Hi Luke,

Thanks for your email. As Andrew is on leave this week I’ve prepared the paragraphs below on his behalf.

The traffic forecasting methodology involved applying TEMPRO growth factors to existing traffic data to forecast 2027 base flows. The number of vehicular trips predicted to be generated by the residential sites considered in the assessment were then added to the 2027 base flows after TEMPRO factors had been applied.

The derivation of 2027 traffic flows using TEMPRO included the application of the alternative assumptions tool to ensure development flows were not double counted. This involved explicitly not including any of the sites in the Felixstowe area in Suffolk Coastal District Council’s Core Strategy. However, the 560 dwellings planning application off Candlet Road was considered to be in addition to the housing numbers included the TEMPRO growth factors (see paragraph 2.2.9 of the Felixstowe AAP Report).

As you mentioned, the extract of the AAP used for the Cumulative Impact Assessment brief mentions employment sites, but our assessment was focussed on the impact of the residential sites listed in Appendix A of the brief. I recall that the growth associated with the Port was inherent in the background growth, as were the Local Plan sites to the east of Ipswich. The other employment sites in the AAP Preferred Options document include FPP11, 12 and 13 (sites described below) all of which were allocated for employment in the 2001 Local Plan and are proposed to be retained, therefore any growth associated with these sites would be accounted for in TEMPRO:

FPP11: Land at Bridge Road, Felixstowe
FPP12: Land at Carr Road/Langer Road, Felixstowe
FPP13: Land at Haven Exchange, Felixstowe

Paragraphs 1.3.5 – 1.3.9 of the Felixstowe AAP Cumulative Impact Assessment Report summarise the sites included in the junction capacity modelling. The Preferred Options document identified 7 sites to accommodate 1,135 residential units up to 2027 (see Table 1 below). Of these, Preferred Policy sites FPP3 Land at Sea Road, Felixstowe (40 dwellings) and FPP9 Land off Bucklesham Road, Kirton (15 dwellings) were not included in the assessment as the traffic implications of these small sites were not thought to be significant enough to merit traffic modelling.

<table>
<thead>
<tr>
<th>Preferred Policy</th>
<th>Location</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>FPP3</td>
<td>Land at Sea Road, Felixstowe</td>
<td>40</td>
</tr>
<tr>
<td>FPP4</td>
<td>Land north of Welton High Street, Felixstowe</td>
<td>400</td>
</tr>
<tr>
<td>FPP5</td>
<td>Land north of Conway Close, Felixstowe</td>
<td>160</td>
</tr>
<tr>
<td>FPP6</td>
<td>Land opposite Hand In Hand, Public House, Trimley St Martin</td>
<td>70</td>
</tr>
<tr>
<td>FPP7</td>
<td>Land off Howlett Way, Trimley St Martin</td>
<td>180</td>
</tr>
<tr>
<td>FPP8</td>
<td>Land off Thurman's Lane, Trimley St Mary</td>
<td>105</td>
</tr>
<tr>
<td>FPP9</td>
<td>Land off Bucklesham Road, Kirton</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>1,135</strong></td>
</tr>
</tbody>
</table>

Source: Felixstowe Peninsula AAP Preferred Options Consultation Document, October 2015

In addition to the sites listed in Table 1 below, the following residential sites were considered as ‘committed’ and were also included in the assessment:
• Walton Green South, High Street, Felixstowe;
• Land west of Ferry Road Residential Centre, Ferry Road, Felixstowe; and
• Land at and adjacent to Mushroom Farm, High Road, Trimley St Martin.

As you mentioned, the 'Land North of Candlet Road' was also included in the assessment.

I hope this answers your questions, please let me know if need further information.

Kind Regards

Kelly Davis