

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	27th January 2022, 2-4pm
Author/Contact:	Anna McGowan
Venue:	online via TEAMS

		Paper Number
1.	14:00 Welcome, apologies and housekeeping	
2.	14.05 Minutes of previous meeting	LAF 22/01 - BH
3.	14.10 Declaration of interest	
4.	14.15 National Highways Trunk Roads Presentation by Thomas Lawson	
5.	15.00 Network Rail – Public Rights of Way and Level Crossings	LAF 22/02 - SK LAF 22/02A – Appendix A
6.	15.10 The England Coast Path	LAF 22/03 - AW
7.	15.20 Suffolk Energy Schemes	LAF 22/04 - AW LAF 22/04/A – Appendix 1
8.	15.30 Regional LAF	LAF 22/05 - BH
9.	15.40 Draft Solar Farms Position Statement	LAF 22/06 - AJM
10.	15.50 Public Question Time	
11.	15.55 Any Other Business	
12.	16.00 Date of Next Meeting	

Suffolk Local Access Forum	
Paper:	LAF 22/01
Title:	Minutes of Meeting
Meeting Date:	28th October 2021
Author/Contact:	David Falk
Venue:	online via Zoom

1. **Welcome, apologies and housekeeping**

Present: Barry Hall (BH) (Chair), David Barker (DB) (Vice Chair), Suzanne Bartlett (SB), Margaret Hancock (MH), Jane Hatton (JH), Susan Mobbs (SM), Clare Phillips (CP), Monica Pipe (MP), John Wayman (JW), Roland Wilson (RW), Anthony Wright (AWR)

SCC Officers Present: David Falk (DF), Andrew Woodin (AW)

Speakers: Steve Day (SD), Daniel Fisk (DFI) from Network Rail (NR)

Apologies: Cllr James Mallinder (JM)

Members of the Public: Ken Hawkins (KH), Gordon Crosby (GC)

2. **Minutes of previous meeting**

The minutes of the meeting held on 29th July 2021 were reviewed and agreed, with the following updates and outstanding actions.

- DF to distribute presentation by Vincent Pearce, BMSDC

3. **Declaration of interest**

There were no declarations of interest.

4. **Network Rail (NR)**

AW presented paper LAF21/20, explained how at every SLAF meeting there were updates on NR projects, and how some items had a long process, such as Gipsy Lane.

AW welcomed SD and DFI of NR and asked for updates on Gipsy Lane, Higham crossing and Brantham High Bridge.

Needham Market Gipsy Lane

DFI explained there had been some progress on Gipsy Lane with the landowner and that investigation works on the railway embankment had been completed which would allow works to be done from the embankment without the need for accessing separate land if agreement with the landowner could not be reached. Work was due to start in early 2022.

BH said it was good that work was progressing, and the forum understood the issues NR have had but it was good to see scheme about to be delivered.

DFI advised the project would have an 8-12 week build and be open by spring-summer 2022.

Broomfield

DFI also updated the forum on works at Broomfield, Needham Market where a crossing had been closed for safety reasons but was now reopened and safe to use.

Brantham FP6

SD updated the forum on the Brantham High Bridge proposal for Brantham Public Footpath 6 which links to the A137. SD explained that although the crossing was closed temporarily, issues remained. SD outlined the main safety issue as related to sight lines with a visibility of 343m required but this crossing having a sight line of only 170m. The sight line was blocked by the cutting slope and therefore not easily managed. SD explained options being looked at were extinguishment, diversion, new technology and a bridge.

SD explained extinguishment was the most straightforward option but would mean use of the A137 which had safety issues with a lack of footway and the loss of the amenity value of walking through fields.

SD explained the option of a diversion had no alternate crossing point available but there was an option to divert the footpath alongside the A137 inside the hedge. This would require landowner consent. Alternately there was the option to improve the A137 verge, but the verge was very narrow.

The technical option was stop lights at the crossing, but they had a cost of £1.2m and did not remove the risk fully. The option of a bridge was £1.5m.

BH thanks DFI and SD for their presentation.

CP explained that she had been on Brantham Parish Council at the time of the TWAO Public Inquiry and said that the option of a diversion that protects walkers from A137 traffic was the best option. CP added that people wanted to use the route but could not at the moment.

SD noted the need to avoid road walking.

BH asked about an option using a private driveway.

SD advised this was not a suitable option with multiple landowners and unstable earth works.

DB stated the most logical option was a diverted route on farmland beside the A137 and would be a good use of public money for public good. DB asked if Network Rail had entered into landowner discussions.

SD advised the landowner had not been approached yet and was not aware of a mechanism to benefit a farmer financially for a diversion other than by agreement with Network Rail.

AW advised that the council look at a high rate per acreage for compensation of £10,000 per acre which was normally above statutory compensation rates.

DB suggested a premium over the value of the agricultural land was needed because the diversion would allow people to walk along the edge of a field which would impact on land management.

JW asked if the land either side of the railway was in the same ownership. SD advised it was not.

JW suggested SCC might be better placed to approach the landowner. SD had no objection to SCC doing that and explained how that was the process with the Higham crossing.

AW explained SCC required NR to submit an application for the diversion that SCC were happy with before an approach to a landowner could be made, and that SCC would do this.

RW agreed with the option of a diversion off the road.

Higham FP1

SD gave an update on the Higham crossing explaining there was 2 options which SCC were now discussing with the landowner. SD also explained NR would improve footways and access for walking over an existing bridge over the A14.

AW explained that a consultant was being employed to progress the Higham scheme and that NR was funding legal works.

Action – SD/DFI to send a copy of Network Rail's presentation.

Sizewell C

BH asked about Sizewell and plans for the Green Route rail section.

DFI advise there were plans to improve the rail line into Sizewell which had no trains using it now, but if it were used stop lights would be added.

