statistics PM Peak 2042

Option	Transient Queues (PCU - Hrs)	Over-capacity Queues (PCU - Hrs)	Link Cruise Time (PCU - Hrs)	Total Travel Time (PCU - Hrs)	Total Travel Distance (PCU - Km)	Average Speed (kph)
Average DM	6,705	1,706	38,774	47,185	2,499,324	53
1A	6,365	1,447	38,558	46,369	2,506,131	54
2B	6,221	1,351	38,536	46,108	2,510,650	54
2C	6,326	1,373	38,696	46,395	2,515,370	54
2D	6,251	1,355	38,654	46,260	2,514,257	54

5.2.3. The network statistics illustrate that all the proposed options modelled decrease the total travel time and increase the total distance travelled, when compared to the Do Minimum. The average speed of the network increases marginally. This shows that although the INR creates longer routes for vehicles, the routes are faster so time is saved by using them.

5.3. DEMAND FOR A NORTHERN ROUTE

5.3.1. To provide a comparison of the predicted traffic flows using the INR between the different proposed options, a predicted 24hr AADT (Average Annual Daily Traffic) has been calculated for each option. The AADT has been produced by factoring the model peak hour flows using factors calculated from Suffolk wide link count data. The flow on each part of the route has been distance weighted to gain an average for the whole route. The flows predicted in 2042 are shown in Table 5-5.

Table 5-5 – Average distance weighted 24hr AADT in 2042

	Eastbound	Westbound	Two-way
Option 1A	8,200	8,800	17,000
Option 2B	12,300	11,500	23,800
Option 2C	10,700	10,600	21,300
Option 2D	14,200	12,900	27,100

5.3.2. The table above shows that Option D is predicted to attract the highest traffic flow. Since this option is the shortest and closest to Ipswich town centre it provides the most attractive option both for vehicles travelling east-west around Ipswich and those travelling into the town centre.

5.4. OPTION 1A

5.4.1. The change in the traffic flow associated with Option 1A in 2042 (compared to the DM scenario) is shown in Figure 5-1 and Figure 5-2 below.

Figure 5-1 - Change in flow Option 1A AM Peak 2042

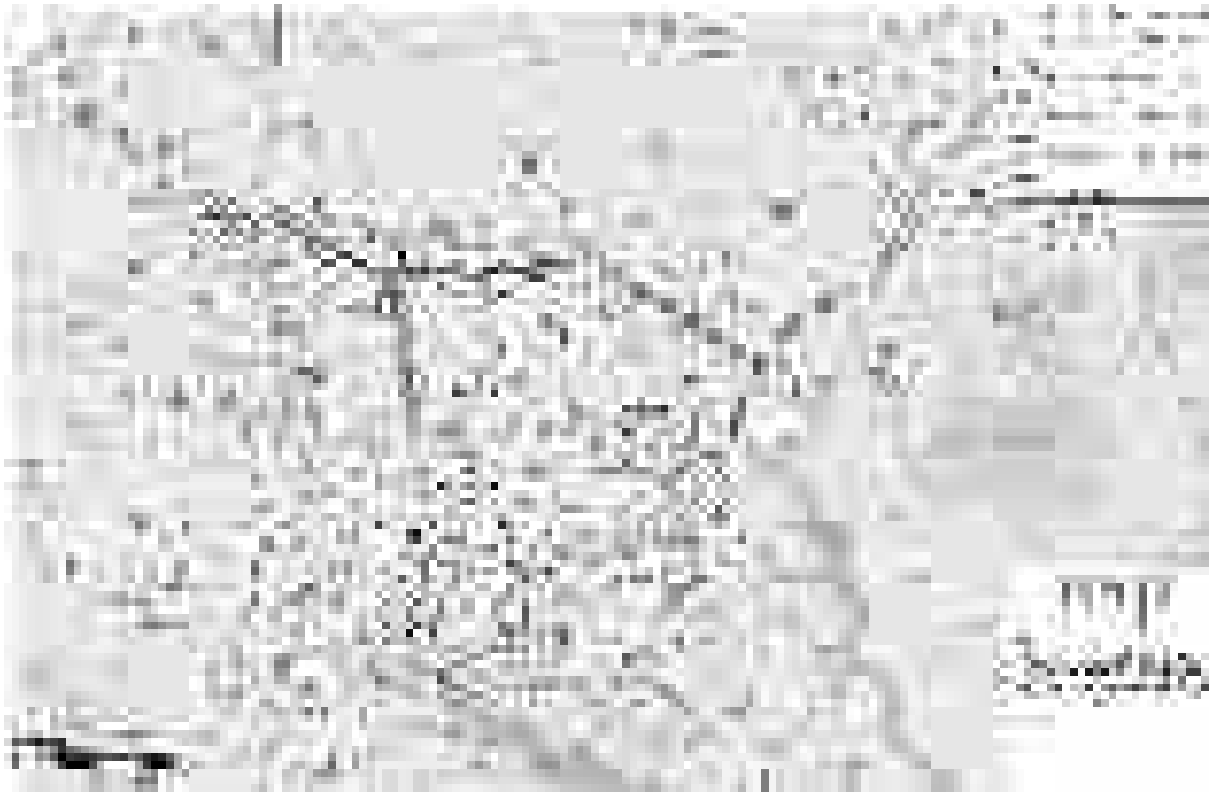
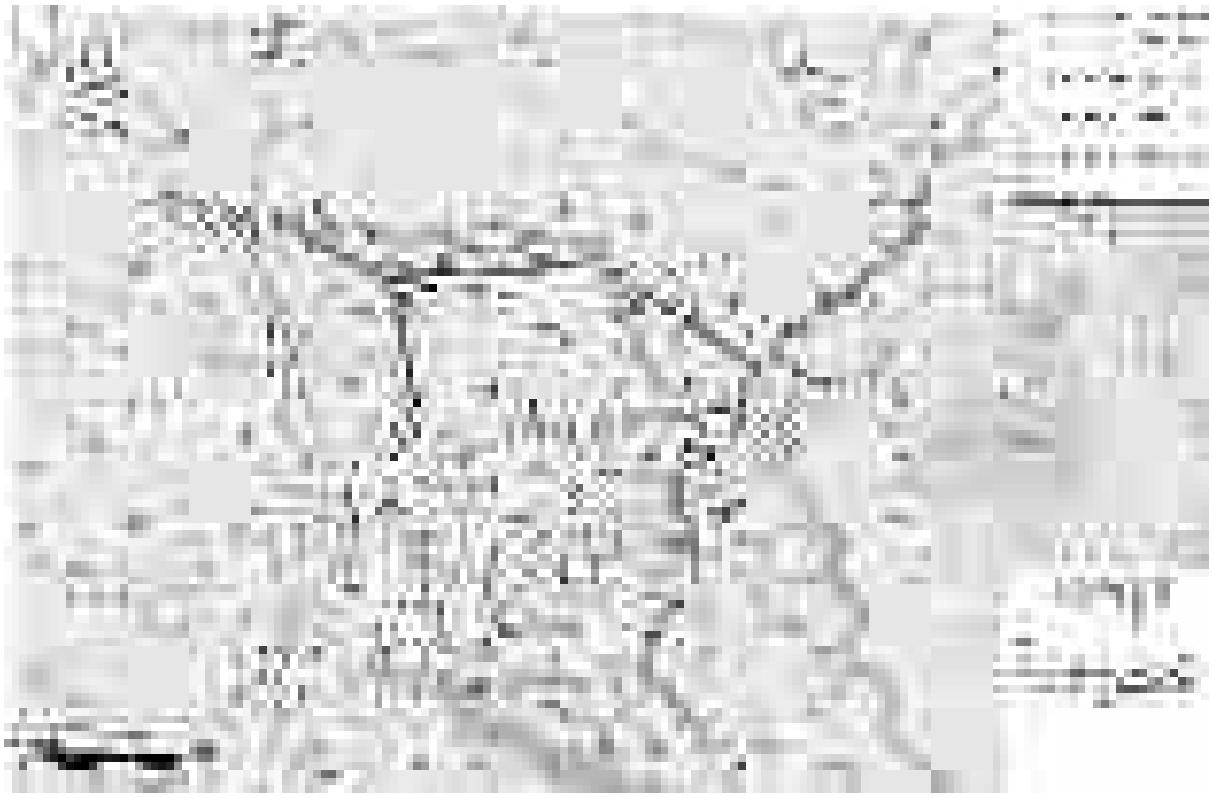


Figure 5-2 - Change in flow Option 1A PM Peak 2042



5.4.2. The traffic flow along the INR with Option 1A is forecast to be up to around 1,000 PCU/hr eastbound and around 1,200 PCU/hr westbound in the AM Peak and up to around 1,200 PCU/hr in each direction in the PM Peak. The traffic flow is highest along the western part of the route, becoming lower further east.

5.4.3. Traffic flows on the A14 and A12 south of Ipswich and along the B1078 just north of the INR are reduced with this option as vehicles use the INR instead to travel east-west around Ipswich. Flow is predicted to increase along the radial route of Main Road/Henley Road as vehicles travelling from the north-west choose to leave the A14 earlier and travel into Ipswich town centre along Henley Road. Flows also increase along the A12 east of Ipswich as a result of rerouting of trips to the INR from the A14 and B1078.

5.4.4. This indicates that vehicles are using the INR as an alternative to the B1078 and A14 in an east-west direction to the north of Ipswich.

5.5. OPTION 2B

5.5.1. The change in the traffic flow associated with Option 2B in 2042 (compared to the DM scenario) is shown in Figure 5-3 and Figure 5-4 below.

Figure 5-3 - Change in flow Option 2B AM Peak 2042

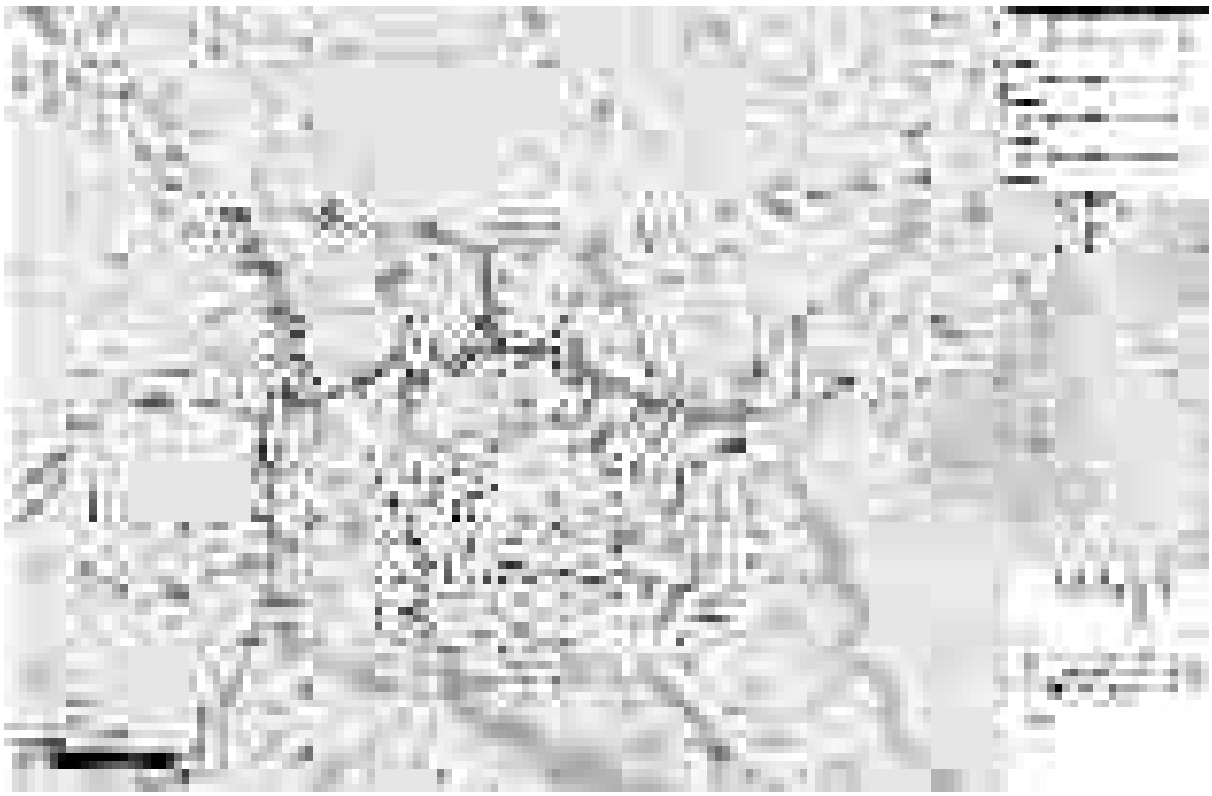
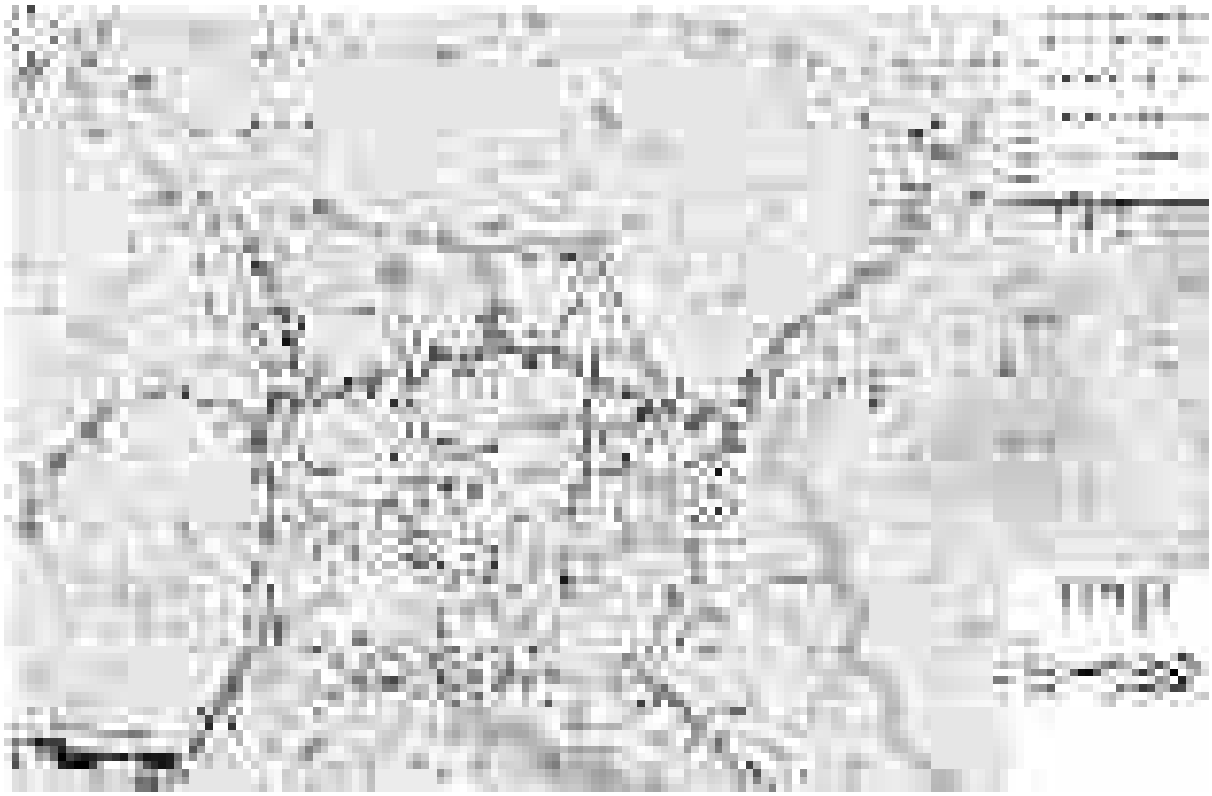


