WPC Planning Sub Committee Report for the PC meeting on 1/12/2026

Application **DC/26/2312/OUT** – Outline planning application for a phased development of up to 1,200 residential dwellings (Use Class C2 and C3) (to include Market and Affordable housing and Self and / or Custom Build); commercial, business and services uses (Use Class E); a primary school (Use Class F1); community uses (Use Class F2); open space including Suitable Alternative Natural Greenspace (SANG) and sports provision; and associated works including any necessary demolition, provision of roads, utilities, renewable energy infrastructure (Sui Generis), groundworks, ground remodelling, other engineering operations and landscape works. Provision of two main vehicular accesses off Foxhall Road (a western signalised junction and an eastern roundabout), controlled access to the A12 (public transport and active travel only) and new pedestrian and cycle priority route along Dobbs Lane submitted in detail, with all other means of access, appearance, landscaping, layout and scale reserved for subsequent approval.

Land at Foxhall Road

Response deadline: 3/1/2026

Planning Officer: Danielle Miller

For details see: https://publicaccess.eastsuffolk.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TH6RZVQXJLI00

Since the application was submitted to ESC there has been a Teams meeting with ESC planning officers on the 4th November, a drop-in session with representatives of Bloor Homes at Martlesham Community Centre on the 17th November, and a second Teams meeting with ESC planning officers on the 25th November. The outputs from these have informed this report, as well as the application documents. We were asked to submit questions for the Teams meeting on the 25th November, and these are listed at the end of this report, along with the replies from the planning officers.

Our main concerns are with the external impacts of the development, particularly as they affect Waldringfield, as opposed to the internal matters such as the layout and design of the houses, etc. Specifically, we have issues with:

- Traffic impacts
- The SANG
- Education
- Water/sewage
- Urban encroachment on a rural area

Traffic impacts

At the drop-in session a Bloor Homes representative said the development would add 300 journeys per hour during the am and pm peak hours. This figure seems unrealistically low, as it would mean one journey arising from just 25% of households going to/from the site during the peak (mainly for work). It is difficult to extract a more reliable figure from the Transport Assessment as there are lots of interrelated and confusing charts, but one figure that stands out is 801 trips "*Total Person External Trip Generation by Land Use – from Residential*" between 0800 and 0900, and 969 between 1700 and 1800. These will all feed onto the Foxhall Rd.

There are other oddities in the data in this document, not least the fact that it uses 2011 census data because of "*the 2011 Census being considered more representative than the 2021 Census due to the travel restrictions that were imposed at the time of the 2021 Census*". We all know how much has changed on the roads in the past 15 years and we question the reliability of using 2011 data. The industrial and retail park at Martlesham Heath, the Foxhall Rd approaching the A12 roundabout and the A12 between the Seven Hills roundabout and the A1214 junction are regularly gridlocked, and this will get worse due to Brightwell Lakes and Sizewell C even without this development, with it traffic congestion is bound to worsen considerably.

The conclusion provided is "*Overall, it is concluded that the residual transport effects of the Proposed Development are Not Significant*" (Environmental Statement – Non-Technical Summary, §6.8). This seems extremely dubious.

Vehicle access into and out of the site will be by two new junctions on the Foxhall Rd. The Eastern one will introduce a new roundabout and the Western one a signalled pedestrian crossing (for access to the SANG – see below). So drivers going into Ipswich on the Foxhall Rd will face (in addition to the extra traffic):

- new traffic lights on the Foxhall Rd roundabout,
- a new roundabout (E. access),
- a new signalised junction (W. access),
- new traffic signals on the existing Dobbs Lane junction,
- the speed limit decreased to 40mph (from 50mph)

Drivers on the A12 going north from the Foxhall Rd will face (in addition to the extra traffic):

- new traffic lights on the Foxhall Rd roundabout,
- changes to the existing signalised junction from Brightwell Lakes to allow buses to leave the site

The route from the Foxhall Rd to the Woodbridge Rd (A1214) via Dobbs Lane will be blocked off, forcing drivers to go via Bell Lane or the A12, increasing traffic on those roads. This will particularly impact the residents of Kesgrave to the west of Dobbs Lane. SCC Highways anticipates that if Dobbs Lane is closed to vehicular traffic the tailbacks on Bell Lane are likely to increase to queues of around 30 vehicles at busy times

SCC acknowledges that this site would have a significant impact on the road network – the level of mitigation is not clear within the outline application. The blocking of Dobbs Lane is an attempt to comply with SCC cycling & walking policies. This would have a huge impact on the residents of Dobbs Lane and increase significantly the volume of traffic on Bell Lane and minor roads such as Hall Road.