BH thanked DFI and SD.

5. Suffolk Energy Schemes

AW advise there were no update on Sunnica from the applicant.

BH suggested the forum could develop a document regarding solar farms based on their response to the Sunnica proposal.

DB agreed that the principles of Sunnica could be applied to all solar farm developments.

MP suggest that access through solar farms may be better suited to cyclists.

DF advised that upgrading PROW was sought with developments.

BH said each solar farm development would differ, but the same principles would apply to all.

DB suggested a 10-point list would suffice.

AW updated the forum on the Sizewell C Public Examination, which had been a very intensive process for the county council. AW examined how a Deed of Obligation would fund improvements to the PROW network. This was similar to a Section 106 for smaller planning developments, where the developer is required to compensate for the impact of the development to various services.

AW explained that £2.5m worth of PROW works had been identified and there may be work with the tourism group to develop and promote green access.

AW outlined a key issue for PROW being the alignment of Leiston Cum Sizewell Public Footpath 21 on the top of a new coastal defence. This had not been agreed to during the public examination and FP21 and the proposal remained FP21 would be placed at the seaward side of the defence. This was not the final decision, which would be made at a detailed design stage.

Upgrading the Sandlings Walk through Kenton Hills to a PRoW had been agreed but diverting Leiston Cum Sizewell Bridleway 19 off the Eastbridge Road had not been agreed, although funding within the Deed of Obligation could secure that at a later date.

BH asked if the forums responses to Sizewell C might have had an impact when the planning inspector reads them.

AW explained there was a panel of examiners looking at the impact of the development, but that SCC had made a good case for PROW.

SB asked if the upgrade of the Sandlings Walk would be after construction. AW advised it would be in the operational phase, post-construction.

AW spoke about EA3 which is underground cabling and that all affected PROW would be made good post-development.

DF advise the forum of a review of **National Policy Statements** for Nationally Significant Infrastructure Projects and spoke about concerns over the review not recognising the visual impact of solar farms.

Action: Forum develop document on Solar Farms and green access with the assistance of DF.

6. The England Coast Path

AW advised that the Felixstowe to Shotley section had been agreed but would not be in use until establishing works were completed. A project officer was being recruited and funded by Natural England and managed by the East Area Rights of Way Manager.

BH said it was good to see it finally going ahead although it was originally supposed to be delivered in 2015.

7. SLAF Annual Report to Cabinet

BH presented the paper and explained how councillors were very grateful for what the forum did and were very complimentary of the work they do and had accepted the report.

AW state that BH did a very good job presenting the report with a very positive impression given at Cabinet of the forum's work.

BH advised the forum were still awaiting a new county council member to be appointed by the council. Recruitment was also discussed later in the meeting and BH observed having a rep to cover accessibility matters would be desirable.

The county council will be considering recruitment in the new year.

Action: DF and AW to consider SLAF recruitment.

MP thanked BH for the work he had done presenting the report.

8. Highways England Trunk Roads

DF gave a verbal update on the A12 A14 Copdock interchange and the A11 Fiveways proposals.

DF explained that Highways England (HE) (now National Highways) were at Stage 2 of a process. Stage 2 would present a chosen scheme for a 6-week public

consultation. That consultation would include fixed exhibitions, a mobile van exhibition and online webinars.

DF explained that a meeting for A11 Fiveways was held to identify opportunities for walking, cycling and horse riding within a 5km radius of the junction. DF explained that HE was looking at 3 options: a flyover; a bypass; and a signalised crossing. DF explained a minimum requirement for PROW was a grade separated crossing of the A11 for the Lark Valley Path.

The next meeting for Fiveways was a Highways Design Technical Working Group on 2nd November. DF would update the forum at the next meeting on when wider stakeholder engagement would commence.

AW advised that improvements should not be based on current use, which was impacted on by the existing layout, but on future use when access could be improved.

MH agreed with AW on the need to look at future use.

DF explained this was the case with part of the discussion on new cycle routes.

AWR suggested a light controlled crossing would be an effective improvement, especially for cyclist.

Action: DF invite National Highways to next SLAF meeting.

9. West Suffolk Council Green Infrastructure Strategy Workshop

DF advised of a meeting by West Suffolk Council on 5th November to develop a Green Infrastructure Strategy.

Action: DF to send invite round for CP to attend, if free.

10. Public Question Time

There were no public questions.

11. Any Other Business

CP advised there were some PROW improvements she had identified in the Brantham area which she would like to feed back to AW. AW advised he'd be very interested in any ideas.

MH advised the forum of a new guide for walking on the Deben Peninsular. MH also advised there had been no further developments by the East Suffolk Lines for new station to station cycle routes.

MH also asked if there was any progress on RB38 at Ipswich waterfront. AW advised he would escalate this as it was time to resolve the matter.

Action: AW to escalate the continuing denial of access on RB38.

DF advised the forum that Derek Blake had stepped down from the forum.

12. Date of Next Meetings

- 27th January 2022, venue to be arranged
- 28th April, venue to be arranged
- 28th July, venue to be arranged
- 27th October, venue to be arranged

END

DF/SCC October 2021

Suffolk Local Access Forum	
Paper:	LAF 22/02
Title:	Network Rail – Public Rights of Way Level Crossings
Meeting:	27th January 2022
Author/Contact:	Steve Kerr /Andrew Woodin
Venue:	Online via TEAMS

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 in October, Network Rail (NR) have continued to engage with the affected landowners on a financial settlement package and this is now very close to being finalised.

The county council has now received the draft works programme and officers are considering appropriate inspection hold points (points at which the county council as highway authority can inspect the works in progress). This will require input from not just Rights of Way and Access but also from Development Management, the Structures team and Footway engineers, as the works relating to the diversionary route include both the culvert (and associated access ramps), together with the widening of the footway alongside Stowmarket Road.