Figure 5-4 - Change in flow Option 2B PM Peak 2042



5.5.2. The traffic flow along the INR with Option 2B is forecast to be up to around 1,600 PCU/hr in each direction in both the AM and PM peak periods. This is a higher flow than along the INR in Option 1A, although the trend for flows being higher towards the western end of the route remains.

5.5.3. Traffic flows are reduced on the A14 and A12 south of Ipswich, along the B1078 and along Main Road/Grundisburgh Road/Boot Street (to the south of the INR) with this option. Traffic flow is predicted to increase along the B1077 radial route to the north of the INR, along Main Road/Henley Road south of the INR, and along the A12 north of Martlesham Heath.

5.5.4. This indicates that vehicles are using the INR as an alternative to the B1078 and A14 in an east-west direction to the north of Ipswich. Vehicles travelling to/from the north west of Ipswich also choose to use Main Road/Henley Road to access the town centre instead of other radial routes further south.

5.5.5. As a consequence of connecting the INR at Bramford Road (Junction 2), the model indicates an increased traffic flow along the B1113 through Sproughton and Bramford, as vehicles use this route as an alternative the A14. As this is a local road, traffic calming measures could be considered to discourage this.

5.6. OPTION 2C

5.6.1. The change in the traffic flow associated with Option 2C in 2042 (compared to the DM scenario) is shown in Figure 5-5 and Figure 5-6 below.

Figure 5-5 - Change in flow Option 2C AM Peak 2042

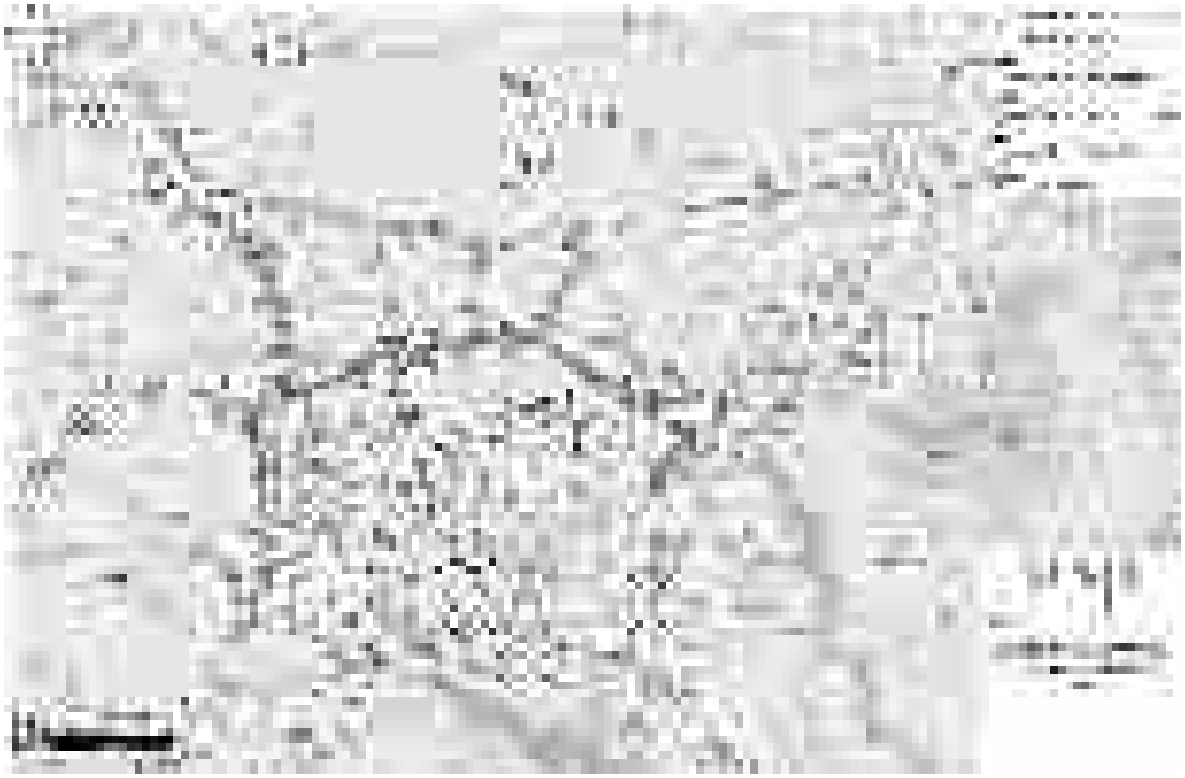
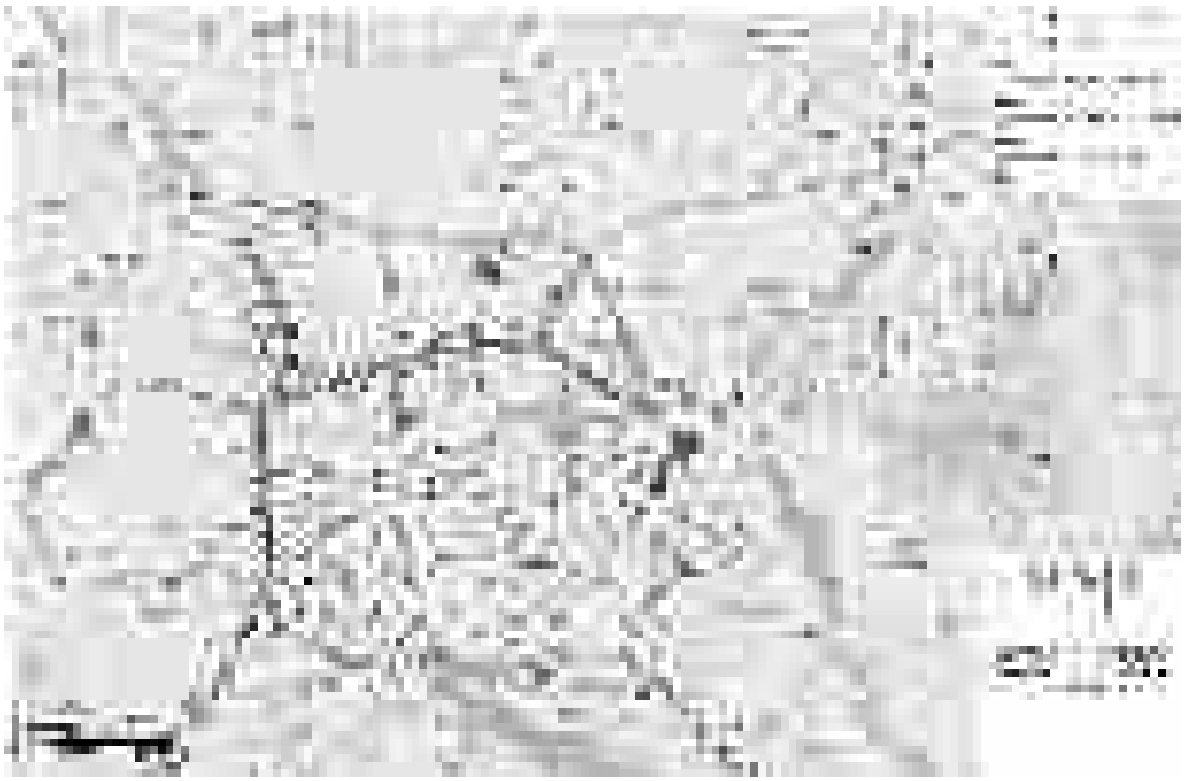


Figure 5-6 - Change in flow Option 2C PM Peak 2042



5.6.2. The traffic flow along the INR with Option 2C is forecast to be up to around 1,600 PCU/hr in each direction, in both AM and PM peak periods, which is similar to Option 2B. Again, the traffic flow is highest along the western part of the route, becoming lower further east.

5.6.3. Traffic flow is reduced along the A14 and A12 south of Ipswich, along the B1078 east of Clopton and on the B1079 south of Clopton. Traffic flow is predicted to increase on the other radial connections to the INR as vehicles choose to reroute.

5.6.4. As with Option 2B, as a consequence of connecting the INR at Bramford Road (Junction 2), the model indicates an increased traffic flow along the B1113 through Sproughton and Bramford, as vehicles use this route as an alternative the A14.

5.7. OPTION 2D

5.7.1. The change in the traffic flow associated with Option 2C in 2042 (compared to the DM scenario) is shown in Figure 5-7 and Figure 5-8 below.

Figure 5-7 - Change in flow Option 2D AM Peak 2042

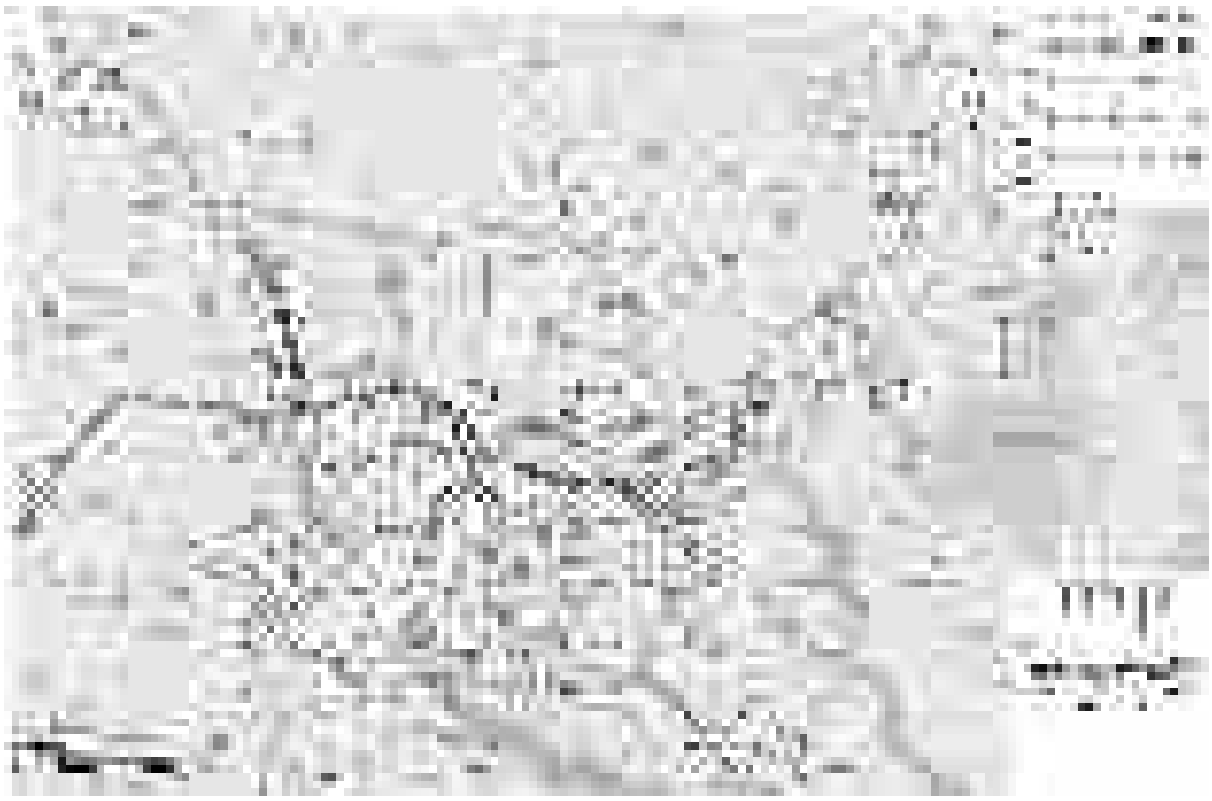
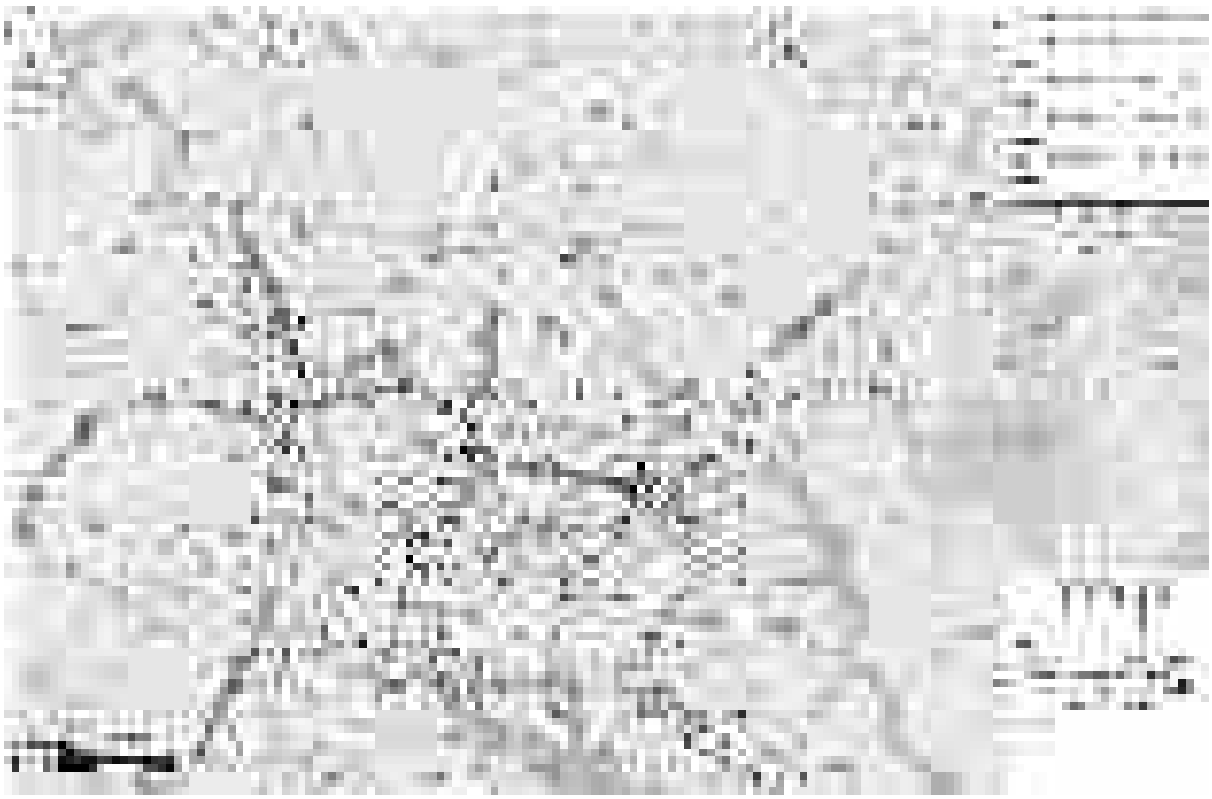


