

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	Thursday 29 January 2026 2.00pm- 4.00pm
Author/Contact:	Andrew Woodin
Venue:	Endeavour House

			Paper Number
1.	14:00	Welcome, apologies and housekeeping	
2.	14.05	Minutes of previous meeting	LAF 25/26
3.	14.15	Declaration of interest	
4.	14.20	Network Rail	LAF 26/01 SK
5.	14.30	King Charles III England Coast Path	LAF 26/02 CD
6.	14.40	SLAF Annual Report 2024 to 2025	AW
7.	14.50	Local Government Review and Devolution	AW
8.	15.00	NSIPS Approved	LAF 26/03 AW
9.	15.10	NSIPS in consultation	LAF 26/04 SDB
10.	15.20	Major schemes in consultation	LAF 26/05 SDB
11.	15.30	Prince Phillip lock bridge at Ipswich Docks	SK
12.	15.40	A12 Major Road Network Scheme	LAF 26/06 DF
13.	15.50	Any Other Business	
14.	15.55	Public Question Time	
15.	16.00	Date of next meetings	

Suffolk Local Access Forum	
Title:	Minutes of Meeting
Paper:	LAF 25/26
Author/Contact:	Jennifer Green
Meeting Date:	Thursday 23 October 2025
Venue:	Teams Meeting

1. Welcome, apologies and housekeeping.

Present: Christopher Bower (CB) (Vice Chair); Suzanne Bartlett (SB); Margaret Hancock (MH); Rowley Wison (RW); Clare Phillips (CP); Susan Mobbs (SM); Monica Pipe (MP); Ed Thompson (ET)

SCC Officers Present: Andrew Woodin (AW); Steve Kerr (SK); Claire Dickson (CD); Sam Bye (SDB); Jasmine Piper-Williams (JPW)

Minutes: Jennifer Green (JG)

Members of the public: Lynda Warth (LW) British Horse Society; Paul Clarke (PC) Chairman of Letheringham Parish Council

Apologies and Absences: Barry Hall (BH) (Chair); Joanna Spicer (JS); Gordon Merfield (GM); Jim Wayman (JWa); Anthony Wright (AWr)

2. Minutes of previous meeting – DRAFT

The draft minutes of the previous meeting held on 24 July 2025 LAF25/20 were reviewed and agreed. These will now be published and made available to the public via the SCC website.

SB – stated there are two SB initials. Can a different initial be used to help clarify.

ACTION: JG to confirm, amend and add to website.

ACTION: SK to follow up on AWr Butts Road

These will be published and made available to the public via the SCC website.

3. Declaration of Interest – None.

4. NSIPS Approved

Sizewell

AW stated an enormous amount of work going on at Sizewell and grateful to Annette Robinson for the excellent work as technical expert on public rights of way. Annette is liaising with Sizewell and the SCC transport team.

AW stated there are numerous PRow affected and the intent is to make sure there are usable routes for the local community and visitors to the area, SCC are working closely with the ROW Working Group and have a plan to manage the closures and alternative routes.

AW stated SCC PRow team is working closely with Sizewell lead and the ROW Working Group to make sure there is a communications plan regarding the wider area and associated developments for the public.

AW stated the coast path runs adjacent to Sizewell. There will be a temporary marine outfall being constructed on affecting coastal path. The timings for the works are yet to be confirmed. There will be a small, localised diversion of the coast path during the outfall works.

AW advised the marine bulk import facility (MBIF) will soon be constructed, requiring a temporary alternative route. Proposal is to close the coast path on weekdays only and open at weekends, starting in January. There will be a long-ish diversion, including the use of Eastbridge FP20.

Other SZC news:

- The two-village bypass is currently in consultation with SCC and on website.
- The ROW Fund to mitigate the whole development part of the funding includes Leiston walking and cycling improvements locally connecting into the local PRow network.

East Anglia Two Windfarm

AW stated works commenced on construction of alternative footpath near Friston substation. Preliminary works started on the cable corridor. There are discussions ongoing there with Scottish Power and the principal contractor to agree the management and communication plan for several temporary rights of way closures.

AW advised all will be recorded in the rights of way management plan submitted to the County Council for our approval.

LW asked about bridleway access for Leiston.

ACTION – AW to ask Annette Robinson to liaise with LW about bridleways in walking and in the SZC and Leiston PRow Fund.

5. NSIPS in consultation

SDB advised that the rights of way management plan all under discussion within the discharge of condition for Bramford to Twinstead

SDB stated Sealink pre-examination discussion early next year with statements of common ground.

SDB advised Norwich to Tilbury pre-examination probably happen at the same time as SeaLink?

SDB advised no further update from Lionlink. There is Seismic testing in Walberswick. Timings for DCO is 2026.

SDB advised that no further update on Ecopower

SB asked how are the schemes coordinated?

SDB advised SCC are making developers aware of the energy schemes cumulative impact on PRow and their need to address this.

6. Solar Farms

SDB introduced and thanked JPW for her hard work on collating all the information for the solar farms paper

SDB stated solar farms paper shows cluster sites and schemes from over the last five years including NSIP size going down to 30 megawatts

SDB advised if there are a big cluster of solar farms, we need to be looking at the cumulative impact on PRow

CB asked is there a cut off for size of solar farm, when do they become a NSIP?

CD confirmed an NSIP is 100 megawatts

SDB advised there is a PRow solar farm position statement outlining developmental impact on PRow and guidance.

SB asked is the solar farm position statement on the SCC website

ACTION: JG to check if there is a solar farm position statement on SCC website

MP asked as Sunnica was granted, how have SCC ensured PRow is included?

CD advised engagement later in examination going forward we have NSIP guidance and ROW management plans.

Members thanked JPW for her hard work on the solar farm paper

MP asked if SCC is making progress for PRow to be treated as a separate item in consultation papers

AW advised that this will be covered in the annual report and BH will feed back to cabinet

ACTION – SLAF to draft letter to SCC to request separate PRow item on applications

ACTION – AW to update BH on separate topic for PRow in NSIP consultations. To raise at cabinet November meeting.

ACTION – JG to send links to members regarding SCC NSIP information.

7. Network Rail

SK stated more prominent no cycling signs installed at Gipsy Lane.

SK advised Gipsy Lane certificate of completion awaiting compliance certificates including health and safety report from NR

SK gave an update on TWAO as follows

- Gislingham certified works in August commuted sum agreed
- Lordes certified works in July commuted sum agreed
- Island diversionary route has now been completed, and SCC certified the route. SCC Officer is going through certification pack before issuing the certification document.
- Hawk End Lane works was certified in September

SK added all those certified routes have a 12-month maintenance period that Network Rail must adhere to which requires them to address any issues that may occur following the works.

Other Network Rail Cases:

Footpath 6, Brantham, High bridge. at the last Suffolk Rd Rail Partnership Group meeting NR confirmed that they were still considering the proposal to improve the A137 verge. Current assessment is the viability of the proposal.

Footpath 13 Bacton no further correspondence with Network Rail. A DMMO was confirmed that adds a network of PRow north of the railway linking FP13 at the level crossing.

Higham FP1 diversion – whilst the diversion was confirmed and the alternative route is in place; it is not properly complete until a length of road verge leading to an A14 bridge is hardened. The county council is still awaiting confirmation that it will fund

these works, which were required as part of the diversion package undertaken by the county council.

The Suffolk Road Rail Partnership Group has had two recent meetings. The September meeting was hosted by SCC. The October meeting discussed funding and a future PRow level crossing TWAO application.

ACTION: AW to press Network Rail on funding the Higham FP1 outstanding works.

CB asked if the Higham crossing is closed because of the cost of works. SK stated that the diversion route is open and the level crossing is closed. Highway works will take longer and not related to the order making of diverting the route.

8. King Charles III England Coast Path

CD gave apologies for the cancellation of site visit due to weather warning

CD advised there is significant progress from secretary of state decisions since last meeting

CD updated the forum on the 5 stretches of coastal path.

- The 2 stretches of coast fully open are Shotley Gate to Felixstowe and Felixstowe Ferry to Bawdsey (commonly called the Deben stretch).
- Part of stretch between Aldeburgh to Hopton is also open. Aldeburgh to Southwold, Pakefield up to Hopton
- September had approval for Harwich to Shotley Gate, finally approved.
- Southwold to Pakefield Easton Bavents area to Benacre estate was approved

CD advised the new access regarding Felixstowe to Bawdsey stretch includes

- Wilford Bridge towards Sutton Hoo
- Waldringfield and Martlesham area
- Ramsholt to Bawdsey

CD shared Slides including

- Signage along the Deben estuary. Natural England design in line with NE national trails includes the acorn on post and King Charles the third Coast path on the on the discs

- Ferry cliff new steps – There has been positive feedback from members of the public. Greatly improved the access is even to the existing public rights of way.
- The bridge step design over Phoenix Tree at Ferry Cliff. To meet the habitat regs assessments requirements lends itself to the innovative design. There is SSSI to avoid tree disturbance. The tree must be intact due to cliff erosion.
- Bird screen Martlesham mitigation new access potential for disturbance of overwintering birds. Continued consultation with Natural England and SCC ecologists, we have put in a temporary bird screen, which will be in position for the next few years. This will be a temporary structure.
- Ramsholt stretch - Route of the England coast path is at the bottom of the bank, not at the top of the river wall. We are required to make sure we keep the public off the top of the river wall. This is to meet our Ramsar requirements, to ensure that we don't have any the public disturbing any of the wading birds or overwintering birds on the estuary. 5km of fencing wide access route mitigation signing advice new access and mitigation works.

CD stated that leading into the partnership there are several businesses pleased to see the work that the team have done. Positive feedback from business owners.

CD mentioned permissions with environmental habitat assessments are complete and scoped. Works to be undertaken over winter and early spring depending on mitigation timings.

ACTION: JG to send slides to members

CD mentioned the team are already working on two other final approved stretches and site meetings to take place. Funding to be secured, and already discussing the next stages of the coast path and how the future partnership will be managed, discussions ongoing

AW advised that how we promote and manage route was scoped out and an action plan drafted in a meeting with David Falk and CD. Further clarification is required from Natural England on the level of funding to promote the coast path.