SCC has clarified with NR that they will be responsible for maintenance of the culvert and approach ramp structures and as part of the s278 agreement (yet to be completed), the railway operator will also be responsible for maintaining all of the route for a period of 18 months, following the completion of the highway works. As a reminder, these works not only include construction of the culvert and approach ramps, but also of the diverted path south of the railway corridor and the widening of a stretch of the footway alongside Stowmarket Road. The county council has not yet been advised of a start date, but officers have emphasised to NR the importance of concluding the s278 agreement, which requires all the highway works to be listed within it, together with the necessary inspection hold points.

General/Countywide

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

At the last catch-up meeting with NR held on 3 November, NR advised it was confirmed that Taziker had been chosen as the contractor to deliver the TWAO works for both the Suffolk and Cambridgeshire Level Crossing Reduction Orders.

As advised at the last Forum meeting, going forwards NR intend to introduce the contractor to SCC and share their works programme.

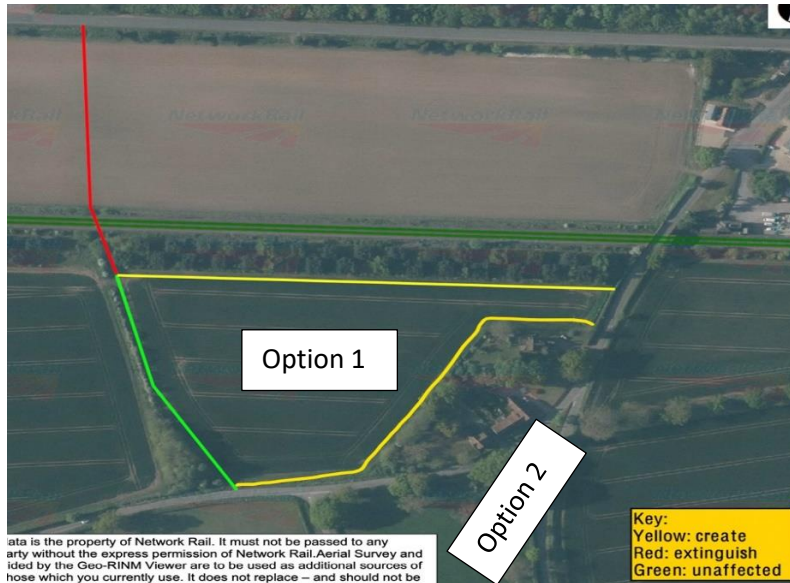
Commuted sums will be agreed with SCC once the contract is underway and individual costs of relevant items are known.

At the meeting SCC enquired as to likely duration of the project. NR advised that in total, their draft programme spans over a year in duration due to the need for land manager consents, and discharge of planning obligations, that need to be obtained prior to any physical works taking place.

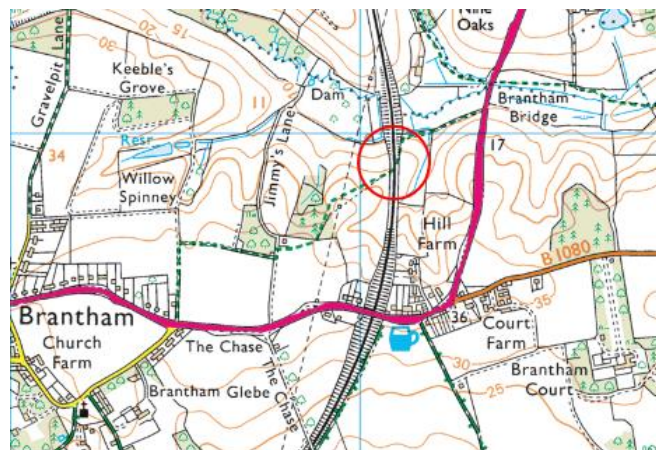
As advised at its July meeting, SCC has now appointed a Rights of Way consultant to process both the Higham and Brantham rail crossing orders.

Footpath 1 Higham (High Bridge)

Since the Forum's last meeting, SCC's consultant has approached the landowners to gauge their views on the diversion options (see below) and a meeting is to be arranged with her to establish the latest position.



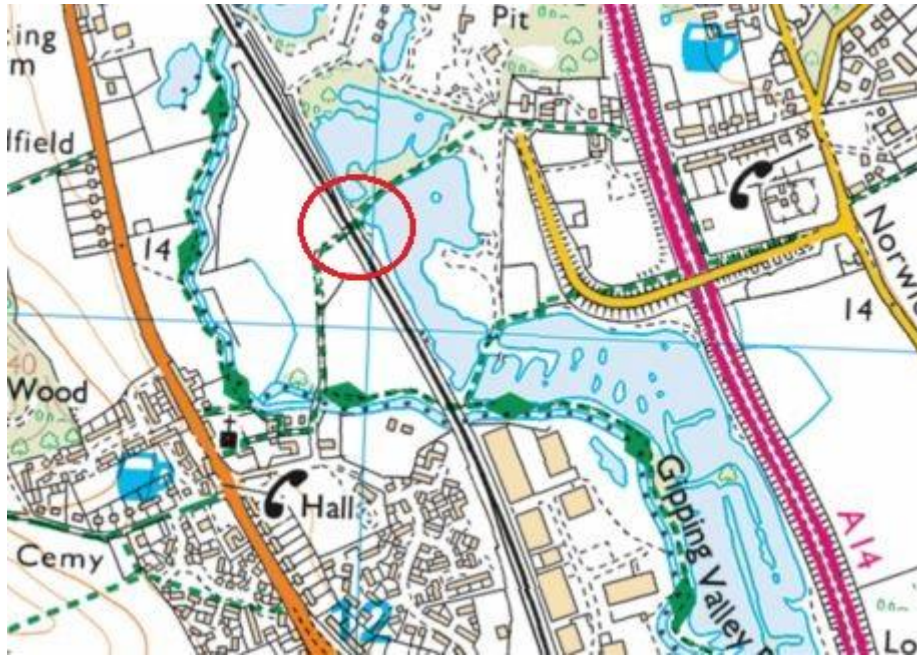
Footpath 6 Brantham (High Bridge)



Since the Forum’s October meeting, there has not been any further progress on the above case and SCC awaits receipt of the completed Rail Crossing Extinguishment/Diversion Order application from the railway operator.