Figure 5-8 - Change in flow Option 2D PM Peak 2042



5.7.2. The traffic flow along the INR with Option 2D is forecast to be up to 1,600 PCU/hr in each direction in the AM Peak and up to 1,700 PCU/hr eastbound and 1,600 PCU/hr westbound in the PM Peak. As with the other options, traffic flow is highest on the western part of the route.

5.7.3. Traffic flow is predicted to decrease on the A14 and A12 south of Ipswich, to a higher degree than in the other options. Traffic flow is also predicted to reduce along the B1078 east of Clopton and on the B1079 south of Clopton, but to a slightly lesser degree than with the other options. Instead there is a significant reduction of flow along the A1214 Main Road, Kesgrave as vehicles opt to use Option 2D instead.

5.7.4. Traffic flow along Henley Road south of the INR is reduced with this option, as vehicles use the INR and Tuddenham Road instead to travel to/from Ipswich town centre. Since the INR is located further south with this option, it provides an attractive alternative way for vehicles to reach the town centre.

5.7.5. Flow is predicted to increase along the A12 north east of Ipswich as vehicles reroute from the B1078 to the INR. There is also a flow increase on Somersham Road, to the west of Ipswich, as vehicles from the south west of Ipswich use this route to reach Ipswich and the INR instead of the A1071.

5.8. IMPACT OF THE SCHEME ON KEY ROADS AROUND IPSWICH

WESTERFIELD ROAD

5.8.1. Flows on Westerfield Road (B1077) would be expected to decrease if the Options 1A, 2B or 2C were implemented. This is largely because the new route would provide better access to Henley Road which may attract drivers to use Henley Road to access Ipswich from the north instead of Westerfield Road. Option 2D would also be expected to result in a decrease in flows on Westerfield

Road as it would provide fast access to Ipswich via Tuddenham Road meaning drivers could take advantage of the higher-speed northern route for longer instead.

HENLEY ROAD

5.8.2. Flows on Henley Road would be expected to increase if the Options 1A, 2B or 2C were implemented. This is largely because the new route would provide better access to Henley Road which may attract drivers to leave the A14 earlier and use Henley Road to access Ipswich from the north. Option 2D would be expected to decrease flows on Henley Road as it would provide fast access to Ipswich via Tuddenham Road meaning drivers could take advantage of the higher-speed northern route for longer.

VALLEY ROAD (A1214)

5.8.3. Flows on Valley Road (A1214) are expected to decrease slightly if any of the northern route options were implemented. This is because the northern route would provide fast east-west connectivity meaning fewer trips would rely on the Ring Road (Valley Road) to travel east-west, particularly in the case of the Options 1A, 2B or 2C and less so for the Option 2D.

LONDON ROAD (A1214)

5.8.4. Flows on London Road (A1214) are predicted to remain stable if any of the northern route options were implemented. There may be a small reduction as traffic in this area, particularly on the A14 to the south and west of Ipswich is predicted to reduce slightly.

STAR LANE / KEY STREET

5.8.5. Flows on the Star Lane / Key Street one-way system are expected to reduce slightly if any of the northern route options were implemented. Vehicles wishing to travel east-west are able to do so using the northern route so demand for the one-way system is slightly reduced, particularly for the inner and middle routes.

B1078

5.8.6. Flows on the B1078 are predicted to reduce significantly as a result of the northern route. This reduction is most prominent for the outer route which most closely follows the alignment of the B1078 whilst offering a higher speed alternative. The impact becomes less significant for Options 2B, 2C and 2D which are less attractive to drivers wishing to travel east-west further north of Ipswich.

A12 NEAR LITTLE BEALINGS

5.8.7. Option 2D is expected to increase flows on the A12 near Little Bealings as access is immediately south of this location (~1km) and the A12 near Little Bealings therefore provides direct access to the Inner Route. Trips previously using the Orwell Bridge are also attracted to use the Inner route and A12 which results in increased A12 flows. Options 1A, 2B and 2C are expected to have less impact on the A12 near Little Bealings as flows diverting these routes are generally those that would have been using the B1078 and Bealings Road to travel east-west and therefore continue to use the A12 at Little Bealings paired with the new route.

KESGRAVE ROAD (A1214)

5.8.8. Option 2D is most closely aligned to Kesgrave Road (A1214) and therefore is best at attracting trips away from the A1214 corridor. The other routes are located much further north and therefore don't offer such an attractive alternative to Kesgrave Road.

ORWELL BRIDGE (A14)

5.8.9. All of the northern route options result in a reduction in flow on the Orwell Bridge. Option 2D results in the greatest reduction as it provides an 18km route around Ipswich (A14/A140 junction to A14/A12 junction) compared to the 25km route using the A14. Options 2B and 2C create a journey around Ipswich of 22km which is also shorter than the 25km route via the A14 which results in an A14 flow reduction. Option 1A is the longest option and also requires significantly more travel on the A12 to reach its origin near Melton. The outer route provides a 29km route around Ipswich which is longer than the alternative route via the A14 and it therefore provides a smaller reduction in flow on the Orwell bridge.

5.9. ECONOMIC APPRAISAL

5.9.1. The SATURN modelling has been used as an input to a TUBA model, to form the basis of the calculation of the economic benefits of the INR scheme.

5.9.2. The TUBA has been run using the results of the 2027 and 2042 models. The opening year for the scheme has been assumed to be 2027, and benefits have been calculated with a horizon year of 2086. The annualisation factors used for each peak period are shown in Table 5-6.

Table 5-6 – Annualisation Factors used in TUBA

AM Peak	658
Inter Peak	1518
PM Peak	668

5.9.3. The results of the TUBA model indicate that Option 2D would provide the greatest economic benefits and Option 1A the least. This is consistent with the results analysis above.

6. ADDITIONAL SCHEME ASSESSMENT

6.1. OVERNIGHT PERIOD

MODELLING

6.1.1. It is recognised that the INR scheme will provide benefits not just during the peak hours but during the overnight period as well. A validated overnight base SCTM model does not exist so an approximation was needed to calculate these benefits.

6.1.2. An approximate overnight model has been created by applying a conversion factor to the inter peak matrices and assigning them to the inter peak networks.

6.1.3. An appropriate inter-peak to overnight conversion factor was established using county wide ATC data. The ATC data in an average interpeak hour (10:00 – 16:00, Monday to Thursday) was compared to an average overnight hour (19:00 – 07:00, Monday to Thursday) and an average conversion factor was calculated. The calculated conversion factor that was used is 0.21331, indicating that an overnight hour is expected to contain approximately 20% of the flow in an interpeak hour.

6.1.4. This factor has been applied to the 2027 and 2042 IP matrices to obtain the respective overnight matrices. The factor has been applied as a blanket to all zones, all user classes and Origin/Destinations.

6.1.5. New generalised cost values have been obtained for the overnight period from WebTAG databook – November 2018 v1.11.

6.1.6. All other parameters are the same as the interpeak network - signal timings and bus timetables, for example, have not been modified as this was unlikely to affect the level of benefit being estimated.

RESULTS

6.1.7. The results of the modelling of the overnight period were used to calculate economic benefits for the scheme. As the overnight period was modelled predominantly to estimate benefits, analysis of the operation of this time period has not been a focus.

6.1.8. The model indicates that the INR would be used by vehicles during the overnight period, principally reducing the flow on the A12/A14 to the south of Ipswich. The traffic flow would be highest with Option 2D and lowest with Option 1A (approximately 45% of the flow in Option 2D). The main benefit comes from the fact that the INR would provide a faster route east-west, as opposed to relieving congestion in Ipswich which is one of the core daytime benefits.

6.1.9. Overnight period models were run through TUBA and benefits from this process have informed the Strategic Outline Business Case for the scheme.

6.2. ORWELL BRIDGE CLOSURE SCENARIOS

6.2.1. The Orwell Bridge on the A14 is a major strategic route to the south of Ipswich, used by both local and strategic traffic. During strong winds the bridge has to be closed to traffic for safety reasons and according to historic data this occurs approximately three times per year. Partial closures of the bridge also occur, for example closing a single lane following a road traffic accident. Although the impact of such a closure on the road network is generally smaller, it does happen more frequently.

6.2.2. When the Orwell Bridge is closed, significant additional delay is created within and around Ipswich with A14 traffic forced to route through the town and on local roads. The introduction of the proposed INR scheme could therefore offer significant benefit to the local and strategic transport network and it is important to capture the potential economic benefit of the scheme in these circumstances.

FULL BRIDGE CLOSURE MODELLING

6.2.3. The potential benefit of the INR during a full closure of the Orwell Bridge in both directions during peak hours has been assessed. A full closure was modelled by banning all vehicles on the links at either end of the Orwell Bridge in the model.

6.2.4. The model takes no account of traffic management plans, signed diversion routes or possible change in signalised junction timings.

6.2.5. The model assumes the same demand during the closure period as in the average peak periods. This is likely to be an over estimation as the demand would probably change – for example, drivers may choose to travel at a different time or not at all if they know that driving conditions will be difficult due to the weather or congested due to the bridge closure.

6.2.6. The model assumes that all drivers have full knowledge of the bridge closure before they start their journey and re-route accordingly. In reality there are likely to be some drivers that do not know about the closure until they are on their way, or have reached the bridge – these vehicles are thus unlikely to take the most effective route to their destination.

6.2.7. When the model is run it aims to find the lowest cost routes (shortest distance and time) for all trips in the network. When the full bridge closure was tested in the model the model struggled to do identify the best routes which was apparent as it was unable to reach a state of convergence. The reflects the situation on street where motorists struggle to complete their journeys. In order to produce a full bridge closure model run, the convergence parameters were relaxed. An iterative process of relaxing the parameters was used in order to find those needed to achieve convergence in all the models. It was found that the parameters ISTOP and RSTOP (% of links where flows are consistent between iterations) needed to be reduced to 95 from 98, MASL and NITA (maximum number of iterations permitted) increased to 150 from 99 and STPGAP (a measure of the change in the cost of routes between iterations) increased to 0.2 from 0.1.

PARTIAL BRIDGE CLOSURE MODELLING

6.2.8. As the scheme could also offer benefits when there is a partial closure of the Orwell Bridge, for example following a road traffic accident, the benefit has been assessed by modelling a single lane closure in the eastbound direction on the Orwell Bridge during peak hours. The eastbound direction was chosen as it has the highest traffic flow.

6.2.9. A single lane closure was modelled by halving the saturation flow on the link that represents the bridge.

6.2.10. Historic data shows that there is an average of 28 partial closures of the bridge due to road traffic accidents per year.

6.2.11. No changes have been made to account for any traffic management plans, signed diversion routes, possible change in signalised junction timings or change in demand. The model assumes that all drivers have full knowledge of the closure and choose their route accordingly.

6.3. RESULTS

6.3.1. The results of the modelling of the Orwell Bridge closure were used to calculate economic benefits for the scheme. As the closures were modelled predominantly to estimate benefits, analysis of the operation of this time period has not been a focus.