AW screen shared alternative route crossing Orwell Bridge. This is a continuation of the coast path into Ipswich along Waterfront. This route is five and a half miles in length, and the green access team have created a draft interpretation board. This has been a successful collaboration including SCC Rights of Way & Access, Public Health, National Highways, with a local school involved in woodworking for the route signing.

CP asked about access to nature bill

AW advised that the access to Nature is a wider campaign for wider access to the countryside involving The Ramblers

Claire advised that there will be further updates in January 2026 SLAF meeting. A future site visit to be scheduled for members to see the open coast path route maybe April 2026

9. SLAF Annual Report 2024 to 2025

AW stated the five key priorities in the paper

- Energy Schemes
- Improving Suffolk's Access Network
- Severance of Suffolk's PRow Network
- The King Charles III England Coast Path
- Definitive Map Consolidation

SLAF welcomes SCC's continued hard work to improve and continue improving walking and cycling in Suffolk.

AW advised the SLAF Annual report will be published on County Council website before cabinet meeting in November.

CB asked if all the definitive map consolidation is complete

SK confirmed all parishes in Suffolk are consolidated but advised Ipswich definitive map still has mapping from 2009. The team are working to issue revised working copy maps for Ipswich.

10. Local Government review and devolution

AW advised that SCC have regular updates regarding local government review and devolution. SCC has submitted it's One Suffolk business case and this is available on the SCC website. Mayoral and council elections are still expected next May.

11. Any Other Business

AW gave an update on Open Access. Natural England issued a direction of avoiding disturbance on land regarding Tinkers marshes. Any comments can be made to Natural England.

CB agreed direction notice

SM agreed direction notice

CB thanked SB for local knowledge

12. Public Question Time

LW introduced herself and her role in the British Horse Society

LW asked how we improve access and how we ask for improvements in Cambridgeshire and Suffolk, including NR proposals for TWAO and solar farms. Can walking, Wheeling and cycling extend to equestrian users? Is the NPPF used in improvement proposals?

CB advised that he and BH attend the regional SLAF meetings including Cambridgeshire.

AW stated that SCC worked very closely with Cambridgeshire on Sunnica Solar farm.

AW stated SCC use NPPF in planning responses and successful with requesting funding from development. Funding can include new access to mitigate the impact of the development.

AW advised that SCC look for encompassing a wide range of users on the network.

SK stated that NR TWAO is a series of closures with alternative routes that connect to other rights of way or to roads, and the vast majority of those proposals are footpath proposals. These would include diversions not necessarily upgrades. To upgrade would be beyond the scope of the project for NR to answer.

PC introduced himself and gave an introduction as his role of chair at Letheringham parish council. PC asked about LPA and PRoW in the planning process regarding energy schemes

CB stated that an emphasis of solar farms impact on PRoW is included in the SLAF annual report

AW advised that the planning team are working together with the LPA's

SDB advised that the PRoW planning team works closely with the highways team on all the responses.

13. Date of next meetings

29 January 2026. Venue TBC.

END

Suffolk Local Access Forum	
Title:	Network Rail Updates
Paper:	LAF 26/01
Author/Contact:	Steve Kerr / Andrew Woodin
Meeting:	Thursday 29 January 2026, 2:00pm-4:00pm
Venue:	Endeavour House

Introduction

This paper updates the forum on the main level crossings being addressed by Network Rail (NR) and Suffolk County Council ('the Council' or 'SCC'), and progress on their Transport and Works Act proposals.

Needham Market Gipsy Lane and FP6 Needham Market



Further to the update provided at the Forum's October meeting last year, officers can advise that a dog waste bin has now been placed at the junction of the footpath and the Stowmarket Road footway.

Officers still await the conclusion of the Road Safety Audit and the submission of the outstanding documentation by the railway operator, which includes the Health & Safety file that confirms compliance with the Construction Design Manual Regulations.

General/Countywide

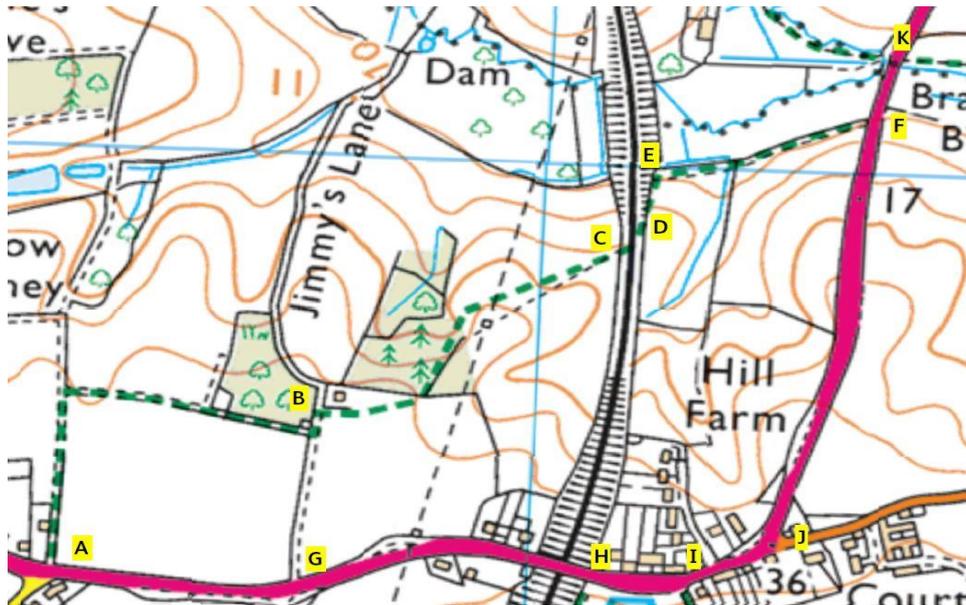
NR's Suffolk Level Crossing Reduction Strategy - Transport and Works Act Order

Further to the update provided in October, four of the five crossings that involve diversions have now been through the detailed design process, constructed on the ground and certified by the county council. Commuted sums have also been agreed

for these four diversions. The outstanding crossing that is still required to go through the final design process and approval is Paynes.

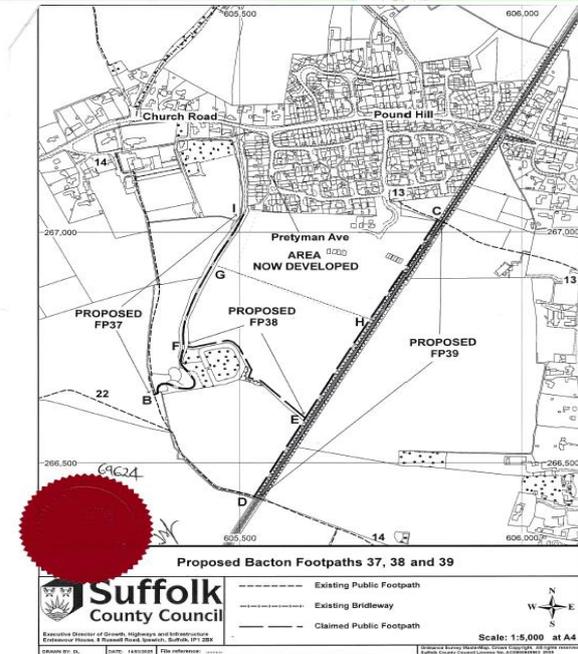
Footpath 6 Brantham (High Bridge)

There has been no further update provided by NR since the Forum's last meeting. By way of a reminder, the county council was advised by the railway operator that it is still considering a proposal to improve the A137 verge, as part of a future Rail Crossing Extinguishment Order.



Footpath 13 Bacton

Further to the update at the Forum's last meeting, there has been no further dialogue with NR regarding the Rail Crossing Extinguishment Order application.

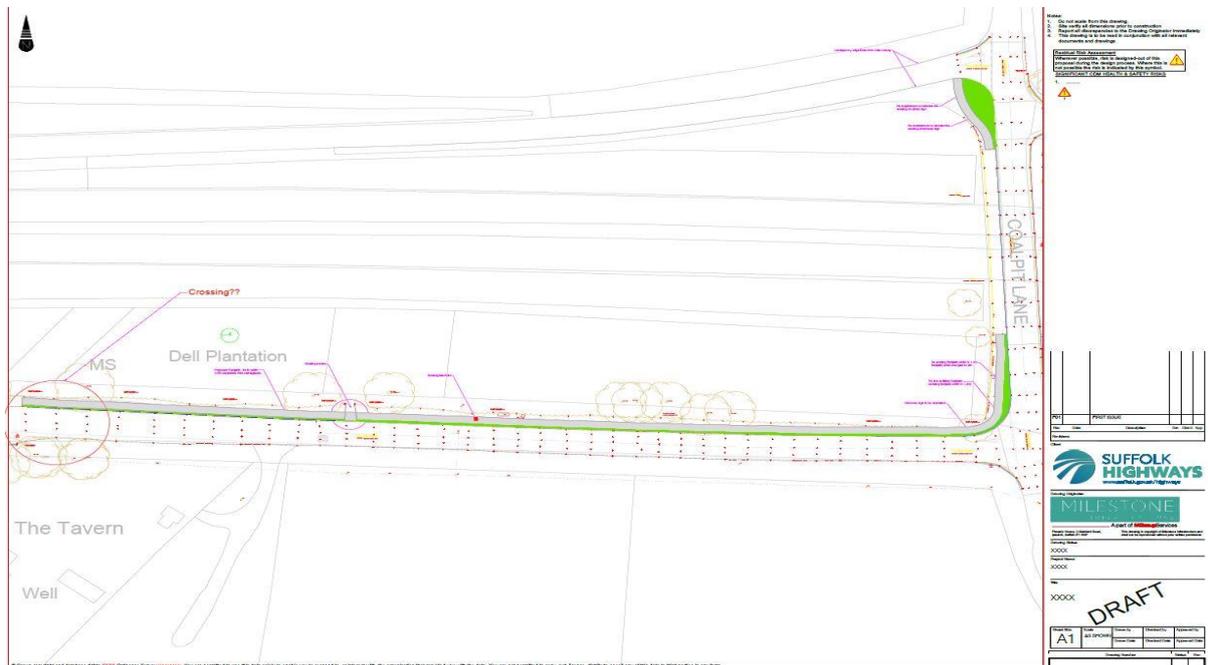


Officers are still to meet with Mid Suffolk District Council, the developer and NR to ensure the recently confirmed alignment of FP39, added by way of a Definitive Map Modification Order, remains unobstructed, where it connects to FP13 at the level crossing.