Barham FP12 (Broomfields)

Following the necessary tree/vegetation clearance works, the temporary closure has now been lifted. SCC is, however, aware that NR would still like to permanently divert the FP crossing.



Byway Open to All Traffic 38/Restricted Byway 38A Ipswich (New Cut West, Ipswich)

1. Byway Open to All Traffic 38 (BOAT) Ipswich between Dock Street and Bath Street allows for all use, including public motor vehicles. South of Bath Street, the route is recorded as Restricted Byway 38A Ipswich for 130 metres. This status allows for use by all but public motor vehicles. The land is owned by Associated British Ports (ABP). See attached location plan. Both routes have a recorded width of 12.1 metres.

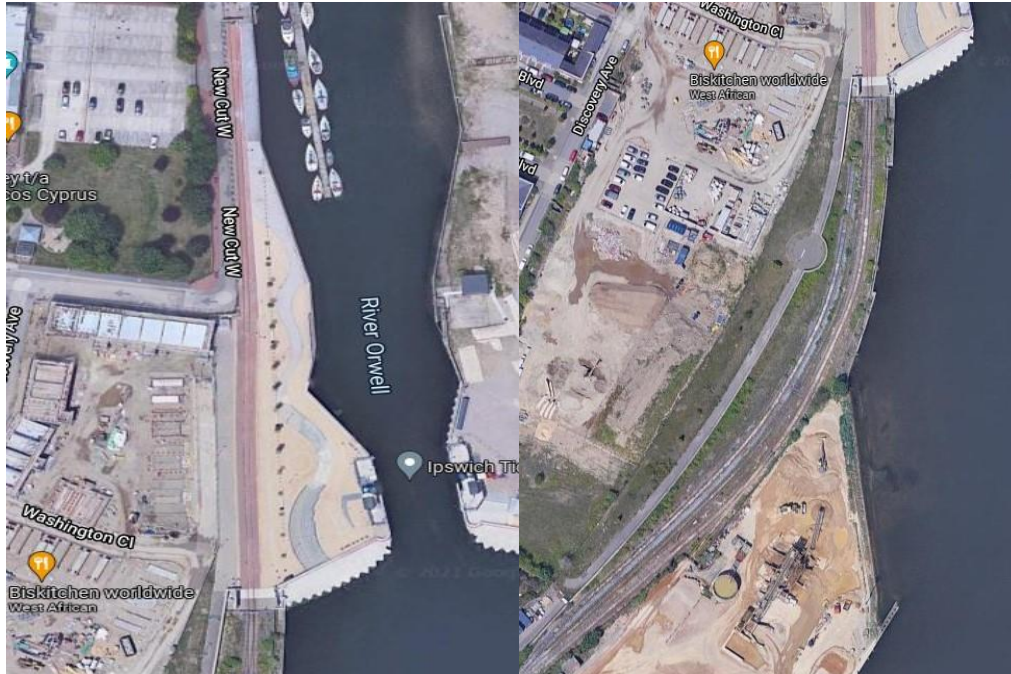


2021-03-18
BY38.RB38A Ipswich

2. Ipswich Tidal Barrier – the flood scheme works created new land on the river side of the railway including a public viewing area, benches, cycle racks and a performance stage. When works started, the area was blocked off by hoarding, authorised by a hoarding (scaffolding licence), granted by Suffolk Highways. See google imagery below.



3. Parts of BY38 and RB 38A are coincident with the operational railway, which serves the Brett Aggregate plant at Griffin Wharf. The commercial contract is of high value. The southern end of RB38A connects to a cycling facility that leads into the adjacent Persimmon development. This facility is not yet available to the public and is blocked by fencing and warning signage but is intended to link through the development to Wherstead Road. See images below.



4. On 11 July 2019 SCC was invited to attend an onsite meeting to discuss the issues with rail movements, public access and the installation of a fence around the railway. Other attendees included Strutt & Parker (ABP's Land Agents), and representatives from ABP, Network Rail and DB Cargo, as well as Carlos Hone from IBC. A further meeting was held the following week with Brett Aggregate. At the initial meeting it was

agreed that ABP would look to fence off the railway with a temporary fence and supply SCC with their initial designs. It was agreed that erecting posts around the boundary of the railway was the preferred option, with a retractable reel of warning tape/rope which could be pulled by a banksman from one end, attached temporarily to the top of the posts, thereby allowing public access when there were no trains, and closing off the railway only along the length of railway when used. This was considered preferable as it would leave the site open and avoided the possibility of trapping people against a fence. However, ABP subsequently contacted SCC to advise they were now looking at a permanent fence solution. SCC advised the highway authority did not have clear powers to authorise a permanent fence within the extent of the PROW highway for this purpose. In the circumstances, however, and in the absence of any immediately viable alternative option SCC agreed to proceed, as long as ABP entered into an indemnity agreement with SCC to cover all potential liabilities and its costs, should a legal challenge arise to the continuing existence of any barriers and SCC's tolerance of them. It was made clear that should SCC receive a clear challenge that it did not feel it could defend, SCC may be left with no choice than to demand any barriers be removed.