6.3.2. The results show that in the event of a full closure of the Orwell Bridge, the traffic flows and delay in the centre of Ipswich would be reduced with the proposed INR scheme in place (compared to the Do Minimum scenario). With all options, traffic uses the INR as an alternative to the Orwell Bridge, instead of rerouting through Ipswich town centre or along the B1078 or A1120. Since it provides the shortest alternative route, Option 2D would provide more benefit than Option 1A.

6.3.3. A summary of the model network statistics in the AM and PM Peak 2042, with the bridge closure in place, is shown in Table 6-1 Table 6-2. These statistics provide an overall view of how the model has performed and can be compared to Table 5-3 and Table 5-4, which show the equivalent statistics for the model without a bridge closure. The statistics show that the overcapacity queues in the network increase significantly when the Orwell Bridge is closed and the average speed of the network is reduced. The Northern Route scheme would however lessen the impact of the closure, as seen by comparing the results of the INR Options with the Do-Minimum.

Table 6-1 – Network Statistics for Orwell Bridge Full Closure Model AM Peak 2042

Option	Transient Queues (PCU - Hrs)	Over-capacity Queues (PCU - Hrs)	Link Cruise Time (PCU - Hrs)	Total Travel Time (PCU - Hrs)	Total Travel Distance (PCU - Km)	Average Speed (kph)
Average DM	7,601	5,422	37,017	50,040	2,353,922	47
1A	7,610	4,530	37,157	49,298	2,393,037	49
2B	7,486	3,487	37,514	48,487	2,419,280	50
2C	7,519	3,458	37,521	48,497	2,417,694	50
2D	7,290	3,265	37,379	47,934	2,410,454	50

Table 6-2 – Network Statistics for Orwell Bridge Full Closure Model PM Peak 2042

Option	Transient Queues (PCU - Hrs)	Over-capacity Queues (PCU - Hrs)	Link Cruise Time (PCU - Hrs)	Total Travel Time (PCU - Hrs)	Total Travel Distance (PCU - Km)	Average Speed (kph)
Average DM	8,104	5,277	38,255	51,635	2,422,565	47
1A	7,948	4,382	38,099	50,429	2,446,372	49
2B	7,830	3,480	38,335	49,645	2,472,344	50
2C	7,881	3,674	38,414	49,969	2,471,536	49
2D	7,684	3,309	38,403	49,395	2,471,907	50

6.3.4. In the event of a partial closure eastbound, the INR would also be used as an alternative route to the Orwell Bridge with all the proposed options. Traffic flows and delays in the centre of Ipswich would be reduced. Option 2D would again provide the most benefit.

6.3.5. Overnight period models were run through TUBA and benefits from this process have informed the Strategic Outline Business Case for the scheme.

7. CONCLUSION

7.1.1. This report outlines the forecast modelling process used to assess the Ipswich Northern Route (INR) proposals. The report outlines the methodology used for the development of the forecast matrices and forecast networks, describes the details of the options tested and a summary of the results of the modelling.

7.1.2. Forecast models for the years 2027 and 2042 have been created from the validated 2016 base model. The Suffolk County Transport Model (SCTM) base model covers the county of Suffolk, with three time periods modelled – AM Peak, Inter peak and PM Peak.

7.1.3. Forecast demand matrices have been developed using information about specific known developments and background trip generation. The forecast trips have been combined and distributed to the matrices using the Furness method.

7.1.4. The forecast highway network has been changed to take account of committed development highway improvements/changes, as well as the network changes associated with the INR scheme proposals.

7.1.5. There are four different options for the INR route, named Option 1A, 2B, 2C and 2D, each with different alignments and connection points to the existing network. Models for each of the options have been produced, together with a Do Minimum option for each of the forecast years.

7.1.6. The forecast matrices have been assigned to the forecast networks and convergence has been attained in accordance with WebTAG criteria.

7.1.7. The model network statistics show that all of the proposed options decrease the total travel time and increase the total distance travelled in the network, when compared to the Do Minimum. This shows that although the INR creates longer routes for vehicles, the routes are faster so time is saved by using them.

7.1.8. A comparison of the traffic flows along the INR with the different proposed options shows that Option 2D is predicted to have the highest flow. This option is closest to Ipswich town centre and provides the most attractive option both for vehicles travelling east-west around Ipswich and those travelling into the town centre.

7.1.9. The INR is forecast to reduce flows on the A14 south of Ipswich, the B1078 and in some options the B1079. Some options would increase traffic on the radial routes such as B1077 and Main Road/Henley Road. Option D would also provide a significant flow reduction on A1214 Main Road/Kesgrave Road.

7.1.10. An additional model has been created to model the impact of the INR during the overnight period. A conversion factor was applied to the interpeak model in order to do this. The results of this model were used to measure the economic benefits.

7.1.11. The impact of a full and partial closure of the Orwell Bridge have also been modelled. When the bridge is closed during high winds or following a road traffic accident, there is currently significant delay caused in the town of Ipswich. The situation has been modelled so that the economic benefits of the INR as an alternative route for vehicles could be calculated.