Higham – Highway Improvement Scheme

Further to the previous update provided to the Forum, the total estimated construction cost is still £110.5K although officers have been advised there will be a further 10% uplift on the construction costs in the next financial year (2026/7). This amounts to an extra £11K, making the construction total £121.5K. However, the total design and survey costs are not £20K as previously advised but have risen to £23K. The £20K figure are the costs that fell within the accounting period for 2024/5. The revised

estimated total for the design, survey and construction costs is therefore £144.5K. Officers are liaising with NR on settling the outstanding 2024/5 costs and securing remaining funds to allow the scheme to be delivered in 2026/7.



Future TWAO application

Since the Forum's last update, the county council has not received any further detail or update on the other future TWAO proposals, other than through an article that appeared on the BBC website in November of last year, see [Rail crossings closure "wish list" revealed for Suffolk - BBC News](#). The full text of the PR provided by NR is reproduced below:-

“We are in the early stages of discussions with our statutory stakeholders in Suffolk (and other counties) to find ways to make the railway safer for everyone, including the possible option to close level crossings. However, there is currently no funding allocated to take forward new proposals to close or redesignate multiple crossings. Should funding be secured in future to progress a Transport and Works Act Order submission, public consultation would be part of the process leading up to submission of the Order, gathering feedback on the proposals.”

Background

Network Rail continually assesses the risks at all its level crossings and looks for ways to mitigate those risks. This includes considering the possibility of closure.

We have had initial discussions with Suffolk County Council and Suffolk Local Access Forum about a number of closure possibilities for public level crossings in the county. There is much more development work and consultation to undertake before a set of proposals that could be taken forward under a TWAO is finalised.”

Suffolk Road Rail Partnership /group (SRRPG)

At its last meeting the Forum was advised on the outcomes of the meetings held last September and October. The next scheduled meeting of the Group is on Friday 16 January.

END
SK/SCC January 2026

Suffolk Local Access Forum	
Title:	The King Charles III England Coast Path
Paper:	LAF 26/02
Author/Contact:	Claire Dickson
Meeting:	Thursday 29 January 2026, 2:00pm-4:00pm
Venue:	Endeavour House

1. Progress on Establishing The King Charles III England Coast Path (KCIIECP)

The latest information from Natural England (NE) on its progress for the KCIIECP in Suffolk and Norfolk is shown on their website. The progress report update dates are shown in the links.

Stretch name	Progress
Harwich to Shotley Gate	Stage 5: Approved. (Not yet available for public use – work to establish the route is currently taking place)
Shotley Gate to Felixstowe Ferry	OPEN for use from 16 th October 2024
Felixstowe Ferry to Bawdsey	OPEN for use from 24 th September 2025
Bawdsey to Aldeburgh	Stage 5: Approved. (Not yet available for public use – work to establish the route is currently taking place)
Aldeburgh to Hopton-on-Sea	Four out of six reports are OPEN for use from 12 th December 2024. Two out of six reports at Stage 5: Approved. (Not yet available for public use – work to establish the route is currently taking place)

The remaining stages to establish Coastal Access in Suffolk are as follows:

Stage 4: Determine

Once the period to comment on the proposals has ended, the Secretary of State will decide whether to approve the proposals in Natural England's report. When making a decision, any representations or objections that have been submitted will be considered along with the recommendations from the Planning Inspectorate.

Stage 5: Open

The Secretary of State approves the route of the England Coast Path on this stretch, or a report within the stretch.

Preparations are then made on the ground, and the necessary legal paperwork is completed. Once complete, the new public rights of access will come into force on the stretch.

Note: Whilst individual reports for sections within a stretch can be approved, in Suffolk stretches will not normally be launched until all of the Coastal Access Reports comprising the stretch have been approved.

Further information on the KCIIIECP can be found [here](#).

2. The Stretches in More Detail

Natural England has provided this update on the national situation:

Just over 75% of the whole route is now open. Nationally 162 miles have opened since the previous LAF meeting.

Status of proposals	Number of miles
Total mileage submitted to government	2689
- complete and open for public use	2017
- approved by government and work to establish the route taking place, or awaited	565
- awaiting government decision	107

The latest information from Natural England on its progress for the King Charles III England Coast Path in Suffolk is shown on their website. The progress report update dates are shown in the links at the start of the report and more detail from Natural England is shown in the table below.

The Five Suffolk Stretches

Harwich to Shotley Gate – Giles Merritt. Last updated 12.01.26

No change since previous report

- Report 1 and 4. Secretary of State announced their approval of this stretch on 31 August 2021
- Report 2, 3, 5 and 6. Secretary of State announced their approval of this stretch on 18 September 2025.
- Stage 5 (Open) – but not yet available for use
- Work to establish the route is now taking place, for opening in late Summer 2026.

Shotley Gate to Felixstowe Ferry – Giles Merritt. Last updated 12.01.26

- Open for use.

Felixstowe Ferry to Bawdsey – Giles Merritt. Last updated 12.01.26

- Open for use.

Bawdsey to Aldeburgh – Giles Merritt. Last updated 12.01.26

- Secretary of State announced their approval of this stretch on 2 May 2025.
- Stage 5 (Open) – but not yet available for use
- Work to establish the route is now taking place, for opening in early 2026.

Aldeburgh to Hopton-on-Sea – Giles Merritt. Last updated 12.01.26

- Stage 5 (Open)
- Reports 1, 2, 3 and 6 opened to the public on 12 December 2024.
- Report 4 - Secretary of State announced their approval of this stretch on 18 September 2025. Work to establish the route is now taking place, for opening in late Summer 2026.
- Report 5 - work to establish the route is now taking place, for opening in early 2026

3. Suffolk Progress

Following the Secretary of State announcement regarding the approval of Bawdsey to Aldeburgh stretch in early May 2025. The project officer has predominantly focused on the establishment works for this approved stretch over the last six months due to the complexities of the vast amount of new access. With works completed on Shotley Gate to Felixstowe Ferry, Aldeburgh to Hopton (stretches 1, 2, 3 and 6) and Felixstowe Ferry to Bawdsey, with all of these stretches now open to the public. All works are funded by Natural England by applying for grants from them. The breadth of the establishment works is broad, ranging from ecology and tree safety surveys, revetment and surfacing works, design and construction of structures such as boardwalks, bridges, and steps, installation of mitigation fencing, new interpretation boards, bespoke heritage signs in conservation areas as well as the more familiar installation of new signposts and waymark posts.

The county council has developed new technical specifications and a GIS method for recording works including the production of bespoke maps and scheme details for the works packs needed for the quotation process, in line with the requirements of the Natural England grant scheme. Understanding and clarifying the many legal and technical aspects of the National Trail works and grant process with Natural England has been a key piece of work during this initial period.

Discussions continue between SCC Public Health, National Highways, Natural England and the Development & Improvement Manager on access by the King Charles III England Coast Path over the Orwell Bridge. National Highways agreed to replacement steps, and these have been installed, but the County Council continue to seek agreement to a resting point on the embankment and information signs. In late February 2025, National Highways confirmed that they would not want a resting point placed adjacent to the steps. Further discussions are ongoing with National Highways over future improvements to the embankments.

The Green Access Team has scoped an alternative route through Ipswich Waterfront that will be promoted with gateway signage at either side of the Orwell Bridge. This project is funded by National Landscapes DEFRA Access Award. The project has included working with a variety of partners including Ipswich Borough Council, Greenways, All About Ipswich, National Highways, National Landscapes, Suffolk Food Hall and St Joseph's College, Ipswich. The route will open in March 2026. National Highways and the county council's public health team are pleased with this progress, which both gives an alternative to walking the bridge and promotes Ipswich.

Focus is now on the remaining approved sections covering Bawdsey to Aldeburgh, Manningtree to Shotley Gate and Southwold to Pakefield, all stretches have received approval over the last 9 months. Scoping works have been completed with full Habitat Regulation Assessments carried out and mitigation works identified. The team are closely liaising with Environment Agency over permits and exemptions for planned works. With all approvals gained for Bawdsey to Aldeburgh. Several joint site visits have been undertaken with Natural England and relevant landowners over the last nine months to resolve matters and confirmation of all detailed works has now been secured. Work tenders have been completed for physical works for Bawdsey to Aldeburgh, and establishment grants are awaiting imminent approval from Natural England. Once received works will commence on site with a view to majority of works being completed prior to April 2026.

Works are currently out for tender on the stretch from Manningtree to Shotley Gate with a couple of issues awaiting resolution prior to work tenders being issued for Southwold to Pakefield. We anticipate all tenders completed prior to April 2026.

The team have continued to liaise closely with Natural England over work requirements and completed several joint meetings with relevant landowners on both stretches over the last few months.

Discussions continue with Natural England on opening dates of the remaining approved stretches. It is anticipated that all stretches will be open by Autumn 2026.

The team continue to work closely with the RAMS Manager (Suffolk Coast Recreational Disturbance Avoidance and Mitigation Strategy) and Natural England to review all mitigation information signs. This is a positive area of work that will unify information signs on the trail and wider RAMS areas. Mitigation signage has been installed in line with RAMS Manager agreement on the three open stretches.

This will continue for the remaining approved stretches with detailed designs already agreed.

Natural England have advised that funding is available for a second project officer. As works are currently on target for delivery, we have not progressed with a second officer but increased support from current team members with Natural England agreement.