At the point the works were completed, approximately 18 months ago, ABP requested the hoarding remain in place, based on health & safety concerns on their part, and that of the railway operator franchise (DB Cargo Freight). It is their view that the expected increase in public access means the railway no longer complies with health & safety requirements as it is too exposed to the public. In order to continue to safely operate the railway, ABP retained the timber hoarding around the railway, excluding the public from the area. The scaffolding licence has been in place since 01/12/18 and following its extension by ABP, now expires on 18/02/22.

5. On 16 October 2020 ABP expressed concern that, in light of expected future increases in train movements (partly linked to the Sizewell C development), the proposals that were discussed previously would, again, not be workable in the medium to long term and were therefore investigating alternative options.

6. On 16 November 2020 SCC officers held an online meeting with ABP and their agent. The outcome of that meeting was that ABP would investigate the following and report back to SCC.

- The erection of a permanent fence, with crossing points to the public open space (POS) was still the favoured option for ABP but SCC again emphasised the need for this to be a legally authorised structure, as otherwise this could be considered an obstruction within the 12.1 m wide highway.
- An application to SCC for a stopping up at Magistrates Court (s116 HA1980) – ABP to take legal advice and make the case to SCC for a potential partial stopping up of part of BOAT 38 and Restricted Byway 38 Ipswich. If SCC agreed to proceed, ABP would need to appoint a lawyer to act on its behalf and pay all its costs. SCC would expect a

level crossing type access to be provided to the amenity area at Bath Street, as well as at the northern end of the railway corridor.

There does remain some concern however as to what powers might exist to install a controlled crossing point, as even if the stopping up retained some strips of footpath crossing the railway the legal basis to then gate them was not clear. We suggested ABP might wish to investigate powers available to them, but it seems the only option they have would be an HRO (see below). The alternative of a permissive crossing arrangement might not provide sufficient certainty that the stopping up could be safely achieved while maintaining sufficient future public access to a place of public interest.

- ABP to check whether, in their capacity as port operator and landowner, they have their own powers to resolve this eg Harbour Revisions Order (HRO).

7. ABP subsequently requested a further online meeting and this was held on 15 July 2021. At that meeting they advised that their preference was for part of the highway width to be stopped up by way of a Magistrates Court s116 application to SCC, together with the erection of a permanent fence to prevent access onto the operational railway. (Note that if the s116 application is successful, highway rights are extinguished and the land reverts to the landowner, at which point they are entitled to erect a fence or other structure). ABP further advised that they had been in contact with the Marine Management Organisation (MMO) regarding the possibility of addressing the problem by way of a HRO, and whilst this was an option, the MMO advised they had a large backlog of applications and as a result, would not be able to consider an application from the port operator for approximately 2 years.

8. Over the last 2 years SCC has received 3 reports from members of the public regarding the unavailability of the public open space (POS) and the cycling facility.

9. This was subsequently raised with ABP and following further meetings in the latter half of 2021, they have now agreed to allow access to the POS, although the rest of the hoarding will need to be retained.

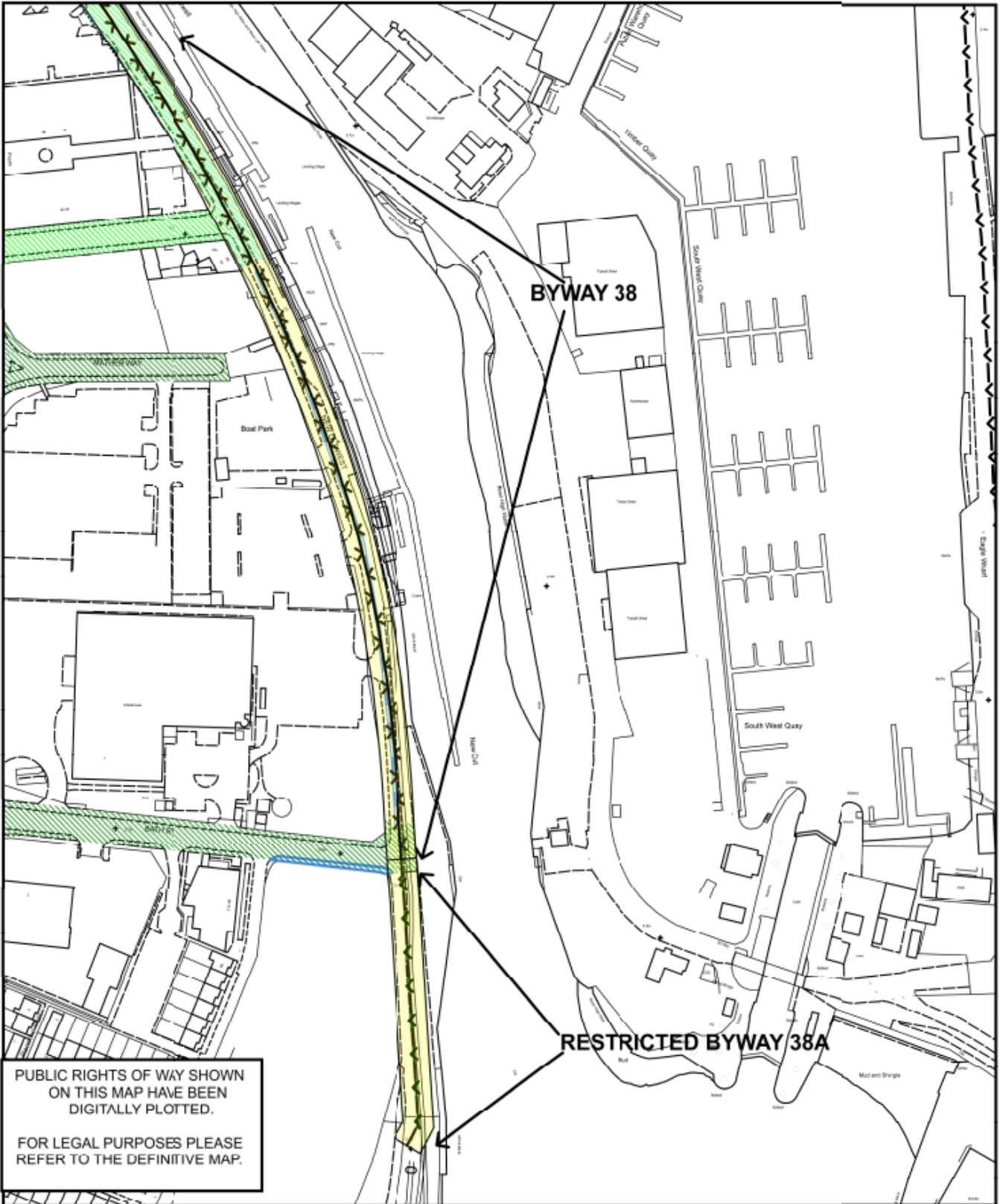
10. Shortly before the Christmas break, officers received ABP's temporary and permanent solution proposals and SCC continues to work with ABP to review and implement this temporary access arrangement and are currently considering their submissions.