Appendix A

UNCERTAINTY LOG

								2027 information				2042 information			2027 Trip Rates									2042 Trip Rates									2027 Trips									2042 Trips								
SCTM Lookup	Site Address	Source	LPA	Dev Type	Uncertainty status	Year of completion	Final SCTM Zone	Proportion complete by 2027	Jobs by 2027	Employment Area (sqm) by 2027	Dwellings by 2027	Jobs by 2042	Employment Area (sqm) by 2042	Dwellings by 2042	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips
BDC_27b	Chilton Woods Mixed Use Development Land North Of Woodhall Business Park, Sudbury	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 3 (2028+) = 700	942	0			0			700	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	0	0	0	0	0	0	0	0	0	112	16	128	54	56	110	43	108	151
BDC_27a	Chilton Woods Mixed Use Development Land North Of Woodhall Business Park, Sudbury	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 1 (2018-2023)=100, Phase 2 (2023-2028)=350	941	1			450			450	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	75	12	87	35	37	71	30	75	104	72	10	82	35	36	71	28	70	97
BDC_5a	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 1 (2018-2023)=140, Phase 2 (2023-2028)=180 (split here as 240 and 80)	943	1			240			240	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	40	6	47	18	20	38	16	40	56	38	5	44	18	19	38	15	37	52
BDC_24	Belstead House, Sprites Lane, Pinewood, IP8 3NA	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 1 (2018-2023)=80, Phase 2 (2023-2028)=75	482	1			155			155	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	26	4	30	12	13	25	10	26	36	25	4	28	12	12	24	10	24	34
BDC_10a	Land North West Of, Moores Lane, East Bergholt	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	47	1			144			144	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	24	4	28	11	12	23	9	24	33	23	3	26	11	12	23	9	22	31
BDC_1	Land South East Of Barrow Hill, Acton, CO10 0AS	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	25	1			100			100	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	17	3	19	8	8	16	7	17	23	16	2	18	8	8	16	6	15	22
BDC_8	Land North And West Of Capel Community Church, Days Road	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	48	1			97			97	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	16	3	19	7	8	15	6	16	22	16	2	18	7	8	15	6	15	21
BDC_5k	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 1 (2018-2023)=140, Phase 2 (2023-2028)=180 (split here as 240 and 80)	944	1			80			80	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	13	2	16	6	7	13	5	13	19	13	2	15	6	6	13	5	12	17
BDC_20	Land N of Ropers Lane, Rodbridge Hill (Southgate Prop. Ltd) (Planning Permission: B/15/00180/OUT)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	8	1			77			77	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	13	2	15	6	6	12	5	13	18	12	2	14	6	6	12	5	12	17
BDC_11	Land East Of The Constable Country Medical Centre, Heath Road, East Bergholt	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	46	1			75			75	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	13	2	15	6	6	12	5	12	17	12	2	14	6	6	12	5	12	16
BDC_21	Land On The South Side Of, Bull Lane, Long Melford	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	8	1			71			71	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	12	2	14	5	6	11	5	12	16	11	2	13	5	6	11	4	11	15
BDC_13	Former Brett Works And 109 High Street, Hadleigh, IP7 5EJ	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	14	1			66			66	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	11	2	13	5	5	10	4	11	15	11	2	12	5	5	10	4	10	14
BDC_4	Land East of Artiss Close and, Rotherham Road, Bildeston	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	1	1			48			48	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	8	1	9	4	4	8	3	8	11	8	1	9	4	4	8	3	7	10
BDC_28	Land east of Bulmer Road, Sudbury (Reserved Matters for PP: B*/13/00917/OUT)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	32	1			43			43	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	7	1	8	3	4	7	3	7	10	7	1	8	3	3	7	3	7	9
BDC_5f	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	655	8187	0	655	8187	0	0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	27	122	150	61	59	120	109	43	152	32	130	162	68	63	131	116	46	162
BDC_29	Sulby House, North Street, Sudbury, CO10 1RE (Revised Scheme from: B/17/00506/OFDW)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	33	1			39			39	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	7	1	8	3	3	6	3	6	9	6	1	7	3	3	6	2	6	8
BDC_25	Land south of Sproughton VC, Primary School, Church Lane (Submission of details OPP B/11/00745/OUT)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	17	1			30			30	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	5	1	6	2	2	5	2	5	7	5	1	5	2	2	5	2	5	6
BDC_16	Land Off Norman Way, Lavenham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	2	1			25			25	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	4	1	5	2	2	4	2	4	6	4	1	5	2	2	4	2	4	5
BDC_17	Land South Of Howlett Of Lavenham, Melford Road, Lavenham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	2	1			25			25	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	4	1	5	2	2	4	2	4	6	4	1	5	2	2	4	2	4	5
BDC_18	Land Adjacent To Bear's Lane, Lavenham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	2	1			24			24	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	4	1	5	2	2	4	2	4	6	4	1	4	2	2	4	1	4	5
BDC_6	Britannia House, Factory Lane, Brantham, CO11 1NH	BDC / MSDC Core	Babergh	Housing	All to be in included	Phase 3 (2028+)	45	0			0			21	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	0	0	0	0	0	0	0	0	0	3	0	4	2	2	3	1	3	5
BDC_30	Crown Building, Newton Road, Sudbury, CO10 2RL	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	27	1			20			20	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	1	4	2	2	3	1	3	5	3	0	4	2	2	3	1	3	4
BDC_19	Former Highways Depot, Melford Road, Lavenham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	2	1			18			18	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	3	4
BDC_22	Former Monks Eleigh Controlled School, Churchfield, Monks Eleigh, Colchester, IP7 7JH	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	3	1			17			17	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	3	4
BDC_3	Oakleigh, Capel Road, Bentley, IP9 2DW	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	47	1			16			16	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	2	3
BDC_9	Football Ground North East of Elm Lane, Copdock & Washbrook	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	754	1			15			15	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
BDC_26	Geest House, Hadleigh Rd, IP8 3AS (B/14/00826/OFDW also refs. See also Non-Res record)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	755	1			15			15	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
BDC_31	Easterns, 31 Station Road, Sudbury, CO10 2SS	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	531	1			15			15	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
BDC_14	Land North of Castle Road, Hadleigh	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	14	1			14			14	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
BDC_7	Land North of Windyridge, Brantham Hill, Brantham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	45	1			13			13	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
BDC_15	Land To The East Of Duke Street And North Of Red House Cottages, Hintlesham	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	16	1			11			11	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	2	1	1	2	1	2	3	2	0	2	1	1	2	1	2	2
BDC_2	Land North Of The Hollies, The Street, Assington, CO10 5LH	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	41	1			10			10	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
BDC_12	Silk Factory, Chequers Lane (Reserved Matters for PP: B*/14/00468/OUT)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	6	1			10			10	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
BDC_23	Red House Farm, Sudbury Road, Newton, CO10 0QH (B/17/01105/FUL also granted for 6 dwllgs 28/07/17)	BDC / MSDC Core	Babergh	Housing	All to be in included	2016-2018	22	1			10			10	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
BDC_5g	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	390	16752		390	16752		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	16	73	89	36	35	71	65	26	90	19	77	96	40	38	78	69	27	96
BDC_5h	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	381	16372		381	16372		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	16	71	87	36	34	70	63	25	88	19	75	94	39	37	76	68	26	94
BDC_5i	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	184	12812		184	12812		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	8	34	42	17	17	34	31	12	43	9	37	46	19	18	37	33	13	46
BDC_33	Former Wardle Storeys, Factory Lane, Brantham	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	45	1	61	4507		61	4507		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	3	11	14	6	5	11	10	4	14	3	12	15	6	6	12	11	4	15
BDC_32	Albert E Webb And Son, Acton Place Industrial Estate, Acton	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	24	1	17	214		17	214		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	1	3	4	2	2	3	3	1	4	1	3	4	2	2	3	3	1	4
BDC_5c	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	16	288		16	288		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
BDC_5d	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	16	288		16	288		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
BDC_5e	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	16	288		16	288		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
BDC_10b	Land North West Of, Moores Lane, East Bergholt	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	47	1	11	360		11	360		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	0	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
BDC_5j	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	8	288		8	288		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	0	1	2	1	1	1	1	1	2	0	2	2	1	1	2	1	1	2
BDC_5b	Brantham Industrial Estate and land to the north and the peninsula (part of), Factory Lane, CO11 1NL	BDC / MSDC Core	Babergh	Employment	All to be in included	2016-2018	944	1	3	288		3	288		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	0	1	1	0	0	1	1	0	1	0	1	1	0	0	1	1	0	1
SS0721	Former Sugar Beet Factory Site, Sproughton Road - B1	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Developable 6-15	1050	0.33	372	4650		1116	13950		0.248	1.273	1.521	0.093	0.090	0.183	1.139	0.182	1.321	0.248	1.273	1.521	0.103	0.097	0.200	1.139	0.182	1.321	12	59	71	4	4	9	53	8	61	35	178	212	14	13	28	159	25	184
SS0721	Former Sugar Beet Factory Site, Sproughton Road - B2	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Developable 6-15	1050	0.33	279	12000		837	36000		0.279	0.541	0.820	0.093	0.090	0.183	0.435	0.113	0.548	0.279	0.541	0.820	0.103	0.097	0.200	0.435	0.113	0.548	33	65	98	11	11	22	52	14	66	100	195	295	37	35	72	157	41	197
SS0721	Former Sugar Beet Factory Site, Sproughton Road - B8	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Developable 6-15	1050	0.33	205	13350		616	40050		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	9	38	47	19	18	38	34	13	48	31	122	153	64	60	123	109	43	152
SS0200	Land to the east of Valley Road,	BDC / MSDC Development Options	Babergh	Housing	More Than Likely	Deliverable 0-5	23	1.00			25			25	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	4	1	5	2	2	4	2	4	6	4	1	5	2	2	4	2	4	5
SS0212	Land west of Hadleigh Road	BDC / MSDC Development Options	Babergh	Housing	More Than Likely	Deliverable 0-5	15	1.00			20			20	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	1	4	2	2	3	1	3	5	3	0	4	2	2	3	1	3	4
SS0880	Land east of The Street, Raydon	BDC / MSDC Development Options	Babergh	Housing	Near Certain	Deliverable 0-5	42	1.00			16			16	0.168	0.027	0.194	0.077	0.082	0.158	0.066	0.166	0.232	0.160	0.023	0.183	0.077	0.080	0.157	0.062	0.155	0.216	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	2	3
SS1028	Allocated Land at Chilton Woods Site (West) - B1	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Deliverable 0-5	942	1.00	476	5954		476	5954		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	20	89	109	44	43	87	79	31	110	24	94	118	49	46	95	85	33	118
SS1028	Allocated Land at Chilton Woods Site (West) - B2	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Deliverable 0-5	942	1.00	476	20483		476	20483		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	20	89	109	44	43	87	79	31	110	24	94	118	49	46	95	85	33	118
SS1028	Allocated Land at Chilton Woods Site (West) - B8	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Deliverable 0-5	942	1.00	476	30963		476	30963		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	20	89	109	44	43	87	79	31	110	24	94	118	49	46	95	85	33	118
SS1029	Land at Chilton Woods Allocation (East) - B2	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Deliverable 0-5	942	1.00	39	1692		39	1692		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	2	7	9	4	4	7	7	3	9	2	8	10	4	4	8	7	3	10