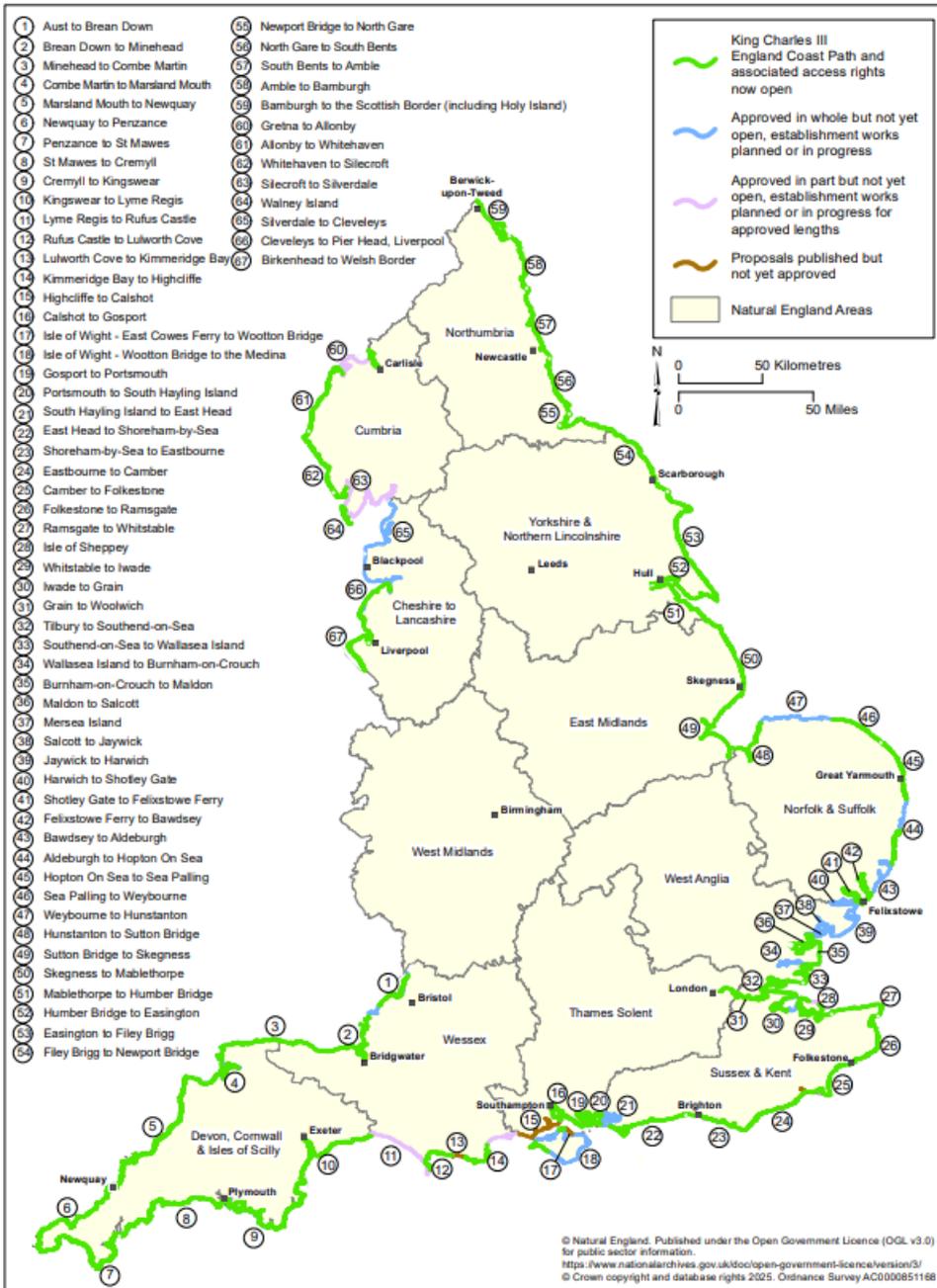
The Operations Team have established fortnightly meetings with Natural England representatives. We have carried out a twenty-one positive site visits with Natural England on all stretches over the last year. This has enabled us to discuss delivery of works and to meet with third parties on interpretation and works requirements. We have agreed that this will continue with remaining stretches.

4. Future Management of the England Coast Path in the East of England

The county council will review the most effective way to promote the King Charles III England Coast Path in Suffolk once more stretches have been open to the public.

The amount of national trail maintenance grant access authorities and trail partnerships receive from Natural England is worked out using a funding formula. As reported at January 2025 meeting the formula is being reviewed, and this process is ongoing, following the establishment of a review working group. The review will not affect 25/26 grant offers.

5. England Coast Path – [Progress Maps](#)



The stretch between Shotley Gate and Felixstowe Ferry opened on 16th October 2024.

The stretch between Aldeburgh to Hopton (part) opened on 12th December 2024.

The stretch between Felixstowe Ferry and Bawdsey opened on 24th September 2025



END
CLD/SCC JANUARY 2026

Suffolk Local Access Forum	
Title:	NSIPS Approved (Sizewell C, SPR East Anglia, Bramford to Twinstead)
Paper:	LAF 26/03
Author/Contact:	Annette Robinson
Meeting:	Thursday 29 January 2026, 2:00pm-4:00pm
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Sizewell C

SZC produce a monthly update on their website that summarises the current general works situation.

[Project Update - December 2025 - Sizewell C Works Tracker](#)

Current PRow Activity includes:-

Sizewell Link Road and Two Village Bypass

Negotiations continue with SZC and their contractors to ensure that the public rights of way networks affected by the two bypass schemes remain open and connected during the construction phase. The SZC PRow Officer has also consulted the affected communities to understand how they use the PRow network in order to get the best outcome for them. Construction work is expected to start on both road schemes by March 2026.

The new roundabout at the north end of the two-village bypass is progressing ahead of the main TVB construction and this has necessitated the diversion of a public footpath that was omitted from the DCO, Benhall FP 28. SZC submitted an application for a public path order diversion to ESC and the consultation closed at the end of December. The footpath is also subject to a temporary diversion whilst works are taking place in the vicinity.

Main site works

Until the new inland alternative bridleway is constructed, Bridleway 19 from Kenton Hills to the Eastbridge Road remains open, albeit increasingly affected by the SZC works. Diversions and management measures have been agreed and are monitored by SCC; currently a diversion to accommodate the crossing of the bridleway by the site access road and the new rail line, and for the installation of a UKPN power cable.

The road works associated with the alternative bridleway construction are ongoing and are being closely monitored by the SCC NSIP engineers to ensure that the

quality of the construction work and that the approved specifications are being followed.

Around Leiston

The works corridor for the new rail line to the north of Leiston has resulted in the long-term diversion of three public footpaths. Following numerous site discussions and corrective actions, alternative routes have been agreed and opened. SCC has also raised concerns about the quality of the SZC communications and the onsite signage regarding closures and alternative routes.

On the coast

Construction of the temporary marine outfall is expected in early January with a localised diversion of the coastal path.

Construction of the Marine Bulk Import Facility (MBIF)

A PRoW Implementation Plan was submitted to SCC Planning at the end of 2025 for discharge, regarding the temporary closure of the coast footpath (Leiston FP21 and the King Charles III England Coast Path) to enable the construction of the MBIF. SZC intend to construct the MBIF over the beach and footpath between January to end of March, closing the footpath and beach during weekdays, but opening both over the weekends. An inland alternative route will be available for the coast path using existing PRoW and the permissive access across the Sizewell Belts. The route is a poor substitute and SCC has endeavoured to ensure it is as accessible as possible, but it has been reluctantly accepted as there are no other viable inland alternative routes that don't fall foul of the wider SZC works.

[Marine Bulk Import Facility Construction - Sizewell C Works Tracker](#)

[MBIF Alt Route NOV25 .pdf](#)

Pakenham Fen Meadow

A revised plan for the fen meadow was submitted to SCC in October 2025. The PRoW Team has objected to this revised plan as it has omitted the commitment from SZC to create a dry path across the fen meadow site, a commitment which was included in earlier revisions.

East Anglia Two Offshore Windfarm

Substation Site

Construction of the alternative footpath is underway and monitored by SCC. It is expected that this will be ready for use before March, at which point the footpath through the substation site (Knodishall FP6), will be permanently closed.

SPR has submitted their management plans for the substations area to SCC Planning for the substations area and SCC is strongly pressing SPR to create

access around the sustainable drainage area as a local amenity. The PRow response can be found on the link below

[Planning Register | Suffolk County Council](#)

Cable corridor from Thorpeness to Friston

The PRow Strategy for the cable corridor was approved by SCC in December 2025. This outlines the agreed management measures that SPR will put in place to ensure the continued safe use of the PRow network by the public whilst the works corridor (haul road and cable trench) is being built and then used by the construction traffic. There will be multiple short-term diversions during the building of the haul road and the cable trench, but otherwise all PRow will remain open with managed crossing points.

[Planning Register | Suffolk County Council](#)

Sizewell PRow Fund

The rights of way and access team have prioritised the list of projects detailed in the document '9.113 PRow Fund and Leiston Walking and Cycling Projects':

<https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN010012-007818-Sizewell%20C%20Project%20-%20Other-%20SZC%20Bk9%209.113%20PRow%20Fund%20and%20Leiston%20Walking%20and%20Cycling%20Projects.pdf>

A number of these projects have now been identified for delivery to commence in the financial year 2026-2027. In addition, communication has been on-going with the Sizewell C Tourism Fund to identify where added value can be achieved in projects.

END

Suffolk Local Access Forum	
Title:	NSIPS in consultation
Paper:	LAF 26/04
Author/Contact:	Samantha Bye
Meeting:	Thursday 29 January 2026, 2:00pm-4:00pm
Venue:	Endeavour House

Details of all NSIPs affecting Suffolk can be found on Suffolk County Council's website here: <https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects-including-nsips/nsips-in-suffolk>

In response to the number of NSIPs in Suffolk SCC produced a Supplementary Guidance Document which can be seen here: <green-access-prow-guidance.pdf>