END

SK/AW/SCC Jan 2022

Suffolk Local Access Forum	
Paper:	LAF 22/02A – Appendix A
Title:	Network Rail – Public Rights of Way Level Crossings
Meeting:	27th January 2022
Author/Contact:	Steve Kerr /Andrew Woodin
Venue:	Online via TEAMS

Appendix A



BYWAY OPEN TO ALL TRAFFIC 38/RESTRICTED BYWAY 38A IPSWICH



Executive Director of Growth, Highways and Infrastructure
 Endeavour House, 8 Russell Road, Ipswich, Suffolk. IP1 2BX

- Extent of BY38/RB38A (12.1m wide)
- Restricted Byway
- Byway
- Definitive Map Parish Boundary

- Extent of maintainable highways
- Scale 1:1250**



Ordnance Survey MasterMap

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DATE:

Filed at:

Suffolk Local Access Forum	
Paper:	LAF 22/03
Title:	The England Coast Path
Meeting:	27th January
Author/Contact:	Andrew Woodin
Venue:	Online via TEAMS

1. Progress on Establishing The England Coast Path (ECP)

The latest information from Natural England's (NE) on its progress for the ECP in Suffolk and Norfolk is shown on their website. The website progress overview map was last updated on 11th November 2021.

Stretch name	Progress
Harwich to Shotley Gate	Stage 4 and 5: Partially approved (not yet available for public use - work to establish the route is currently taking place on approved lengths)
Shotley Gate to Felixstowe Ferry	Stage 5: Open (not yet available for public use - work to establish the route is currently taking place)
Felixstowe Ferry to Bawdsey	Stage 4: Determine
Bawdsey to Aldeburgh	Stage 4 and 5: Partially approved (not yet available for public use - work to establish the route is currently taking place on approved lengths)
Aldeburgh to Hopton-on-Sea	Stage 4: Determine
Hopton-on-Sea to Sea Palling	Open to the public

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

Stage 4: Determine

After the report has been published, there's an opportunity to comment on the proposals. At this time:

- anyone who wishes to comment can make a representation on the report

- owners or occupiers can submit an objection relating to particular aspects of the proposals

See the guidance about how to comment for more information.

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.

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.

Further information on the England Coast Path can be found [here](#).

2. The Stretches in More Detail

Natural England has provided the following updates around the Suffolk coast stretches.

The right of access to the approved stretch of coast does not come into effect at this stage. Natural England will work with the county council to establish any infrastructure works before an Order is made by the Secretary of State under the 2009 Act to bring the rights into effect.

Natural England, Suffolk County Council, Defra and the Planning Inspectorate continue to work together to ensure much of the England Coast Path is open as soon as possible.

Suffolk Stretches

Harwich to Shotley Gate – Sally Fishwick. Last updated 11.01.22

- Stage 4 and 5 (Determine and Open)
- The Overview, and the compendium of six separate reports (covering individual lengths of coast within the stretch) were published on 22 January 2020. The 8-week period for comment closed on 18th March 2020
- Natural England received 7 objections, to 5 of the 6 individual reports.
- Natural England have submitted their comments on the objections and representations received.
- The Appointed Person visited the stretch in June and will advise the Secretary of State on the Objections.
- Coastal Access Reports 1 and 4 have been approved by the Secretary of State. Work to establish the route can now take place on these lengths.

Shotley Gate to Felixstowe Ferry – Darren Braine. Last updated 11.01.22

- Stage 5 (Open) – but not yet available for use
- All 5 reports are approved by the secretary of state and are available for Suffolk County Council to apply for the establishment grants.

Felixstowe Ferry to Bawdsey – Araminta Adama & Sally Fishwick. Last updated 11.01.22

- Stage 4 (Determine)
- Natural England published proposals on 9th December 2020 and the 8 week period for public comment ended on 3 February 2021.
- 7 objections were received. As stretches are published as a compendium of reports, the absence of objection on 2 of the 6 reports means Natural England expects these 2 reports to progress positively to Secretary of State approval which would then allow Suffolk CC to undertake establishment works.
- Natural England are currently writing their comments on the objections and representations received.

Bawdsey to Aldeburgh –Jonathan Clarke & Darren Braine. Last updated 11.01.22

- The report was published on 3rd of February 2021 and closed for public comment at midnight on 31st March 2021.
- The Planning Inspector ruled the objections were admissible.
- Natural England will now undertake administrative processes around the objections and representations received and pass them on towards the end of 2021 to the Planning Inspectorate and Defra (respectively) for their review and consideration.
- Coastal Access Report 3 has been approved by the Secretary of State. Work to establish the route can now take place on this length.
- No schedule is yet set for the Planning Inspectors visits. (likely to be first half of 2022).