SS1029	Land at Chilton Woods Allocation (East) - B8	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Deliverable 0-5	942	1.00	39	2558		39	2558		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	2	7	9	4	4	7	7	3	9	2	8	10	4	4	8	7	3	10
SS0721	Former Sugar Beet Factory Site, Sproughton Road - Hotel	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Developable 6-15	1050	0.33	9	27		27	80		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	0	2	2	1	1	2	1	1	2	1	5	7	3	3	5	5	2	7
SS0721	Former Sugar Beet Factory Site, Sproughton Road - A1	BDC / MSDC Development Options	Babergh	Employment	More Than Likely	Developable 6-15	1050	0.33	5	417		14	1250		0.042	0.187	0.229	0.093	0.090	0.183	0.166	0.066	0.232	0.050	0.198	0.248	0.103	0.097	0.200	0.178	0.070	0.247	0	1	1	0	0	1	1	0	1	1	3	3	1	1	3	2	1	3
IBC_17	Ipswich Garden Suburb Henley Gate (North of railway line)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2033	912	Ipswich housing trajectory			610			1140	0.410	0.154	0.564	0.065	0.068	0.133	0.212	0.371	0.583	0.410	0.154	0.564	0.065	0.068	0.133	0.212	0.371	0.583	250	94	344	40	42	81	129	226	356	467	176	643	74	78	152	242	423	665
IBC_16	Ipswich Garden Suburb Fonnereau (West of Westerfield Rd)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2032	913	Ipswich housing trajectory			495			815	0.330	0.080	0.410	0.065	0.068	0.133	0.140	0.230	0.370	0.330	0.080	0.410	0.065	0.068	0.133	0.140	0.230	0.370	163	40	203	32	34	66	69	114	183	269	65	334	53	56	109	114	187	302
IBC_37	St Clement's Hospital Grounds, Foxhall Road	Ipswich Pref Option	Ipswich	Employment	Near Certain	2021	150	Ipswich housing trajectory			226			227	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	34	5	39	15	15	30	14	34	48	33	5	39	15	16	30	13	33	46
IBC_3	Redevelopment Sites (Former Cranfields) College Street Ipswich	Ipswich Pref Option	Ipswich	Employment	Near Certain	2029	700	Ipswich housing trajectory			85			167	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	13	2	15	6	6	11	5	13	18	24	4	28	11	11	22	10	24	34
IBC_4a	Pauls Malt Ltd Key Street Ipswich	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	Ipswich housing trajectory			149			149	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	22	3	26	10	10	20	9	22	31	22	3	25	10	10	20	9	22	30
IBC_13	Burton's College Street	Ipswich Pref Option	Ipswich	Employment	Near Certain	2026	700	Ipswich housing trajectory			125			125	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	19	3	22	8	9	17	8	19	26	18	3	21	8	9	17	7	18	25
IBC_43	Land at Commercial Road	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2027	144	Ipswich housing trajectory			103			103	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	16	2	18	7	7	14	6	15	22	15	2	17	7	7	14	6	15	21
IBC_8	Area S&T, Ravenswood Nacton Road Ipswich Suffolk	Ipswich Pref Option	Ipswich	Employment	Near Certain	2017	607	1.00			95			95	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	14	2	16	6	6	13	6	14	20	14	2	16	6	6	13	5	14	19
IBC_9	Ravenswood U V W	Ipswich Pref Option	Ipswich	Employment	Near Certain	2024	610	Ipswich housing trajectory			94			94	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	14	2	16	6	6	13	6	14	20	14	2	16	6	6	13	5	14	19
IBC_11	Europa Way	Ipswich Pref Option	Ipswich	Employment	Near Certain	2021	123	Ipswich housing trajectory			94			94	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	14	2	16	6	6	13	6	14	20	14	2	16	6	6	13	5	14	19
IBC_14	Bridge Street, Northern Quays (west)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2029	700	Ipswich housing trajectory			0			73	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	0	0	0	0	0	0	0	0	0	11	2	12	5	5	10	4	11	15
IBC_10	Russet Road/Woodbridge Road	Ipswich Pref Option	Ipswich	Employment	Near Certain	2031	642	Ipswich housing trajectory			0			39	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	0	0	0	0	0	0	0	0	0	6	1	7	3	3	5	2	6	8
IBC_58	Orwell Church	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2026	165	Ipswich housing trajectory			23			23	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	3	1	4	1	2	3	1	3	5	3	1	4	1	2	3	1	3	5
IBC_6	Hayhill Phase 2b, Allotments Hayhill Road Ipswich Suffolk	Ipswich Pref Option	Ipswich	Employment	Near Certain	2016	687	1.00			22			22	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	3	1	4	1	2	3	1	3	5	3	1	4	1	2	3	1	3	4
IBC_62	79 Cauldwell Hall Road	Ipswich Pref Option	Ipswich	Employment	Near Certain	2019	148	Ipswich housing trajectory			17			17	0.151	0.023	0.174	0.065	0.068	0.133	0.061	0.149	0.211	0.147	0.023	0.170	0.065	0.068	0.133	0.057	0.145	0.203	3	0	3	1	1	2	1	3	4	2	0	3	1	1	2	1	2	3
IBC_152	The Maltings, Princes Street IP1 1SB	Ipswich Pref Option	Ipswich	Employment	Near Certain	2019	718	1.00	229	2865		229	2865		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	10	39	49	20	19	39	34	14	48	10	41	50	22	21	43	36	15	51
IBC_72b	Futura Park (B8 land use)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	611	1.00	175	12950		175	12950		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	7	30	37	15	15	30	26	11	37	7	31	38	17	16	33	27	11	39
IBC_88c	Land north of Whitton Lane	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2028	113	1.00	164	11508		164	11508		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	7	28	35	14	14	28	24	10	35	7	29	36	16	15	31	26	11	36
IBC_88d	Land north of Whitton Lane	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2028	113	1.00	148	1850		148	1850		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	6	25	31	13	12	25	22	9	31	6	26	33	14	14	28	23	10	33
IBC_73	Futura Park	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2018	570	1.00	131	2331		131	2331		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	6	22	28	11	11	22	20	8	28	6	23	29	12	12	24	21	9	29
IBC_143	East Suffolk Family Health, St Clements Hospital, Foxhall Road	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2018	150	1.00	70	875		70	875		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	3	12	15	6	6	12	10	4	15	3	12	15	7	6	13	11	5	16
IBC_145b	Regatta Quay, Key Street (A3 Restaurant)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	57	1000		57	1000		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	2	10	12	5	5	10	9	3	12	2	10	13	5	5	11	9	4	13
IBC_4b	Pauls Malt Ltd Key Street Ipswich	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	56	5000		56	5000		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	2	10	12	5	5	10	8	3	12	2	10	12	5	5	10	9	4	12
IBC_144b	Cranfields, College Street (A1)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	43	3840		43	3840		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	2	7	9	4	4	7	6	3	9	2	8	9	4	4	8	7	3	9
IBC_145c	Regatta Quay, Key Street (B1 Office)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	40	500		40	500		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	2	7	8	3	3	7	6	2	8	2	7	9	4	4	7	6	3	9
IBC_153a	38 - 40 White House RoadIpswichSuffolk (B8 land use)	Ipswich Pref Option	Ipswich	Employment	Near Certain	2018	733	1.00	34	2219		34	2219		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	6	7	3	3	6	5	2	7	1	6	8	3	3	6	5	2	8
IBC_154	Amenity Land Adjacent To 7 Wentworth Road	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2019	608	1.00	30	2673		30	2673		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	5	6	3	2	5	4	2	6	1	5	7	3	3	6	5	2	7
IBC_145d	Regatta Quay, Key Street (D2 Theatre)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	28	1000		28	1000		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	5	6	2	2	5	4	2	6	1	5	6	3	3	5	4	2	6
IBC_144a	Cranfields, College Street (Hotel)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	27	81		27	81		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	5	6	2	2	5	4	2	6	1	5	6	3	2	5	4	2	6
IBC_151	32 Foxtail Road	Ipswich Pref Option	Ipswich	Employment	Near Certain	2018	609	1.00	23	1000		23	1000		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	4	5	2	2	4	3	1	5	1	4	5	2	2	4	4	1	5
IBC_156	Heavy Goods Vehicle Testing Station, Holbrook Road IP3 0JE	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2019	614	1.00	20	571		20	571		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	3	4	2	2	3	3	1	4	1	4	4	2	2	4	3	1	4
IBC_155	Land Adjacent To 30 Wharfedale Road	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2019	729	1.00	14	172		14	172		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	1	2	3	1	1	2	2	1	3	1	2	3	1	1	3	2	1	3
IBC_145a	Regatta Quay, Key Street (D2 Gym land use)	Ipswich Pref Option	Ipswich	Employment	More Than Likely	2021	700	1.00	8	500		8	500		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	0	1	2	1	1	1	1	0	2	0	1	2	1	1	1	1	1	2
IBC_153b	38 - 40 White House RoadIpswichSuffolk (A1 land use)	Ipswich Pref Option	Ipswich	Employment	Near Certain	2018	733	1.00	6	111		6	111		0.042	0.170	0.212	0.087	0.083	0.170	0.149	0.061	0.211	0.042	0.178	0.220	0.095	0.092	0.187	0.157	0.065	0.222	0	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	0	1
MSDC_15	Land South of Eye Airfield, Castleton Way	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 1 (2018-2023) = 65, Phase 2 (2023-2028) = 200, Phase 3 (2028+) = 15	198	Part			265			280	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	51	8	59	22	23	44	18	46	65	51	7	57	23	23	46	17	47	64
MSDC_12	Land adjacent to Wetherden Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 1 (2018-2023) = 1458, Phase 2 (2023-2028) = 95	220	1			240			240	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	46	7	53	20	20	40	17	42	59	43	6	49	20	20	40	15	40	55
MSDC_36	Land on the North side of Norton Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 1 (2018-2023) = 100, Phase 2 (2023-2028) = 100	214	1			200			200	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	39	6	44	16	17	33	14	35	49	36	5	41	16	17	33	12	33	46
MSDC_37	Land to the south of Norton Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 1 (2018-2023) = 85, Phase 2 (2023-2028) = 90	214	1			175			175	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	34	5	39	14	15	29	12	30	43	32	4	36	14	15	29	11	29	40
MSDC_13	Former Grampian/Harris Factory, St. Edmund Drive	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	in construction, expect delivery within 5 years	213	1			170			170	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	33	5	38	14	14	28	12	30	41	31	4	35	14	14	28	11	28	39
MSDC_6	Land adjacent to Bramford Playing Field, The Street	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	in construction, expect delivery within 5 years	758	1			130			130	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	25	4	29	11	11	22	9	23	32	23	3	27	11	11	21	8	22	30
MSDC_17	Land on West side of Stowmarket Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Expect delivery within 5 years	245	1			130			130	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	25	4	29	11	11	22	9	23	32	23	3	27	11	11	21	8	22	30
MSDC_7	Former Scotts/Fisons site, Paper Mill Lane. Hybrid: Application ref. used twice for OL and Full.	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 2 (2023-2028) = 120	758	1			120			120	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	23	3	27	10	10	20	8	21	29	22	3	25	10	10	20	7	20	27
MSDC_33	Land between Gipping Road and Church Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	219	1			75			75	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	14	2	17	6	6	13	5	13	18	14	2	15	6	6	12	5	12	17
MSDC_1	Land adjacent Wyverstone Road (opposite School)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	217	1			64			64	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	12	2	14	5	5	11	4	11	16	12	2	13	5	5	11	4	11	15
MSDC_14	Land East of Borley Crescent	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	213	1			60			60	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	12	2	13	5	5	10	4	10	15	11	1	12	5	5	10	4	10	14
MSDC_8	Former Scotts/Fisons site, Paper Mill Lane. Hybrid: Application ref. used twice for Full and Outline	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	Phase 3 (2028+) = 52	758	0			0			52	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	0	0	0	0	0	0	0	0	0	9	1	11	4	4	9	3	9	12
MSDC_11	J. Breheny Contractors Ltd., Flordon Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	227	1			52			52	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	10	1	12	4	4	9	4	9	13	9	1	11	4	4	9	3	9	12
MSDC_30	Phase 3D Cedars Park, Land South of Gun Cotton Way	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	243	1			48			48	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	9	1	11	4	4	8	3	8	12	9	1	10	4	4	8	3	8	11
MSDC_2	Land West of Broad Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	217	1			47			47	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	9	1	10	4	4	8	3	8	11	8	1	10	4	4	8	3	8	11
MSDC_10	Land W of Farriers Rd, Edgecomb Park, Hybird App (Phase 1)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	234	1			44			44	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	8	1	10	4	4	7	3	8	11	8	1	9	4	4	7	3	7	10