1. Sea Link

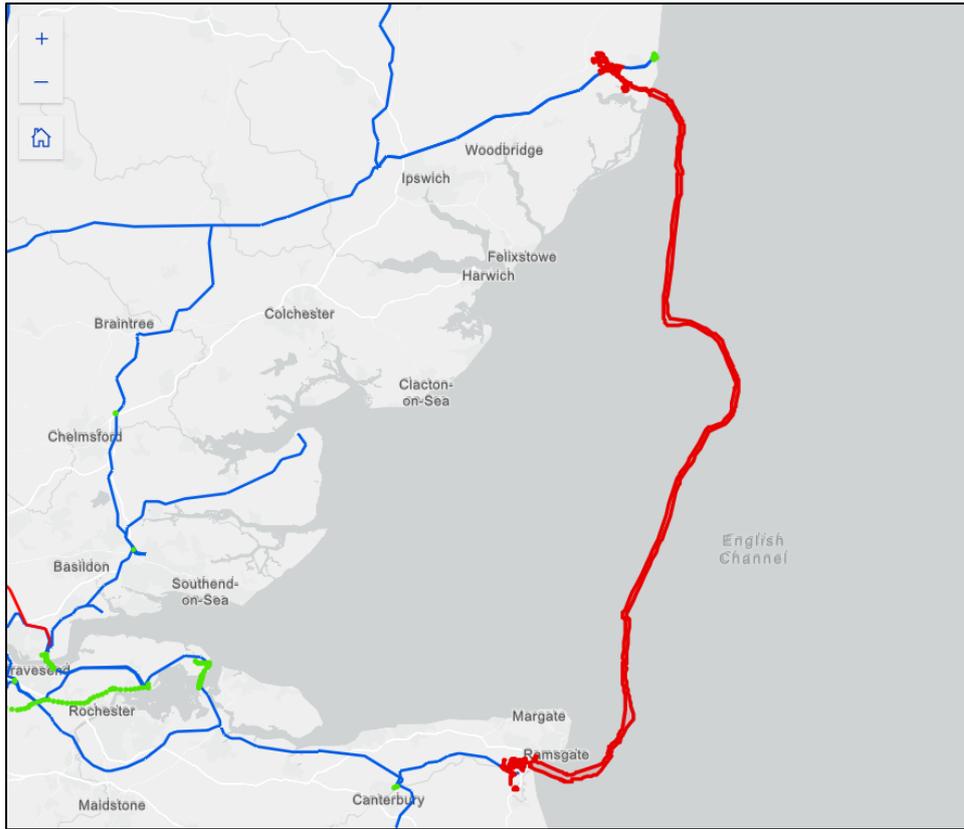
Sealink is a 130km long offshore cable with new onshore infrastructure allowing power to flow in either direction between Suffolk and Kent, depending on where renewable energy is being generated at that time and where in the country power is needed. The scheme's onshore infrastructure includes a converter station east of Saxmundham, substations and new underground and overhead electricity lines, as well as upgrading existing overhead electricity lines.

Details of the scheme can be found here:

<https://www.nationalgrid.com/the-great-grid-upgrade/sea-link>

An interactive map of the scheme can be seen here:

<https://experience.arcgis.com/experience/dc9df77857724873877772709f8a970>



Planning Inspectorate details of the project are here: [Sea Link - Project information](#)

Key updates to date:

- Sea Link held a series of topic workshops following statutory consultation to address concerns raised by SCC over the impact on the access network and amenity value for users.
- Sea Link undertook further, targeted, consultation introducing changes including an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the converter station, changes to access and associated bridge over the River Fromus, and outlining how coordination with other NSIP projects had evolved.
- An on-going issue for SCC PRoW is to have green access treated as a separate theme within consultation. At present it is placed within 4 separate topic themes.
- On 23 April 2025 the Planning Inspectorate accepted the application for development consent for Sea Link.
- At this Pre-examination stage anyone with an interest has until 23 June 2025 to register to have their say:
[Register to have your say about a national infrastructure project - National Infrastructure Planning.](#)

Latest update:

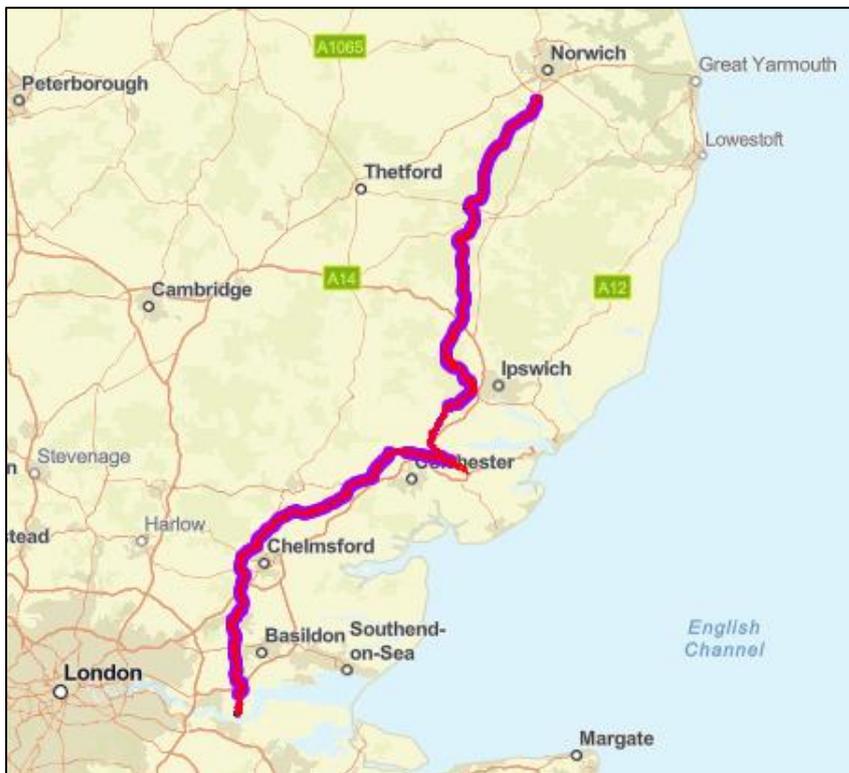
- Pre-examination - Interested parties were encouraged to submit Relevant Representations regarding the proposed development between 24 April and 23 June 2025, however, the Planning Inspectorate opened a further period running from 18 July until 18 August 2025 for parties who had not been notified to submit relevant representations by the previous deadline.
- Following the close of the Preliminary Meeting, the Planning Inspectorate will examine the proposals for a period of 6 months. The Examination opened on 5 November 2025 and will close on 5 May 2026.
- SCC PRow are working through various deadlines and are currently on deadline 3.

2. Norwich to Tilbury (formally East Anglia Green)

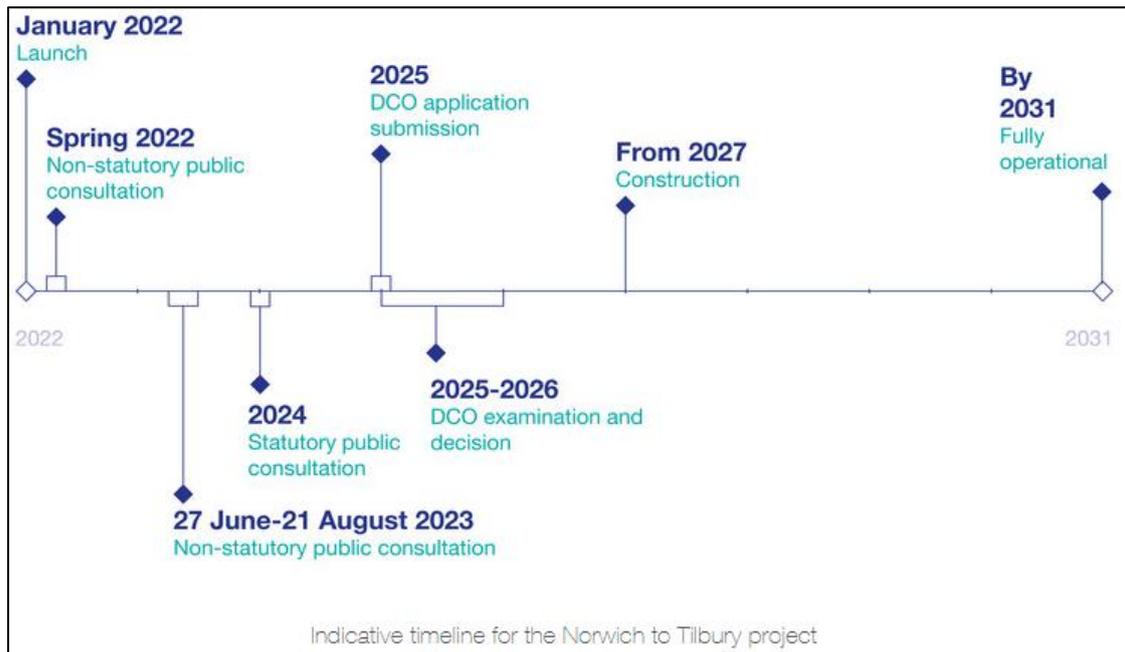
Norwich to Tilbury will reinforce the high voltage power network in East Anglia between existing substations at Norwich Main in Norfolk, Bramford in Suffolk, and Tilbury in Essex, as well as connect new offshore wind generation. The scheme will build approximately 160km of overhead lines and pylons, over 20km of underground cabling through the Dedham Vale National Landscape, and a new substation on the Tendring Peninsula.

Details of the scheme can be found here: <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury>

An interactive map of the scheme can be found here: <https://norwichtotilburymap.nationalgrid.com/>



The timetable published by National Grid is shown below.



Key updates to date:

- Statutory consultation took place in summer 2024.
- SLAF's responded to that consultation in July 2024
- National Grid provided an opportunity for feedback on the consultation with targeted consultations in Norfolk and Suffolk between January and March 2025. Details below:
- <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury/document-library#4257225834-1659806241-3>
- This scheme is in pre-application stage with the application expected to be submitted by August 2025. A link to the Planning Inspectorate website with further details is here: [Norwich to Tilbury - Project information](#)

Latest update:

- A submission is expected mid-late August 2025
- The PRoW team are very engaged in developing the Statement of Common Ground for PROW, and for Traffic and Transport.
- The application for Development Consent was submitted on 29 August 2025.
- Pre-examination - Occurring between 16 October and 27 November 2025, all interested parties were requested to submit relevant representations. <https://www.suffolk.gov.uk/asset-library/scc-n2t-relevant-representation-nov-2025-with-appendix.pdf>

3. **LionLink (formerly EUROLINK)**

LionLink is a partnership between National Grid and Dutch partner TenneT to build a subsea cable between Great Britain and the Netherlands connecting a Dutch offshore windfarm to the GB and Dutch electricity grids.