Aldeburgh to Hopton-on-Sea – Sally Fishwick. Last updated 11.01.22

- Stage 4 (Determine)
- Natural England published proposals on 29th January 2020. The 8 week period for public comment, closed on 25th March 2020.
- 23 objections were received, to 1 of the 6 individual reports. As stretches are published as a compendium of reports, the absence of objections on 5 of the 6 reports means Natural England expects these will progress positively to Secretary of State approval, which would then allow Suffolk CC to undertake establishment works.
- Natural England is currently writing their comments on the objections and representations received.

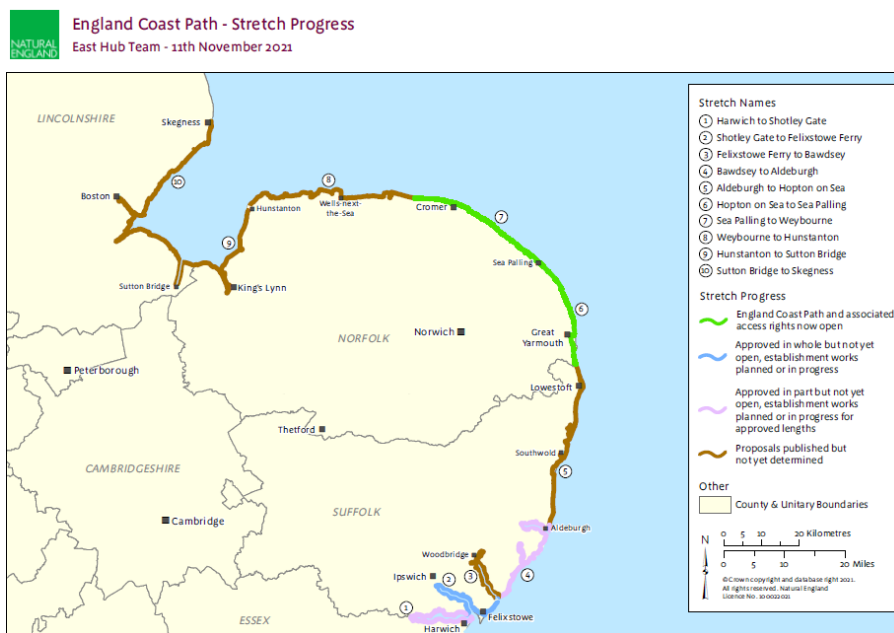
At the October meeting members were advised the county council had approved the recruitment of an England Coast Path project officer, funded by Natural England. The subsequent recruitment round was unsuccessful, and with Natural England's agreement

the post's contract has been extended from two to three years and it is being readvertised this month.

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

Resumption of discussions with Essex and Norfolk County Councils on establishing a trails partnership await further progress on establishing the coast path in the east of England.

4. England Coast Path – Progress Map for the East



END

AW/SCC January 2022

Suffolk Local Access Forum	
Paper:	LAF 22/04
Title:	Suffolk Energy Schemes
Meeting Date:	27th January 2022
Author/Contact:	Andrew Woodin
Venue:	Online via TEAMS

1. Sizewell C

The Secretary of State has agreed the request by the Planning Inspectorate to extend the reporting period by 6 weeks. Normally, PINS had a duty to report its recommendations to the SoS no later than 3 months after the close of the hearing -the 14th January. However, this has been extended to the 25 February 2022 because of the amount of material and non-material changes (22) submitted during the examination phase, which required significant additional resources and unexpected health issues during the reporting period that have caused delays to report writing.

This extension is unprecedented in the NSIP world. This will mean that we can expect a decision from the SoS at the earliest by 25 May 2022 – 3 months after the report is submitted. There is the possibility of a delay in the SoS publishing a decision as is the case for EA1N and 2.

In the meantime, design work for the highways works continues, namely the link road, 2 village bypass, and a plethora of junction and traffic management schemes. These all involve existing or proposed public rights of way and staff time will be required for this process; funding provided by SZC. We are currently assessing the future work commitment that will be required for all aspects of this development.

2. East Anglia One North and EA2 offshore windfarms with onshore infrastructure

The SoS was due to publish his decision by the 6th January 2022 but has now set a new deadline of the 31st March 2022. He also started a second round of consultation for the unresolved issues which included flooding which SCC had raised. In the meantime during the last 6 months, SPR has been carrying out ground investigation works at locations along the cable corridor and substantially at the proposed substations sites at Friston.

3. East Anglia 3 offshore windfarm with onshore infrastructure

This application was approved in 2017 and SPR have been preparing and consulting with the county council on plans relating to the highway and site access management as required by the DCO permission. It is expected that approval for these will be granted in early summer, enabling works to commence.

4. SEAS – National Grid offshore link from Suffolk to Kent-onshore cable corridor, new converter station and connection to Friston NG substation (if approved as part of EA1N &EA2 application)

National Grid is developing proposals for a high voltage undersea electricity link between Suffolk and Kent and has sought pre-application comments from the county council. This would require a connection from a NG substation (possibly Friston) to a converter station (location to be determined) and a landfall site. This is at an early stage and they will be holding a public consultation in summer 2022. Our comments have included:-

- The impact on both the physical and amenity value of the network to be addressed
- The cumulative impact to be considered with respect to all the other energy projects that could be happening at the same time
- To agree any temporary closures (process and costs) with the county council

In addition, the applicant has been advised of the principles that we expect them to conform to – Appendix A

The applicant intends to apply using the Town & Country Planning Act and permitted development rights, not as a Development Consent Order (Nationally Significant Infrastructure Project)

5. Nautilus Interconnector -an electrical connection between Belgium and Britain - National Grid Ventures

- Requires a landfall site with cables to a
- New onshore converter station which connects to
- A National Grid substation (assumed Friston)

Pre application comments were sent in August 2020. A further response was submitted in October 2021 (public consultation period) reinforcing the need to carry out-

- Assessment of all affected routes and accurate mapping

- The need to address the impact on both the physical and amenity value of the network
- Considerate management of any temporary closures and minimising disruption
- Consideration of new gains to the PRow network

A DCO application to the planning Inspectorate is expected in 2023.