								2027 information				2042 information			2027 Trip Rates									2042 Trip Rates									2027 Trips									2042 Trips								
SCTM Lookup	Site Address	Source	LPA	Dev Type	Uncertainty status	Year of completion	Final SCTM Zone	Proportion complete by 2027	Jobs by 2027	Employment Area (sqm) by 2027	Dwellings by 2027	Jobs by 2042	Employment Area (sqm) by 2042	Dwellings by 2042	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips
MSDC_21	GR Warehousing Site, Old Station Rd	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	218	1			43			43	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	8	1	10	4	4	7	3	7	10	8	1	9	4	4	7	3	7	10
MSDC_31	Wade House (former Care Home), Violet Hill Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	230	1			38			38	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	7	1	8	3	3	6	3	7	9	7	1	8	3	3	6	2	6	9
MSDC_23	Land W of Anderson Close, Hill House Lane	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	237	1			37			37	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	7	1	8	3	3	6	3	6	9	7	1	8	3	3	6	2	6	8
MSDC_16	Land and buildings at Red House Farm, Priory Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	208	1			28			28	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	5	1	6	2	2	5	2	5	7	5	1	6	2	2	5	2	5	6
MSDC_22	Land to North West of Mason Court (known as Old Engine Meadow)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	218	1			28			28	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	5	1	6	2	2	5	2	5	7	5	1	6	2	2	5	2	5	6
MSDC_35	Kerrison Conference & Training Centre, Stoke Ash Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	201	1			28			28	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	5	1	6	2	2	5	2	5	7	5	1	6	2	2	5	2	5	6
MSDC_29	Phase 6C Cedars Park (Final Phase), Nth of Wagtail Drive & Sth of Stowupland Rd	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	241	1			26			26	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	5	1	6	2	2	4	2	5	6	5	1	5	2	2	4	2	4	6
MSDC_32	115 Ipswich Street (Joker's Night Club, 111 Ipswich Street)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	522	1			25			25	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	5	1	6	2	2	4	2	4	6	5	1	5	2	2	4	2	4	6
MSDC_4	Land rear of De Saumarez Drive	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	252	1			23			23	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	4	1	5	2	2	4	2	4	6	4	1	5	2	2	4	1	4	5
MSDC_25	Land south east of Lion Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	200	1			21			21	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	4	1	5	2	2	4	1	4	5	4	1	4	2	2	3	1	3	5
MSDC_9	By-pass Nurseries, Bramford Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	758	1			20			20	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	4	1	4	2	2	3	1	3	5	4	0	4	2	2	3	1	3	5
MSDC_39	Whitton Park Retirement Home, Thurleston Lane	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	251	1			19			19	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	4	1	4	2	2	3	1	3	5	3	0	4	2	2	3	1	3	4
MSDC_3	Land adj to Donard, Back Lane	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	211	1			17			17	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	3	0	4	1	1	3	1	3	4	3	0	3	1	1	3	1	3	4
MSDC_38	Land east of Norton Road (south of Fiddlers Creek, north of Tostock Village Hall)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	212	1			14			14	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	3	0	3	1	1	2	1	2	3	3	0	3	1	1	2	1	2	3
MSDC_18	Land adjacent to Mill Road (south side of 13 Noyes Avenue)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	209	1			12			12	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
MSDC_40	Land south of Bury Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	203	1			12			12	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
MSDC_24	Land at Red Willows Ind' Estate, Finborough Rd	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	233	1			11			11	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
MSDC_5	Land at Norwich Road (adjacent to Henry VIII Farmhouse)	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	253	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_19	Land on west side of Bickers Hill Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	209	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_20	Land at Bullocks Farm, Earlsford Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	204	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_26	Land at Rectory Hill	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	206	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_27	Land to the rear of Willowmere, Garden House Lane	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	206	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_28	Green Farm, Crowfield Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	227	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_34	Land at Church Road	BDC / MSDC Core	Mid Suffolk	Housing	All to be in included	2016-2018	219	1			10			10	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
MSDC_45a	Land at Blackacre Hill, Bramford Road	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	940	1	300	4400		300	4400		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	12	57	69	25	23	47	46	16	63	12	60	73	27	25	51	49	17	66
MSDC_45b	Land at Blackacre Hill, Bramford Road	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	940	1	300	59500		300	59500		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	12	57	69	25	23	47	46	16	63	12	60	73	27	25	51	49	17	66
MSDC_50	BUUK Utilities, Unit 23, Windmill Avenue, Woolpit Business Park	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	224	1	169	2112		169	2112		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	7	32	39	14	13	26	26	9	35	7	34	41	15	14	29	27	10	37
MSDC_47	Land south of Gun Cotton Way	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	526	1	160	5643		160	5643		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	7	30	37	13	12	25	25	9	33	7	32	39	14	13	27	26	9	35
MSDC_42	Grove Farm, The Common	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	206	1	105	4502		105	4502		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	4	20	24	9	8	16	16	6	22	4	21	25	9	9	18	17	6	23
MSDC_43	Brome Triangle, Norwich Road	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	200	1	91	2445		91	2445		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	4	17	21	7	7	14	14	5	19	4	18	22	8	7	15	15	5	20
MSDC_46	The Grange, Hinderclay Road	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	206	1	58	719		58	719		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	2	11	13	5	4	9	9	3	12	2	12	14	5	5	10	9	3	13
MSDC_49	Brickfields Business Park, Old Stowmarket Road	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	224	1	27	716		27	716		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	1	5	6	2	2	4	4	1	6	1	5	6	2	2	5	4	2	6
MSDC_44	Land at Paper Mill Lane	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	253	1	20	1454		20	1454		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	1	4	5	2	2	3	3	1	4	1	4	5	2	2	3	3	1	4
MSDC_41	White's Fruit Farm, Helmingham Road,	BDC / MSDC Core	Mid Suffolk	Employment	All to be in included	2016-2018	226	1	14	612		14	612		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	1	3	3	1	1	2	2	1	3	1	3	3	1	1	2	2	1	3
SS0716	Land west of Ixworth Road, Thurston	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Phase 1 (2018-2023) = 80, Phase 2 (2023-2028) = 170	214	1.00			250			250	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	48	7	55	20	21	42	17	44	61	45	6	51	20	21	41	15	42	57
SS0547	Land south of Old Stowmarket Road, Woolpit	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Phase 1 (2018-2023) = 55, Phase 2 (2023-2028) = 65	224	1.00			120			120	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	23	3	27	10	10	20	8	21	29	22	3	25	10	10	20	7	20	27
SS1025	Mill Lane, Stowmarket - Phase 1 - B8 Warehousing	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	989	1.00	1292	84000		1292	84000		0.054	0.084	0.138	0.082	0.075	0.157	0.103	0.038	0.141	0.054	0.084	0.138	0.088	0.082	0.170	0.103	0.038	0.141	45	71	116	69	63	132	87	32	118	45	71	116	74	69	143	87	32	118
SS0099	Land to the north east of Turkey Hall Lane, Bacton	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Deliverable 0-5	217	1.00			50			50	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	10	1	11	4	4	8	3	9	12	9	1	10	4	4	8	3	8	11
SS0949	Land south of Diss Road and north of Mill Road, Botesdale	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Developable 6-15	206	0.33			17			50	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	3	0	4	1	1	3	1	3	4	9	1	10	4	4	8	3	8	11
SS0104	Land west of De Saumarez Drive, Barham	BDC / MSDC Development Options	Mid Suffolk	Housing	Near Certain	Deliverable 0-5	252	1.00			40			40	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	8	1	9	3	3	7	3	7	10	7	1	8	3	3	7	2	7	9
SS1025	Mill Lane, Stowmarket - Phase 1 - B1 Office	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	989	1.00	640	8000		640	8000		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	26	121	147	52	48	100	99	35	134	26	129	155	57	52	109	104	37	141
SS1025	Mill Lane, Stowmarket - Phase 2 - B8 Warehousing	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	947	1.00	615	40000		615	40000		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	25	116	141	50	46	96	95	33	129	25	124	149	54	50	105	100	36	136
SS0860	Land to the east of Pear Tree Place, Great Finborough	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Deliverable 0-5	233	1.00			20			20	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	4	1	4	2	2	3	1	3	5	4	0	4	2	2	3	1	3	5
SS0040	Land to the east of Wattisfield Road, Walsham-le-Willows	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Deliverable 0-5	207	1.00			15			15	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	3	0	3	1	1	3	1	3	4	3	0	3	1	1	2	1	2	3
SS0369	Land east of Wattisfield Road, Walsham-le-Willows	BDC / MSDC Development Options	Mid Suffolk	Housing	More Than Likely	Developable 6-15	207	0.33			5			15	0.193	0.029	0.222	0.082	0.085	0.167	0.070	0.174	0.244	0.181	0.025	0.205	0.082	0.083	0.165	0.062	0.166	0.228	1	0	1	0	0	1	0	1	1	3	0	3	1	1	2	1	2	3
SS1025	Mill Lane, Stowmarket - Phase 1 - B2 Other	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	989	1.00	558	24000		558	24000		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	23	105	128	46	42	87	86	30	117	23	112	135	49	46	95	91	32	123
SS0928	Eye Airfield, Langton Green	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	200	1.00	476	20450		476	20450		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	20	90	109	39	36	75	74	26	99	20	96	115	42	39	81	77	28	105
SS1025	Mill Lane, Stowmarket - Phase 2 - B1 Office	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	947	1.00	420	5250		420	5250		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	17	79	96	34	32	66	65	23	88	17	84	102	37	34	71	68	24	93
SS1025	Mill Lane, Stowmarket - Phase 2 - B2 Other	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	947	1.00	93	4000		93	4000		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	4	18	21	8	7	15	14	5	19	4	19	23	8	8	16	15	5	21
SS1025	Mill Lane, Stowmarket - Phase 2 - Public House with Restaurant	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	947	1.00	31	540		31	540		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	1	6	7	3	2	5	5	2	6	1	6	7	3	3	5	5	2	7
SS1025	Mill Lane, Stowmarket - Phase 2 - Drive Thru	BDC / MSDC Development Options	Mid Suffolk	Employment	More Than Likely	Deliverable 0-5	947	1.00	24	425		24	425		0.041	0.189	0.230	0.082	0.075	0.157	0.155	0.054	0.209	0.041	0.201	0.242	0.088	0.082	0.170	0.163	0.058	0.221	1	5	6	2	2	4	4	1	5	1	5	6	2	2	4	4	1	5
SCDC_158j	Brightwell Lakes (Middle Access)	Suffolk Coastal Core	Suffolk Coastal	Housing	More than Likely	Calculate dwellings	907	0.82			890			1085	0.419	0.236	0.655	0.078	0.082	0.160	0.221	0.341	0.562	0.419	0.236	0.655	0.077	0.080	0.157	0.221	0.341	0.562	373	210	582	70	73	142	197	303	500	455	256	710	83	87	170	240	370	610
SCDC_158k	Brightwell Lakes (Southern Access)	Suffolk Coastal Core	Suffolk Coastal	Housing	More than Likely	Calculate dwellings	908	0.82			504			615	0.419	0.236	0.655	0.078	0.082	0.160	0.221	0.341	0.562	0.419	0.236	0.655	0.077	0.080	0.157	0.221	0.341	0.562	211	119	330	40	41	81	111	172	283	258	145	403	47	49	96	136	210	346
SCDC_108a	Land at Candlet Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	932	Housing Trajectory			370			560	0.498	0.154	0.652	0.078	0.082	0.160	0.246	0.409	0.655	0.498	0.154	0.652	0.077	0.080	0.157	0.246	0.409	0.655	184	57	241	29	30	59	91	151	242	279	86	365	43	45	88	138	229	367
SCDC_53a	Land North of High Street, Walton, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	More than likely	Calculate dwellings	394	Housing Trajectory			350			385	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	61	8	70	27	29	56	21	56	77	63	9	72	30	31	60	23	58	82
SCDC_158a	Brightwell Lakes (Northern Access)	Suffolk Coastal Core	Suffolk Coastal	Housing	More than Likely	Calculate dwellings	909	0.82			246			300	0.419	0.236	0.655	0.078	0.082	0.160	0.221	0.341	0.562	0.419	0.236	0.655	0.077	0.080	0.157	0.221	0.341	0.562	103	58	161	19	20	39	54	84	138	126	71	196	23	24	47	66	102	169
SCDC_101	Land West Of Ferry Road Residential Centre, Ferry Road, Felixstowe, Suffolk	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	389	Housing Trajectory			0			0	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCDC_80	Land at Highbury Cottages, Saxmundham Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	347	Housing Trajectory			187			187	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	33	4	37	15	15	30	11	30	41	31	4	35	14	15	29	11	28	40
SCDC_100	Walton Green South, High Street, Walton, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	394	Housing Trajectory			0			0	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCDC_130	Land north of Woods Lane, Melton	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	348	Housing Trajectory			180			180	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	32	4	36	14	15	29	11	29	40	29	4	34	14	14	28	11	27	38
SCDC_140	Land East Warren Avenue, Church Hill, Saxmundham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	897	Housing Trajectory			170			170	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	30	4	34	13	14	27	10	27	37	28	4	32	13	14	27	10	26	36
SCDC_113	Fairfield Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	895	Housing Trajectory			163			163	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	29	4	32	13	13	26	10	26	36	27	4	31	12	13	26	10	25	35
SCDC_57	Land South of Thurmans Lane, Trimley St Mary	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	385	Housing Trajectory			148			148	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	26	4	30	12	12	24	9	24	33	24	4	28	11	12	23	9	22	31
SCDC_126	Land south of Main Road, Martlesham	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	673	Housing Trajectory			104			104	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	18	2	21	8	8	17	6	17	23	17	2	19	8	8	16	6	16	22
SCDC_83d	Land at Abbey Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	902	Housing Trajectory			100			100	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	18	2	20	8	8	16	6	16	22	16	2	19	8	8	16	6	15	21
SCDC_110	Land off Station Rd, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	895	Housing Trajectory			99			99	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	17	2	20	8	8	16	6	16	22	16	2	19	8	8	16	6	15	21
SCDC_112	Land at Mount Pleasant, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	335	Housing Trajectory			95			95	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	17	2	19	7	8	15	6	15	21	16	2	18	7	8	15	6	14	20
SCDC_82	Land to the rear of St Margaret`s Crescent, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	347	Housing Trajectory			77			77	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	14	2	15	6	6	12	5	12	17	13	2	14	6	6	12	5	12	16
SCDC_55	Land opposite Hand in Hand Public House, Trimley St Martin	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	388	Housing Trajectory			70			70	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	12	2	14	5	6	11	4	11	15	11	2	13	5	6	11	4	11	15
SCDC_98	Cliff House, Chevalier Road, Hamilton House & Car Park, Hamilton Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	401	Housing Trajectory			69			69	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	12	2	14	5	6	11	4	11	15	11	2	13	5	6	11	4	10	15
SCDC_145	Land at High Road, Trimley St Martin	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	388	Housing Trajectory			69			69	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	12	2	14	5	6	11	4	11	15	11	2	13	5	6	11	4	10	15
SCDC_144	Land at and adj Mushroom Farm, High Road, Trimley St Martin	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	385	Housing Trajectory			66			66	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	12	2	13	5	5	11	4	11	15	11	2	12	5	5	10	4	10	14
SCDC_81	Land at Red House Lane, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	878	Housing Trajectory			65			65	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	11	2	13	5	5	10	4	10	14	11	2	12	5	5	10	4	10	14
SCDC_121	Land opposite 18 to 30a Aldeburgh Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	899	Housing Trajectory			64			64	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	11	2	13	5	5	10	4	10	14	10	2	12	5	5	10	4	10	14
SCDC_136	Phase 6, 7 & site A, Bixley Farm, Rushmere St Andrew	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	381	Housing Trajectory			63			63	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	11	2	13	5	5	10	4	10	14	10	2	12	5	5	10	4	10	13
SCDC_52	Land at Sea Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	More than likely	Calculate dwellings	400	Housing Trajectory			59			59	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	10	1	12	5	5	9	4	9	13	10	1	11	5	5	9	4	9	13
SCDC_131a	Site of former Factory Warehouse, Melton Road, Melton	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	892	Housing Trajectory			54			54	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	9	1	11	4	4	9	3	9	12	9	1	10	4	4	8	3	8	11
SCDC_42a	Land at junction of Station Road & Wilford Bridge Road, Melton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	349	1	832	10406		832	10406		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	40	166	206	82	79	161	142	60	202	43	176	219	89	86	175	155	63	218
SCDC_127	Land off Blacktiles Lane, Martlesham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	673	Housing Trajectory			47			47	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	8	1	9	4	4	8	3	7	10	8	1	9	4	4	7	3	7	10
SCDC_119	Land to rear of 16 to 22 Falkenham Road, Kirton	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	387	Housing Trajectory			43			43	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	8	1	9	3	4	7	3	7	9	7	1	8	3	3	7	3	7	9
SCDC_146	Snape Maltings, Snape Bridge, Tunstall	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	890	Housing Trajectory			43			43	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	8	1	9	3	4	7	3	7	9	7	1	8	3	3	7	3	7	9
SCDC_59	Land to the east of Aldeburgh Road, Aldringham	Suffolk Coastal Core	Suffolk Coastal	Housing	More than likely	Calculate dwellings	343	Housing Trajectory			40			40	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	7	1	8	3	3	6	2	6	9	7	1	7	3	3	6	2	6	9
SCDC_72a	Land at Old Station Works, Main Road, Westerfield	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	663	Housing Trajectory			0			0	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCDC_132	Hillview, Church Road, Otley	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	353	Housing Trajectory			35			35	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	6	1	7	3	3	6	2	6	8	6	1	7	3	3	5	2	5	7
SCDC_148	Part of land at Crown Nurseries High Street Ufford Suffolk IP13 6EL	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	348	Housing Trajectory			34			34	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	6	1	7	3	3	5	2	5	7	6	1	6	3	3	5	2	5	7
SCDC_147	Land west of Street Farm, School Road, Tunstall	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	890	Housing Trajectory			33			33	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	6	1	7	3	3	5	2	5	7	5	1	6	3	3	5	2	5	7
SCDC_157	Queens House, Woodbridge School, Burkitt Road, Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	361	Housing Trajectory			31			31	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	5	1	6	2	3	5	2	5	7	5	1	6	2	2	5	2	5	7
SCDC_135	Bixley Farm (b), Rushmere St Andrew	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	381	Housing Trajectory			26			26	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	5	1	5	2	2	4	2	4	6	4	1	5	2	2	4	2	4	6
SCDC_149	Land off St Michaels Way Wenhaston With Mells Hamlet Suffolk	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	331	Housing Trajectory			26			26	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	5	1	5	2	2	4	2	4	6	4	1	5	2	2	4	2	4	6
SCDC_74	Land off Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	335	Housing Trajectory			24			24	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	5	2	2	4	1	4	5	4	1	4	2	2	4	1	4	5
SCDC_103a	Marlborough Hotel, Sea Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	400	Housing Trajectory			24			24	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	5	2	2	4	1	4	5	4	1	4	2	2	4	1	4	5
SCDC_116	Development site at Top Field Barn Farm, Ipswich Road, Grundisburgh	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	352	Housing Trajectory			24			24	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	5	2	2	4	1	4	5	4	1	4	2	2	4	1	4	5
SCDC_105a	North Sea Hotel Sea Road Felixstowe Suffolk IP11 2AU	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	399	Housing Trajectory			23			23	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	5	2	2	4	1	4	5	4	1	4	2	2	4	1	3	5
SCDC_150	Os 4300 North of Fullers Field Westerfield Suffolk IP6 9AH	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	663	Housing Trajectory			23			23	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	5	2	2	4	1	4	5	4	1	4	2	2	4	1	3	5
SCDC_20	Land off Dock Road The Docks Felixstowe Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	542	1	609	83411		609	83411		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	29	121	151	60	58	118	104	44	148	32	129	160	65	63	128	113	46	159
SCDC_97	The Bartlett Hospital, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	402	Housing Trajectory			22			22	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	1	4	2	2	4	1	4	5	4	1	4	2	2	3	1	3	5
SCDC_91	Land east of St Peters Close, Charsfield	Suffolk Coastal Core	Suffolk Coastal	Housing	Near Certain	Calculate dwellings	900	Housing Trajectory			20			20	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	0	4	2	2	3	1	3	4	3	0	4	2	2	3	1	3	4
SCDC_92	Land/buildings at Chillesford Lodge Estate, Chillesford	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	575	Housing Trajectory			20			20	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	0	4	2	2	3	1	3	4	3	0	4	2	2	3	1	3	4
SCDC_94	Land to the rear of 1 & 2 Chapel Cottages adjoining, The Street, Darsham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	332	Housing Trajectory			20			20	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	0	4	2	2	3	1	3	4	3	0	4	2	2	3	1	3	4
SCDC_123	Former Gas Works, Carr Avenue, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	346	Housing Trajectory			20			20	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	4	0	4	2	2	3	1	3	4	3	0	4	2	2	3	1	3	4
SCDC_125	Police Station, Leiston Road, Aldeburgh	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	344	Housing Trajectory			19			19	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	4	1	2	3	1	3	4	3	0	4	1	2	3	1	3	4
SCDC_102	23 & 25 Crescent Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	401	Housing Trajectory			18			18	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	4	1	1	3	1	3	4	3	0	3	1	1	3	1	3	4
SCDC_124	Land west of Mill Cottage, Valley Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	346	Housing Trajectory			18			18	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	4	1	1	3	1	3	4	3	0	3	1	1	3	1	3	4
SCDC_114	Altlasfram Group Ltd, New Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	334	Housing Trajectory			16			16	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	2	3
SCDC_118	Land at Mallard Way, Off Rectory Road, Hollesley	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	575	Housing Trajectory			16			16	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	2	3
SCDC_141	Former County Primary School, Fairfield Road, Saxmundham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	340	Housing Trajectory			16			16	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	3	1	1	3	1	3	4	3	0	3	1	1	3	1	2	3
SCDC_86	Aldeburgh Brickworks, Saxmundham Road, Aldeburgh	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	344	Housing Trajectory			15			15	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_155	Whisstocks Boatyard Tide Mill Way Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	363	Housing Trajectory			15			15	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	3	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_95	Easton Primary School & land adj, The Street, Easton	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	900	Housing Trajectory			14			14	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_109	Former Civil Service Sports Ground Straight Road Foxhall Suffolk IP10 0BZ	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	681	Housing Trajectory			14			14	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_137	Land adjacent 155 The Street, Rushmere St Andrew	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	654	Housing Trajectory			14			14	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_151	Fynn Valley Golf Club, Rose Hill, Witnesham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	664	Housing Trajectory			14			14	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	3	1	1	2	1	2	3
SCDC_88	School Lane, Bawdsey	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	359	Housing Trajectory			13			13	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
SCDC_104	Adastral Close, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	540	Housing Trajectory			13			13	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
SCDC_156	Former Police Station, Grundisburgh Road, Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	362	Housing Trajectory			13			13	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	3	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
SCDC_89	1-6, 9 & 10 Ullswater Road, Campsea Ashe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	883	Housing Trajectory			12			12	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	3	2	0	2	1	1	2	1	2	3
SCDC_90a	6 Levington Lane, Bucklesham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	606	Housing Trajectory			11			11	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_99	Garage & parking area rear of 2-16 Philip Avenue, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	383	Housing Trajectory			11			11	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_128	Land Between 1 Potash Cottages And Woodroyd Cottage, Woods Lane, Melton	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	350	Housing Trajectory			11			11	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2