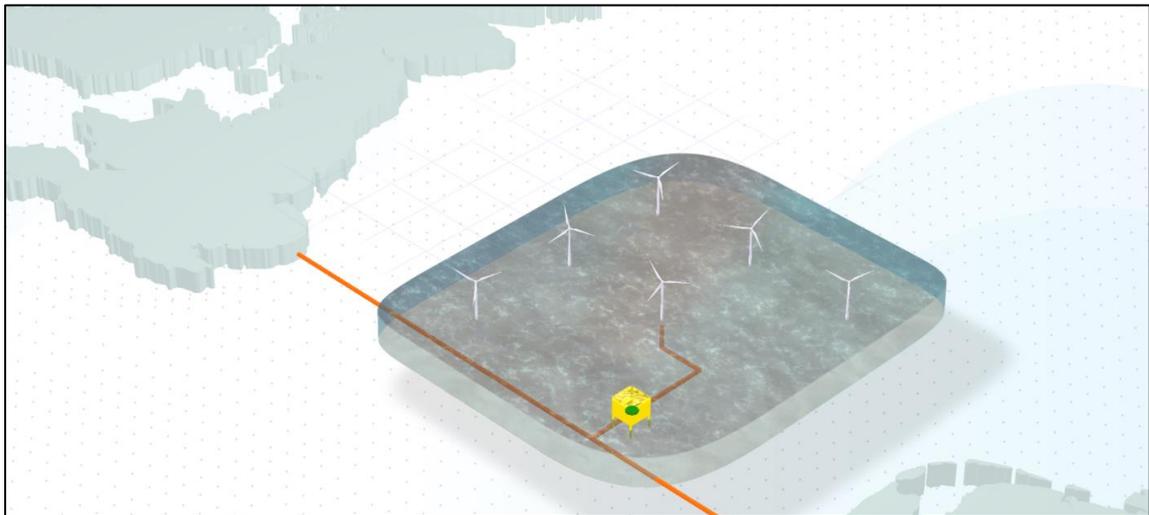
In Suffolk the scheme involves landfall of the subsea cable near Walberswick and the construction of an onshore cable corridor to a new onshore converter station east of Saxmundham. Onshore cabling will then link to an expanded National Grid substation at Friston (approved under the EA1North & 2 DCO consent). In Holland a new converter station is being constructed offshore.

Details of the scheme including an animation on proposals can be found here:

<https://www.nationalgrid.com/national-grid-ventures/lionlink/about>

The Planning Inspectorate website for information is here:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020033>



Key updates to date:

- Detailed responses have been submitted by SCC's rights of way and access team expressing concern over the cumulative effects on the PRow network of this project with other east coast NSIPs.

- The county council has pressed for a co-ordinated approach with other NSIPs for the cable corridor and design of the proposed converter station site.
- As with Sea Link, the PRow topic is split across different themes making responding less easy.
- The team have responded to Transport Assessments to protect the PRow network (such as PRow conditions, user surveys, construction methods, use of banksmen, permanent infrastructure, and PRow diversions).

Latest update:

- Walberswick has been selected as the landfall site.
- National Grid Ventures, the Applicant for the LionLink proposals, has launched their Statutory Consultation, which will run from 13 January – 10 March 2026. The consultation documents can be viewed via the following link: - <https://www.nationalgrid.com/national-grid-ventures/lionlink/library>
- The current timeline is for the Development Consent Order to be submitted in 2026.
- Seismic testing took place in June 2025 on Walberswick beach.

4. EcoPower

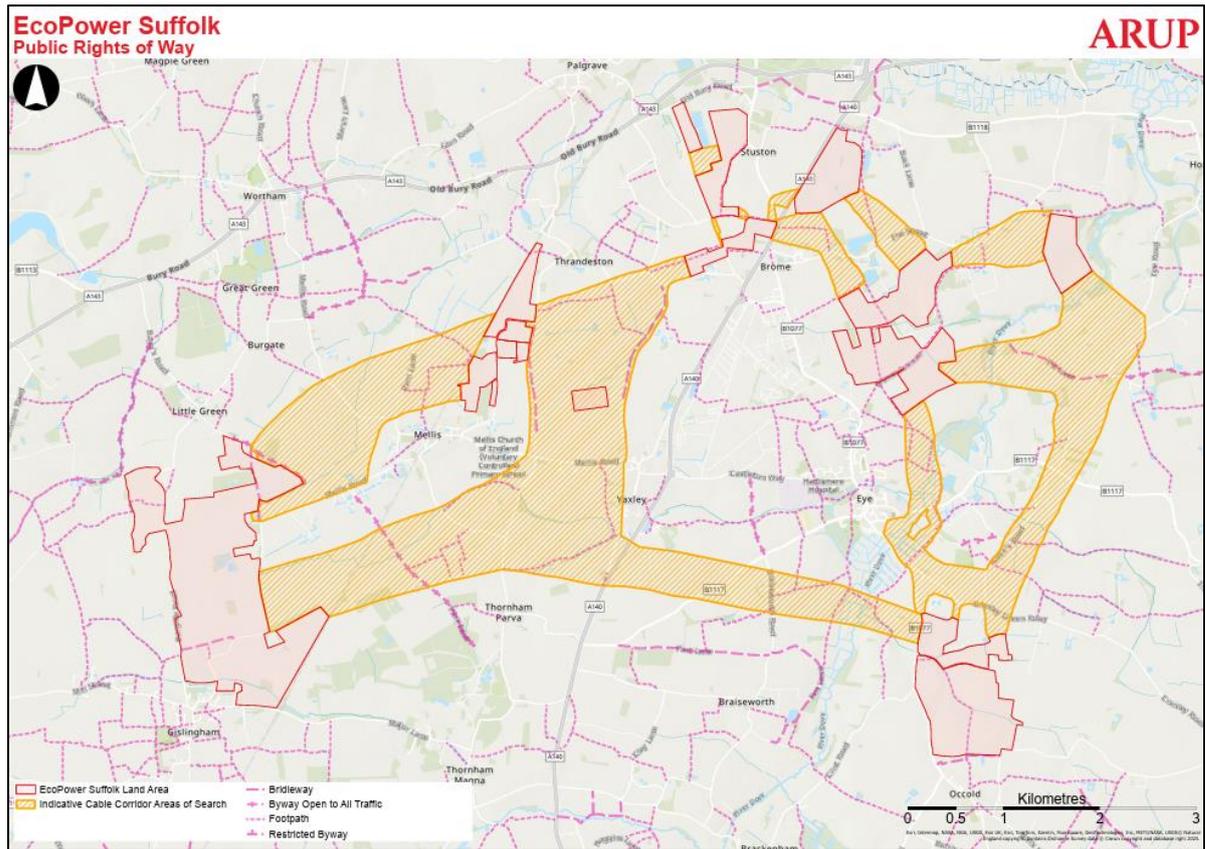
EcoPower Suffolk is a solar farm and a co-located Battery Energy Storage System and associated infrastructure with grid connection via underground cable to the Yaxley substation.

The project area extends close to various villages in the Mid Suffolk District including Yaxley, Brome, Gissingham, Mellis, Eye and Occold. Collectively, the proposed energy farm will cover a land area of around 600ha.

EcoPower are aiming to submit their DCO application to PINS in 2026.

Details of the scheme can be found here:

<https://ecopowersuffolk.com/>



Key updates to date:

- Non-statutory consultation (Stage 1) with in-person and online consultation events took place in March 2025. <https://www.suffolk.gov.uk/asset-library/SCC-EcoPower-Suffolk-Non-Statutory-Consultation-Response.pdf>
- Public statutory consultation is expected to be held in the Autumn of 2025.

Latest update:

- No further update.

5. White Elm

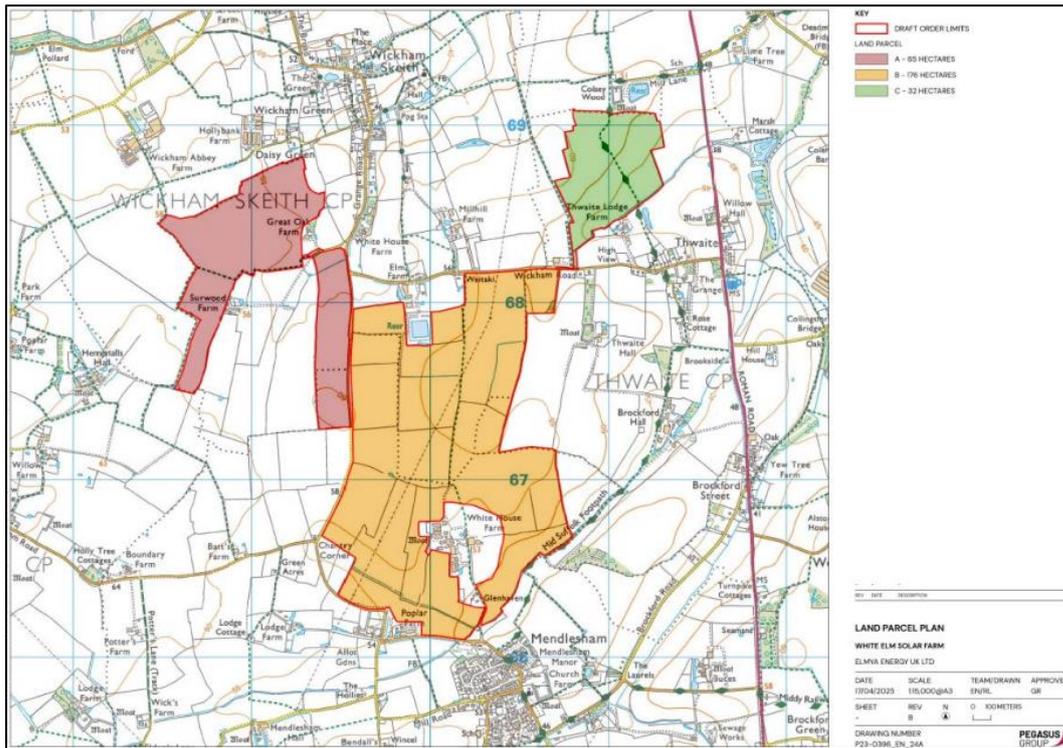
White Elm is a proposed solar farm and battery energy storage system (BESS) on land north of Mendlesham.

Details of the scheme including an animation on proposals can be found here:

<https://www.whiteelmsolarfarm.com/>

The Planning Inspectorate website for information is here:

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110003>



Latest update:

- From 19 May to 30 June 2025, White Elm ran a non-statutory consultation for local communities, wider stakeholders and consultees to feed into detailed designs to be shared at statutory consultation in winter 2025.
- On Saturday 24th May 2025 the following was posted on the project website by the promoter:
“The project team has taken a decision to pause development of the project indefinitely. Please note that the ongoing non-statutory consultation has been cancelled with immediate effect. This includes the two public consultation events on Saturday 31st May and Wednesday 4th June 2025. We ask that any work being undertaken to respond to the proposals shared in our non-statutory consultation be cancelled.”
- No further update.