The impact on the wider road network is not considered. For example, Hall Rd, Monument Farm Lane and Ipswich Rd (from Foxhall Rd roundabout to Waldringfield) will all be affected and the first two are likely to be used as rat runs to avoid the Foxhall Rd.

The SANG (Suitable Alternative Natural Greenspace)

Apart from the existing Ipswich Heaths SSSI, which remains intact (but is not directly accessible from the development site), a new SANG is proposed to the south of the Foxhall Rd. The only access to this from the site is across the Foxhall Rd at the signalised crossings at Dobbs Lane and the Western Access junction. It is unlikely many people will use these crossings (the former is approximately 800

metres from the nearest houses). This means that the SANG's primary function, to act as an alternative to external greenspace attractions such as the River Deben, will be marginal.

Education

It seems odd to include a 420 capacity primary school for 1,200 dwellings when Brightwell Lakes is providing the same capacity for 2,000 dwellings.

"*it is calculated that the Development will yield a need for between 173 [sic] secondary school places*" (Environmental Statement 5.2 – Community Infrastructure Assessment, §5.9). Apart from this sentence making no sense, it shows that there will be a considerable requirement for secondary school places arising from the development. However, "*schools are currently operating over capacity, with a deficit of -135 places. It should be noted Brightwell Lakes provided for an All Through school (including secondary provision), but it remains unclear as to whether this will be built out.*" (§5.10). So, there is currently a capacity problem, Brightwell Lakes is unlikely to fix it, this development will increase the problem, and there is no proposal to do anything about it, apart from the vague statement that it will "*provide a financial contribution to address the secondary education needs arising from it*". (§5.11). This is totally unacceptable.

Water/Sewage

"*The Proposed Development water supply has been assessed for a domestic/welfare supply. Anglian Water have stated that this can be provided from the existing mains in Foxhall Road, Kesgrave.*" (Environmental Statement Chapter 12 – Water Environment, §12.5.19) Given the severe droughts resulting in seriously depleted reservoirs this year, and almost certainly worse to come due to climate change, it is difficult not to see this as over optimistic. However, Anglia Water has a statutory obligation to supply sufficient water.

ESC has said "*Third party representations highlight that Martlesham Creek sewage works operates far beyond safe ecological limits, with E.coli levels exceeding 100 times the safe bathing threshold and phosphate levels 30-70 times above healthy river standards. Sewage Treatment for Woodbridge and surrounding area, including Martlesham Heath, is undertaken at the Anglian Water Woodbridge Water Recycling Plant. The site has recently demonstrated issues with discharge into the Martlesham Creek*" (We don't know who the 'third party' is). We share these concerns, and see no indication from Anglian Water that they intend expanding the capacity of the Martlesham Creek sewage works to cater from the increased demand.

Urban encroachment on a rural area

Ipswich has been steadily expanding eastwards over the past few decades. ESC's Call for Sites shows several other areas that are likely to be brought forward for development in the near future. We know that Gladman's Orwell Green site is one of them (for 2,700 houses to the west of the A12 north of the Seven Hills roundabout and extending to the eastern edge of Trinity Park). Bloor Homes also own sites to the west and east of the Foxhall Rd proposed site. And of course there are the 2,000 houses planned for Brightwell Lakes.

A serious omission from the plan is the absence of a blue line (except in the Parameter Plan, where it is partially shown), showing what land is owned by the developer, Bloor Homes. This is a basic and important requirement of all planning applications.

Nowhere is the impact on the surrounding rural villages such as Waldringfield, Brightwell, Newbourne, etc. considered.

Summary

The Planning Sub Committee considers the problems described above as fatal, as no amount of 'mitigation', even it were possible to provide it, could resolve the basic faults/omissions within this application. We therefore recommend that the Parish Council seriously considers a response of '**OBJECT**' or '**STRONGLY OBJECT**'.

Cllrs Kay & Elliot