								2027 information				2042 information			2027 Trip Rates									2042 Trip Rates									2027 Trips									2042 Trips								
SCTM Lookup	Site Address	Source	LPA	Dev Type	Uncertainty status	Year of completion	Final SCTM Zone	Proportion complete by 2027	Jobs by 2027	Employment Area (sqm) by 2027	Dwellings by 2027	Jobs by 2042	Employment Area (sqm) by 2042	Dwellings by 2042	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trip Rate	AM Destinations (Arrivals) - Trip Rate	AM Two-Way - Trip Rate	IP Origins (Departures) - Trip Rate	IP Destinations (Arrivals) - Trip Rate	IP Two-Way - Trip Rate	PM Origins (Departures) - Trip Rate	PM Destinations (Arrivals) - Trip Rate	PM Two-Way - Trip Rate	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips	AM Origins (Departures) - Trips	AM Destinations (Arrivals) - Trips	AM Two-Way - Trips	IP Origins (Departures) - Trips	IP Destinations (Arrivals) - Trips	IP Two-Way - Trips	PM Origins (Departures) - Trips	PM Destinations (Arrivals) - Trips	PM Two-Way - Trips
SCDC_154	Quayside Mill Quay Side Woodbridge IP12 1BN	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	364	Housing Trajectory			11			11	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_60	Land at Mill Road, Badingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	336	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_63	Land south of Solomon's Rest, The Street, Hacheston	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	889	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_70	Land fronting Old Homes Road	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	343	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_87	Land adj. to 45 & 50 Watson Way, Alderton	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	359	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_106	Land at Junction of Garrison Lane and High Road West Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	544	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_111	Land South East Of Rawlings Cottage, Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	335	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_117	Glebe House Residential Care Home, Rectory Road, Hollesley	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	575	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_122	Colonial House, Station Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	898	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_129	Land to rear of Cedar House, Pytches Road, Melton	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	892	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_142	Land to the rear of 7 Church Road Snape	Suffolk Coastal Core	Suffolk Coastal	Housing	Completed	Calculate dwellings	879	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_143	Former Walled Garden, Sudbourne Park, Sudbourne	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	93	Housing Trajectory			10			10	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	2	0	2	1	1	2	1	2	2	2	0	2	1	1	2	1	2	2
SCDC_78	Station Terrace, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	895	Housing Trajectory			4			4	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	1	0	1	0	0	1	0	1	1	1	0	1	0	0	1	0	1	1
SCDC_115	Brook Lane, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	894	Housing Trajectory			0			0	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCDC_153	land at Notcutts Garden Centre, Ipswich Road, Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Housing	Near certain	Calculate dwellings	363	Housing Trajectory			0			0	0.175	0.024	0.199	0.078	0.082	0.160	0.061	0.159	0.220	0.163	0.024	0.187	0.077	0.080	0.157	0.061	0.152	0.213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCDC_33b	Land at Clickett Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	543	1	490	46450		490	46450		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	23	98	121	48	47	95	84	35	119	25	104	129	52	51	103	91	37	128
SCDC_49a	Newnham Business Park, Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	477	5959		477	5959		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	23	95	118	47	45	92	81	34	116	25	101	125	51	49	100	89	36	125
SCDC_36a	Os 9854 Peppers Wash Lane Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	132	1100		132	1100		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	6	26	33	13	12	25	22	9	32	7	28	35	14	14	28	24	10	34
SCDC_36b	Os 9854 Peppers Wash Lane Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	132	1000		132	1000		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	6	26	33	13	12	25	22	9	32	7	28	35	14	14	28	24	10	34
SCDC_36c	Os 9854 Peppers Wash Lane Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	132	600		132	600		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	6	26	33	13	12	25	22	9	32	7	28	35	14	14	28	24	10	34
SCDC_36d	Os 9854 Peppers Wash Lane Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	132	1300		132	1300		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	6	26	33	13	12	25	22	9	32	7	28	35	14	14	28	24	10	34
SCDC_46a	Bentwaters Business Park, Rendlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	357	1	112	1400		112	1400		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	5	22	28	11	11	22	19	8	27	6	24	29	12	12	24	21	9	29
SCDC_41a	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	576	1	100	1250		100	1250		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	5	20	25	10	10	19	17	7	24	5	21	26	11	10	21	19	8	26
SCDC_72b	Land at Old Station Works, Main Road, Westerfield	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	#N/A	663	#N/A	0	0		90	1120		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	0	0	0	0	0	0	0	0	0	5	19	24	10	9	19	17	7	23
SCDC_50	Old Jet 567, Bentwaters Parks, Rendlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	358	1	89	1115		89	1115		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	4	18	22	9	8	17	15	6	22	5	19	23	10	9	19	17	7	23
SCDC_177	Snape Maltings, Snape Bridge, Tunstall	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	890	1	75	935		75	935		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	4	15	18	7	7	14	13	5	18	4	16	20	8	8	16	14	6	20
SCDC_176	Hillview, Church Road, Otley	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	353	1	72	900		72	900		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	3	14	18	7	7	14	12	5	17	4	15	19	8	7	15	13	5	19
SCDC_90b	6 Levington Lane, Bucklesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	606	1	72	900		72	900		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	3	14	18	7	7	14	12	5	17	4	15	19	8	7	15	13	5	19
SCDC_37	Part land north of Railway Line Nicholas Road Trimley St Mary	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	543	1	54	3500		54	3500		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	3	11	13	5	5	10	9	4	13	3	11	14	6	6	11	10	4	14
SCDC_22	Durbans Farm High Road Framlingham Suffolk IP13 9RP	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	894	1	50	1677		50	1677		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	10	12	5	5	10	9	4	12	3	11	13	5	5	11	9	4	13
SCDC_184	Units 7, 17-19 Clopton Commercial Park, Debach Airfield, Clopton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	574	1	46	580		46	580		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	9	11	5	4	9	8	3	11	2	10	12	5	5	10	9	4	12
SCDC_51	Garden Centre, Cumberland Street, Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	363	1	45	4071		45	4071		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	9	11	4	4	9	8	3	11	2	10	12	5	5	9	8	3	12
SCDC_131b	Site of former Factory Warehouse, Melton Road, Melton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	892	1	43	540		43	540		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	9	11	4	4	8	7	3	10	2	9	11	5	4	9	8	3	11
SCDC_26	Unit 1 Sizewell Crossing Industrial Estate King Georges Avenue Leiston Suffolk IP16 4LL	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	878	1	43	1444		43	1444		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	9	11	4	4	8	7	3	10	2	9	11	5	4	9	8	3	11
SCDC_28	Land Off Anson Road Martlesham Heath Martlesham Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	669	1	41	3717		41	3717		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	8	10	4	4	8	7	3	10	2	9	11	4	4	9	8	3	11
SCDC_24	Foxhall Stadium Foxhall Road Foxhall Suffolk IP4 5TL	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	368	1	41	2658		41	2658		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	8	10	4	4	8	7	3	10	2	9	11	4	4	9	8	3	11
SCDC_170	Land north east of Brook House, Street Farm Road, Saxmundham	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	897	1	40	504		40	504		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	8	10	4	4	8	7	3	10	2	9	11	4	4	8	7	3	11
SCDC_83a	Land at Abbey Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	902	1	40	500		40	500		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	8	10	4	4	8	7	3	10	2	8	11	4	4	8	7	3	10
SCDC_39	Land south of Martinsyde Beardmore Park Martlesham Heath Martlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	372	1	37	3357		37	3357		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	7	9	4	4	7	6	3	9	2	8	10	4	4	8	7	3	10
SCDC_160	Darrell House, Darell Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	540	1	36	450		36	450		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	7	9	4	3	7	6	3	9	2	8	9	4	4	8	7	3	9
SCDC_166a	Plateau C, Clickett Hill Road, Trimley St Mary	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	543	1	36	447		36	447		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	7	9	4	3	7	6	3	9	2	8	9	4	4	8	7	3	9
SCDC_29	Bye Engineering Ltd Brick Kiln Lane Melton Suffolk IP12 2PB	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	349	1	36	1190		36	1190		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	7	9	3	3	7	6	3	9	2	8	9	4	4	7	7	3	9
SCDC_31	John Woods Nursery Loudham Hall Road Pettistree Suffolk IP13 0NQ	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	573	1	34	2391		34	2391		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	7	8	3	3	7	6	2	8	2	7	9	4	4	7	6	3	9
SCDC_46b	Bentwaters Business Park, Rendlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	357	1	33	1400		33	1400		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	6	8	3	3	6	6	2	8	2	7	9	3	3	7	6	2	9
SCDC_16	Brightwell Barns Waldringfield Road Brightwell Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	674	1	32	1088		32	1088		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	2	6	8	3	3	6	6	2	8	2	7	9	3	3	7	6	2	9
SCDC_49b	Newnham Business Park, Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	31	1334		31	1334		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	8	3	3	6	5	2	8	2	7	8	3	3	7	6	2	8
SCDC_49c	Newnham Business Park, Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	31	1333		31	1333		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	8	3	3	6	5	2	8	2	7	8	3	3	7	6	2	8
SCDC_53b	Land North of High Street, Walton, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Employment	More than likely	Deliverable 0-5	394	1	31	383		31	383		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	8	3	3	6	5	2	7	2	6	8	3	3	6	6	2	8
SCDC_25	Sizewell B Sizewell Power Station Sizewell Power Station Road Sizewell Leiston Suffolk IP16 4EU	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	345	1	30	1016		30	1016		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	7	3	3	6	5	2	7	2	6	8	3	3	6	6	2	8
SCDC_41b	Unit 34-36, Ronald Lane, Carlton Park Industrial Estate, Kelsale cum Carlton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	576	1	29	1250		29	1250		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	7	3	3	6	5	2	7	2	6	8	3	3	6	5	2	8
SCDC_178	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	576	1	29	1249		29	1249		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	7	3	3	6	5	2	7	2	6	8	3	3	6	5	2	8
SCDC_45	J C Harvey Agricultural Engineers, Parham Airfield, Marlesford	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	887	1	28	1190		28	1190		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	6	7	3	3	5	5	2	7	1	6	7	3	3	6	5	2	7
SCDC_48a	Land Between Station Garage And Railway Cottage, Main Road, Darsham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	332	1	27	82		27	82		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	7	3	3	5	5	2	7	1	6	7	3	3	6	5	2	7
SCDC_23	Units 4, 5 and 15 Carlton Park Industrial Estate Main Road Kelsale Cum Carlton Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	576	1	27	1758		27	1758		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	7	3	3	5	5	2	7	1	6	7	3	3	6	5	2	7
SCDC_18a	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	333	1	27	334		27	334		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	7	3	3	5	5	2	6	1	6	7	3	3	6	5	2	7
SCDC_43a	Plot B, Southern Gateway Site, Barrack Square, Martlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	667	1	27	80		27	80		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	7	3	3	5	5	2	6	1	6	7	3	3	6	5	2	7
SCDC_169	Three Rivers Business Centre, Felixstowe Road, Foxhall	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	681	1	26	330		26	330		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	7	3	3	5	5	2	6	1	6	7	3	3	6	5	2	7
SCDC_164	Arkray Factory Ltd	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	892	1	25	314		25	314		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	6	2	2	5	4	2	6	1	5	7	3	3	5	5	2	7
SCDC_163	Bealings Station, The Street, Little Bealings	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	684	1	24	300		24	300		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	6	2	2	5	4	2	6	1	5	6	3	2	5	4	2	6
SCDC_174	Bull Ride, 70 New Street, Woodbridge	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	364	1	23	406		23	406		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	6	2	2	4	4	2	6	1	5	6	2	2	5	4	2	6
SCDC_162	Seven Spar Farm, Sandy Lane, Letheringham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	900	1	23	284		23	284		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	6	2	2	4	4	2	6	1	5	6	2	2	5	4	2	6
SCDC_30	Ufford Park Hotel Yarmouth Road Melton Suffolk IP12 1QW	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	348	1	23	1475		23	1475		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	5	6	2	2	4	4	2	6	1	5	6	2	2	5	4	2	6
SCDC_175	Land at Hartree Way, Kesgrave	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	376	1	22	388		22	388		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	4	2	5	1	5	6	2	2	5	4	2	6
SCDC_46c	Bentwaters Business Park, Rendlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	357	1	22	1400		22	1400		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	4	2	5	1	5	6	2	2	5	4	2	6
SCDC_182	31 Anson Road, Martlesham Heath	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	669	1	21	1553		21	1553		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	4	2	5	1	4	6	2	2	4	4	2	5
SCDC_49d	Newnham Business Park, Saxtead Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	21	1333		21	1333		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	4	1	5	1	4	5	2	2	4	4	2	5
SCDC_179	21 Carlton Park Industrial Estate, Main Road, Kelsale-cum-Carlton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	576	1	19	1248		19	1248		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	3	1	5	1	4	5	2	2	4	4	1	5
SCDC_83b	Land at Abbey Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	902	1	19	335		19	335		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	3	1	5	1	4	5	2	2	4	4	1	5
SCDC_172	The Lindos Centre, Saddlemarkers Lane, Melton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	891	1	19	676		19	676		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	4	5	2	2	4	3	1	5	1	4	5	2	2	4	3	1	5
SCDC_43b	Plot B, Southern Gateway Site, Barrack Square, Martlesham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	667	1	16	276		16	276		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_18b	Plot 1, Yew Tree Courtyard, Framlingham Road, Earl Soham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	333	1	16	1016		16	1016		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_186	Three Rivers Business Centre, Felixstowe Road, Foxhall	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	681	1	16	195		16	195		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	2	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_168	85-93 St Andrews Road	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	401	1	15	190		15	190		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	1	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_180	Land Adjacent To Unit 14, Clopton Commercial Park, Debach Airfield, Clopton	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	574	1	15	644		15	644		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	1	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_181	Lorry Park Orwell Crossing Service Area, A14 Nacton East Bound, Nacton	Suffolk Coastal Core	Suffolk Coastal	Employment	Completed	0	601	1	15	187		15	187		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	4	1	1	3	3	1	4	1	3	4	2	2	3	3	1	4
SCDC_183	Yew Tree Courtyard, Framlingham Road, Plot 3, 5 & Church And Gooderham, Earl Soham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	333	1	13	166		13	166		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	3	1	1	3	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_161	Industrial Unit, Charnwood, Peppers Wash Lane, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	335	1	13	162		13	162		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	3	3	1	1	3	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_105b	North Sea Hotel Sea Road Felixstowe Suffolk IP11 2AU	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	399	1	12	217		12	217		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_103b	Marlborough Hotel, Sea Road, Felixstowe	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	400	1	12	214		12	214		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_173	Deben Swimming Pool, Station Road	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	363	1	12	790		12	790		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_159	Hillside Farm, Thisleton Hall Road, Burgh	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	574	1	12	150		12	150		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	3	3	1	1	3	2	1	3
SCDC_167	High House Farm, Ferry Road, Bawdsey	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	359	1	12	146		12	146		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_83f	Land at Abbey Road, Leiston	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	902	1	12	500		12	500		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_171	Police Station, Station Approach, Saxmundham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	897	1	12	145		12	145		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_165	36-38 Woodbridge Road	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	653	1	12	144		12	144		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_185	Walk Farm, Old Felixstowe Road, Levington	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	600	1	11	475		11	475		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_40b	Petrol & Filling Station, land adj, Station Road, Framlingham	Suffolk Coastal Core	Suffolk Coastal	Employment	Near Certain	Deliverable 0-5	895	1	11	711		11	711		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	1	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_166b	Plateau C, Clickett Hill Road, Trimley St Mary	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	543	1	10	447		10	447		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	0	2	3	1	1	2	2	1	3	1	2	3	1	1	2	2	1	3
SCDC_33a	Land at Clickett Hill Road and South of Railway Line Nicholas Road Trimley St Mary Suffolk	Suffolk Coastal Core	Suffolk Coastal	Employment	Near certain	Deliverable 0-5	543	1	10	1186		10	1186		0.048	0.199	0.247	0.098	0.095	0.193	0.171	0.072	0.243	0.052	0.211	0.263	0.107	0.103	0.210	0.186	0.076	0.262	0	2	2	1	1	2	2	1	2	1	2	3	1	1	2	2	1	3

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