Planning Inspectorate Project Stage	Non-statutory Consultation	Pre-Application	Acceptance	Pre-Examination	Examination	Recommendation	Decision
1. Sea Link							
2. Norwich to Tilbury							
3. LionLink							
4. EcoPower							
5. White Elm							

KEY:							
Stage Completed							
Stage In Progress							

Suffolk Coastal Plan

“Although now part of East Suffolk District Council, the South Saxmundham Garden Neighbourhood is a site allocated in the Suffolk Coastal Local Plan which was adopted in September 2020.

Policy SCLP12.29 allocates approximately 67.8ha of land for a garden neighbourhood and sets out a requirement to produce a masterplan which should be informed by community engagement.

The policy also sets out a number of requirements including for housing, employment, a primary and pre-school, nursery, community hub, green infrastructure, recreation, sustainable drainage, access from the A12 and pedestrian / cycle accessibility.

The masterplan illustrated on these boards shows an area for development which differs slightly from the allocation. Additional areas to the south of the employment area (west of the A12), and south of the main area (towards Benhall) have been included”.

Saxmundham Neighbourhood Plan

“The Neighbourhood Plan was formally ‘made’ in July 2023, following its preparation by the Town Council and Steering Group. Since then, the boundary of the Neighbourhood Plan area has been altered to include the Garden Neighbourhood.

A modification to the Plan is currently being consulted on as part of a separate process. However, the Town Council and Steering Group have been engaged throughout.

The Neighbourhood Plan sets out a series of objectives and aspirations including for leisure facilities, connections and open space.”

Roadside Services

“The Masterplan Framework extends the opportunity for new employment with the addition of roadside services supporting the strategic road network and potentially including a petrol/energy station, refreshments and a hotel.

The **Department for Transport’s Circular** highlights the need for roadside facilities on major routes to enhance road safety by encouraging breaks. This A12 location presents an opportunity to meet that need.

The inclusion of a hotel would support **Local Plan Policy SCLP 6.5** which supports tourist accommodation linked to commercial or recreational facilities and aligns

with **Saxmundham Neighbourhood Plan Policy SAX 3** which encourages growth in hospitality.

Integrated with the Garden Neighbourhood development the proposed services will follow the Masterplan Framework principles and ensure they are complementary and help preserve the vitality of the town centre.”

Key updates to date:

- Pre application workshops have been taking place at various council offices which have covered: Access and Movement, next meeting 07.01.2026.
- Site visits with ESC and SCC have taken place March and May 2025.
- SCC PRoW are working closely with ESC PRoW on protecting and enhancing the PRoW within the site and outside the red line boundary.
- There are landowner challenges, A12 crossing and network rail constraints. PRoW is looking to upgrade footpaths to bridleways where appropriate and create safe links between this site and main trip destinations for NMU's.

Latest update:

2. Beccles and Worlingham Garden Neighbourhood (East and West)

Mixed use urban extension including residential development, primary school, public open space, indoor/outdoor sports facilities, allotments, local shops, community centre and employment development.

The Beccles and Worlingham Garden Neighbourhood (BWGN) is a site comprising approximately 89.8 hectares of land, bordered by Ellough Road to the east, the Beccles Southern Relief Road to the south, M&H Plastics to the west and the built-up edge of Beccles and Worlingham to the north. The site is allocated within the Waveney Local Plan (2019) under Policy WLP3.1 for a mixed use development including:

- approximately 1250 new dwellings
- retirement community comprising a care home/nursing home and extra and/or sheltered dwellings.
- primary school and pre-school setting
- open space
- community hub
- employment development

The BWGN site is split into two parcels referred to as the east parcel and west parcels. These parcels are split at Oak Lane with all land to the east of Oak Lane falling within the east parcel and all land to the west within the west parcel. There is a triangular shaped parcel of land within the centre of the site which falls outside of either parcel and will not be coming forward as part of the master planned approach to the BWGN.

Whilst the two parcels will be coming forward individually as planning applications, both landowners have been working collaboratively to produce the BWGN masterplan for which the planning applications will relate to. The current masterplan can be viewed below, albeit the landowners are continuing to work with East Suffolk Council’s planning team to resolve some outstanding matters and therefore the applications(s) may be subject to change and re-consultation.

Details of the scheme can be found here:

<https://www.eastsuffolk.gov.uk/planning/major-sites/beccles-and-worlingham-garden-neighbourhood>



Key updates to date:

The proposed development has been screened (reference: DC/21/3671/EIA) as constituting an Environmental Impact Assessment (EIA) development.

Application reference number: DC/25/4214/OUT

- The planning application for the east parcel has been submitted which includes the following:
- Outline planning application (with all matters reserved except for access) for a mixed-use sustainable extension allowing for the provision of up to 721 dwellings (Use Class C3) including 30% affordable housing and 5% custom build properties, 5 hectares of employment land, land for a primary school, a Continuing Care Retirement Community (CCRC), a community hub (incorporating retail floorspace, preschool and sports pavilion), children's play areas, public open space and Suitable Alternative Natural Green Space (SANG). To have your say on the east parcel application you can make a representation via [Public Access](#) or [contact us directly](#). All representations received can be viewed through Public Access. **End of consultation period 14 January 2026.**

Key updates to date:

- Site visits with ESC and SCC have taken place throughout 2025.
- SCC PRoW are working closely with ESC PRoW on protecting and enhancing the PRoW within the site and outside the red line boundary.
- PRoW is looking to upgrade footpaths to bridleways where appropriate and create safe links between this site and main trip destinations for NMU's. Especially in the western parcel to connect to Darby Road and the cycleway and BOAT to the south. PRoW has asked for minimal crossings over Weston Bridleway 012

Latest update:

3. North Felixstowe Garden Neighbourhood

Summary of Proposals

Details of the scheme can be found here:

<https://northfelixstowe.co.uk/>

- 3.3.1 Mentions existing, but no mention the creation of any new.

- Does not mention Green Access Strategy.

- SCC PRoW have attended workshops covering access and movement, and have been on site for several visits. Issues raised are connectivity, suitability of suggested upgraded routes, especially through the woods, upgrades and surfacing.

Latest update:

- Awaiting submission of Outline planning application.

4. Martlesham - Land at Foxhall Road

“The Proposed Development site (‘the Site’) comprises land to the north and south of Foxhall Road, to the east of Ipswich, south of the neighbourhood of Martlesham Heath and west of emerging development at Brightwell Lakes. A site location plan is provided at Appendix 1.1, and further description of the Site is provided at Section 2 of this Report. The land comprises an area of approximately 100 hectares (ha) and is proposed to be redeveloped to provide a residential led, mixed-use development.”

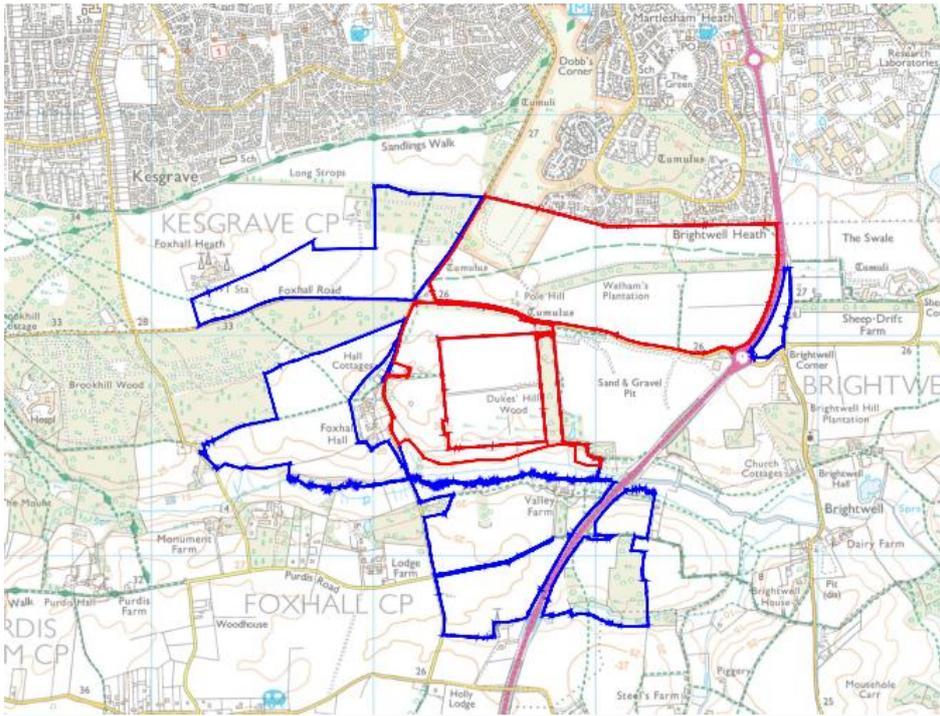
Summary of Proposals

The Proposed Development comprises:

- Up to 1,300 residential dwellings, to the north of Foxhall Road, east of Dobbs Lane and west of the A12
- Supporting community facilities, including 2FE Primary School; community space; and local centre uses such as retail, employment, leisure, health etc
- Circa 65ha strategic green infrastructure, including approximately 25ha of Suitable Alternative Natural Greenspace (SANG); playing fields and play provision, and incorporating sustainable drainage
- Vehicular access to the Site from Foxhall Road, at two locations, with the western access also incorporating active travel connection between land north and south of Foxhall Road
- Public transport and active travel connection in the north-eastern part of the Site, to provide sustainable transport connection across the A12 to Brightwell Lakes and Adastral Park to the east.

Details of the scheme can be found here:

<https://bloorhomes-foxhallroad.co.uk/>



Key updates to date:

- SCC PRow response summary:

“Within the EIA Scoping Report, it appears that PRow does not have its own chapter and is instead referenced in several chapters. PRows have unique characteristics that are not generally shared with other highways. The PRow network makes a significant contribution to the local communities’ sense of place, mental health, physical health, and overall well-being. SCC has guidance on EIA scoping and whilst it is aimed at large infrastructure projects, it is still best practice: <https://www.suffolk.gov.uk/asset-library/TransportTrafficInfraPolicy.v4.2.pdf>

Strong offroad links should be provided into the wider PRow network. For example, to the promoted Sandlings Walk Trail along Longstrops, eastwards to the A12 crossing, northwards to the shops and employment, via the old airfield site and southwards to more PRows in the countryside. Any roads crossed should have at grade crossings.

Routes should be attractive places to use and should not be convoluted or have narrow or perceived narrow corridors.

Early engagement with SCC PRow and Green Access team is encouraged. PRow Green Enquiries to: PROWplanning@suffolk.gov.uk”

Full response is on the planning portal:

<https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T4F6GKQX06000>

Latest update:

- No further updates.

5. North Lowestoft Garden Village

Summary of Proposals

“To enable the creation of a balanced new community, a number of non-residential uses are proposed within the Masterplan in addition to the housing. The preferred locations for these non-residential uses are shown on the Land Use Framework Plan.

New Homes The majority of the development areas within the masterplan are proposed for residential use, incorporating a wide range of dwelling types and tenures across the site as a whole. This includes: up to 1,300 new homes including 30% affordable homes in line with Local Plan expectations. A retirement community for the elderly alongside adults with needs to be provided by Suffolk County Council, which will assist with meeting the range of housing needs for a number of those with specific housing needs. Local Centre - The Local Centre is envisaged as creating a central focus for the new community. It is likely to incorporate complementary services from the retail and tertiary sector (for example a small food store, hairdressers) and community uses such as a nursery. These uses will complement existing local services in Corton, the defined shopping centres in the northern areas of Lowestoft, and the Tesco Superstore which currently provides the largest established convenience shopping provision in this area.

Primary School The masterplan incorporates a new primary school, likely to be co-located with an early years and childcare nursery.

Adult Care Services (ACS) Specialist housing designed for older people, similar to sheltered housing but also offering help with personal care and household chores. It may be suitable for people with higher or changeable care needs. It is expected that private operators will run both the residential and extra care facilities, and that these will be closely linked to the local centre

Employment Provision of up to 8ha of employment land in the area to the northwest of the site. It is anticipated that the land will take the form of a business park, primarily focused on providing accommodation for offices (Class E), and other business uses falling within Classes B2 or B8 which will capitalise on the links with existing industries in Lowestoft and Great Yarmouth.

Green Infrastructure Provision of green infrastructure providing sport, recreation, formal and informal open spaces, alongside sustainable drainage systems. The location and extent of these reflects the presence of existing mature vegetation, in particular trees and areas of woodland, or has been positioned so as to maximise the benefits in terms of linear networks of open space.

Suitable Accessible Natural Green Space (SANG) A SANG is provided on land adjoining the land allocated as a Garden Village within the adopted Local Plan. The SANG would be provided in the land to the east of the site where it would form a strategic gap to be retained in perpetuity for use by the community. The provision

of SANG will provide residents of new homes and existing residents of Corton with a significant new area for recreation, exercise, and dog walking. This will mitigate any adverse effects of recreational disturbance to any statutory designated conservation sites by providing direct and convenient access to open space.

Details of the scheme can be found here:

<https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T4F6GKQX06O00>



Key updates to date:

- 2024 Scoping opinion **DC/24/1267/SCO**
<https://publicaccess.eastsuffolk.gov.uk/online-applications/caseDetails.do?keyVal=SBF7PCQX06O00&caseType=Application>
- SCC PRoW have been attending high level workshops through 2025 and have made some site visits to assess routes for enhancement, upgrades, new opportunities and links.

Latest update:

Planning Project Stage	Scoping Opinion	Pre-Application	Outline Application	Hybrid Application	Full Application	Planning Appeal	Reserved Matter	Discharge of Conditions.
1. Saxmundham Garden Neighbourhood								
2a. Beccles & Worlingham West								
2b. Beccles & Worlingham East								
3. North Felixstowe Garden Neighbourhood								
4. Martlesham								
5. North Lowestoft Garden Village								
KEY:								
Stage Completed								
Stage In Progress								

Suffolk Local Access Forum	
Title:	A12 Major Road Network
Paper:	LAF 26/06
Author/Contact:	David Falk
Meeting Date:	Thursday 29 January 2026 2.00pm – 4.00pm
Venue:	Endeavour House

The A12 Major Road Network scheme aims to upgrade key sections along the A12 between the A14/Seven Hills junction and the A1152/Woods Lane junction. The proposals aim to tackle congestion, provide space for future growth, and improve conditions for all road users including pedestrians and cyclists.

The planning application is at:

<https://suffolk.planning-register.co.uk/Planning/Display?applicationNumber=SCC%2F0170%2F25SC>

SCC Rights of Way and Access team have responded to this application with the following:

The consultation consists of a wide range of plans. Those most relevant to the Public Rights of Way team relate to the section of the A12 between the B1438 (Woodbridge roundabout) and B1079 (Grundisburgh Road – Dobbies Garden Centre roundabout).

Those plans sequentially detail proposals between the 2 junctions. Those plans are:

- **70120294-WSP-HMK-DL-DR-CH-001 – ‘Traffic Signs and Road Markings Strategy for A12 Dual Carriageway Sheet 01 of 05’**
- **70120294-WSP-HMK-DL-DR-CH-002 – ‘Traffic Signs and Road Markings Strategy for A12 Dual Carriageway Sheet 02 of 05’**
- **70120294-WSP-HMK-DL-DR-CH-003 – ‘Traffic Signs and Road Markings Strategy for A12 Dual Carriageway Sheet 03 of 05’**
- **70120294-WSP-HMK-DL-DR-CH-004 – ‘Traffic Signs and Road Markings Strategy for A12 Dual Carriageway Sheet 04 of 05’**
- **70120294-WSP-HMK-DL-DR-CH-005 – ‘Traffic Signs and Road Markings Strategy for A12 Dual Carriageway Sheet 05 of 05’**
- **70120294-WSP-HGN-SR-DR-CH-001 – ‘A12/B1438 Ipswich Road Roundabout General Arrangement Sheet 01 of 01’**

There are 3 key areas of interest to the Public Rights of Way team which appear to be omitted from proposals but are relevant to ensuring people benefit from this development by being able to access the Public Rights of Way network and the wider countryside, reach a safe crossing of the A12, can access promoted trails, and offer sustainable travel options. Those key areas are:

1. Improvements to the footway along the west side of A12 south of Seckford Hall Road to the B1438 roundabout.

The reason this is necessary is because it allows southwards on-foot options towards concrete steps detailed in the next bullet point.

2. Improvements to the concrete steps from the A12 footway.

This is required as the steps provide access to Martlesham FP10, the wider PRow network, the Fynn Valley Walk, and an underpass of the A12 400m west of the roundabout. That underpass offers footpath connections into Martlesham.

3. A sealed surface along Woodbridge Footpath 15 (Colett's Walk – behind Dobbies Garden Centre).

These improvements should be delivered under a s278 arrangement, or similar mechanism.



SLAF received an update on proposals in July 2025 (LAF 2518) following their response to the public consultation in late 2024 (below):

SLAF
Suffolk Local Access Forum

SLAF
C/O Suffolk County Council
Phoenix House
Goddard Road
Ipswich
IP1 5NP

Email: slaf@suffolk.gov.uk

<https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/suffolk-local-access-forum>

Date: 2 December 2024

Dear John

Re: Suffolk Local Access Forum's response to the A12 Major Roadworks Improvement Consultation

Thank you for giving SLAF the opportunity to comment on these proposals. We welcome the County Councils acknowledgement that there are barriers to crossing the A12 on foot or by bicycle and the need to encourage walking and cycling by providing better access opportunities within this corridor.

A12/A14 Seven Hills Junction

We have no issues with the proposals.

A12 between Seven Hills Junction and A12/Foxhall Rd Junction

Although in the Consultation Document there appears to be no improvements proposed, we would ask if anything could be done to alleviate the flooding that occurs on the southbound carriageway under the Bucklesham Rd overbridge.

We are also concerned that nothing has been proposed to provide a safer crossing of the A12 around where the Mill River flows under the dual carriageway, and where there several footpaths, Brightwell 18,26,27,29 and Bridleway25 in the vicinity of Kennels Road which could be diverted to a new footbridge or underpass.

A12/Foxhall Rd Junction to A12/Barrack Square Junction

SLAF notes that new Pegasus crossing has been installed at the entrance to the new Brightwell Lakes development connecting Brightwell BR12 and BR6 linking to Foxhall BR46, and then via Dobbs Lane linking to Foxhall BR 50/49 on the Kesgrave boundary which is already used as part of the Sandlings Walk. Are there any improvements to these bridleways being proposed?

We welcome the proposed replacement overbridge to provide better links between Martlesham Heath and the industrial/retail park.

A12/Anson Rd Junction

SLAF welcomes the improvement that the addition of traffic lights will make to traffic flows around this junction. In terms of walking/cycling, the proposed shared use path that is tied in with the proposed bus link and improvements to the underpass routes within the retail area is welcomed.

A12/1241 Junction

The improved share use links along the Main Rd towards Kesgrave and along Portal Avenue together with the new bus link are welcomed. Would it be possible to extend a route northward from the Park & Ride to link up with the rights of way around Bloomfield Farm, Little Bealings FP11 and Martlesham FP's 3, 4, 54,55 where perhaps some segregated crossing of the A12 could be investigated.

A12/B1438 Ipswich Rd Junction

SLAF has concerns regarding the proposals of the suggested at grade footway crossings at this busy junction. Could the proposed new shared use path alongside the new northbound A12 carriageway be extended south from the Seckford Hall Rd to this junction and the possibility explored of using the underpass on the A12 which is part of the Fynn Valley Walk, Gt Bealings FP 10,12 and 9, to obviate this with the relevant section being upgraded to bridleway connecting into Brock Lane?

A12/B1079 Grundisburgh Rd Junction

The improvements suggested here with the new shared use path and Toucan crossings are welcomed. Could there also be some surface improvement to the public right of way south of Dobbies, Woodbridge 15?

A12/Woods Lane Junction

We are concerned that although this junction has footway improvements, crossings of both the A12 and Woods Lane are not light controlled.

Perhaps the opportunity of the A12 improvements should also look at opportunities north of this junction as far as the Woodbridge Road/New Road crossing which together with improvements here and an upgrade of Melton FP2 to bridleway would link BR 21 to New Road.

SLAF hope that you find our comments constructive and look forward to the seeing and commenting on the planning application.

Yours sincerely



Chair of Suffolk Local Access Forum