6. Sunnica

The Planning Inspectorate accepted the Development Consent Order (DCO) application for Examination on 16th December 2021. The county council is now within the pre examination period with the opportunity to make relevant representation regarding the documents that have been submitted. The Planning Inspectorate has three months to prepare for the Examination.

During this time the County Council will be reviewing the documents submitted and providing a response regarding all matters including those relating to Public Access. This includes proposals for additional access requirements and the effects on existing Public Rights of Way.

The DCO application can be found here -

<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/sunnica-energy-farm/?ipcsection=docs>

Note: SLAF will appreciate these projects have very significant impacts on staff resources and its other business priorities. The ROW & Access and county council are considering how to manage these demands, and where developers can contribute towards staff costs in responding to their consultations and applications.

END

AW/SCC January 2022

Suffolk Local Access Forum	
Paper:	LAF 22/04A – Appendix 1
Title:	Suffolk Energy Schemes
Meeting Date:	27th January 2022
Author/Contact:	Andrew Woodin
Venue:	Online via TEAMS

Suffolk County Council – Public Rights of Way and Offshore Wind
Farms with Onshore Infrastructure
General Principles

The impact on the PRow & access network must be recognised and management measures, alternative routes and mitigation for each PRow affected to be agreed with prior to submission of the application. This should consider the physical impact on the PRow and the impact on the quality and enjoyment of the users of those networks.

The Council will also expect the following principles to be adhered to – i.e. landfall site, converter and substation sites and terrestrial cable corridors:-

- Early engagement with the County Council PRow & Access Team to discuss the impact on and management of the PRow & access network
- The Applicant must obtain the Definitive Map and Statement from the PRow & Access Team at Suffolk County Council. This is the only source of the up-to-date record of the PRow.
- A pre and post condition survey must be carried out including identification and assessment of surface condition and with a scope of coverage and methodology to be agreed with Suffolk County Council (SCC) as Highway Authority. This should include pre-construction work where PRow might be used to gain access to the corridor and reinforcement works might be required prior to use by vehicles.
- Where impacted by the works, any PRow will be restored to original condition or to a condition agreed with SCC - where there are existing defects, the applicant should agree restoration measures with the County Council.
- Where PRow cross the cable corridor, haul road, access tracks and other sites, the surface must be kept in a safe and fit condition at all times for all users.

- Pre-construction works must not obstruct or disturb any public rights of way (e.g. new fencing, archaeology surveys etc) unless otherwise agreed with SCC. Management measures or temporary closures will need to be applied for, to SCC.
- Public rights of way that are used for any stage of construction access should remain open, safe, and fit for the public to use at all times with management measures put in place with the agreement of the County Council.
- Any temporary closure of a PRow must be agreed with the County Council and the duration kept to the minimum necessary
- An alternative route must be provided for any public right of way that is to be temporarily closed prior to closure.
- The location of alternative routes to be agreed with the Council.
- Any alternative route must be safe and fit for the public to use at all times – suitable surface, gradient and distance with no additional road walking between the natural destination points.
- Any temporary closure and alternative route will be advertised in advance on site and in the local media, and to the local parish councils including a map showing the extent of the closure and alternative route – process and cost to be agreed between applicant and SCC.
- There will be no new gates or stiles erected on any public rights of way that are impacted by the cable corridor and any other associated site.

Suffolk Local Access Forum	
Paper:	LAF 22/05
Title:	RLAF Reports 13th January 2022
Meeting:	27th January 2022
Author/Contact:	Barry Hall
Venue:	Online via TEAMS

Hertfordshire LAF 5/1/22

HertsLAF has held 4 public meetings in 2021 all via Zoom. An attempt in December to do a joint Zoom and attendance in person was cancelled because of venue restrictions.

There was a field trip in November and another is planned for February.

Communication between LAF members/the public/officers of HCC has all been via Zoom.

We managed to recruit a new member, although one member has resigned.

The main issue facing the ROW service (other than staff recruitment and retention, and covid) is the development of 10 thousand new homes, over a large area in East Herts which will encompass 7 villages and include several existing ROWs.

Several other significant new developments are also in the pipeline.

The review of PTROs has been delayed several times and is now seen by LAF as a priority.

HCC has allocated a sum of money to ROW team as part of its Covid recovery plan which has resulted in employment of 2 fixed term Project Officers.

Liddy Lawrence
HertsLAF chair

Norfolk LAF

Current issues and actions are

- NLAF continues to operate a PRow subgroup which involves representatives of CPRE, OSS, RA and U3A. In September, we planned a meeting between the NLAF Chair and Vice Chair and selected NCC officers to discuss enforcement and DMMO issues informally in more depth; in the event, I was unable to attend, but Martin did and it was agreed all round that it was very useful - we have since planned to meet on a 6 monthly basis, each meeting taking a single topic to explore. We also continue to have a close liaison with Broads LAF which assists

in dealing with overlapping issues, such as the problems with rights of way on riverbanks which have eroded away, and therefore legally lost.

- NLAFF continues to monitor the NCC Norfolk Access Improvement Plan (NAIP), which incorporates the Rights of Way Improvement Plan, though a dedicated subgroup. A specific decision has been to examine those issues in the NAIP that haven't been started.
- We are pleased that NCC has appointed a member of staff to follow up on the links with the Norfolk ALC, which in turn was building on outcomes from the 4 Parish Paths Seminars held in recent years. However, Norfolk ALC has had a change of leadership and NCC has its own priorities, so we are reviewing how this is working to ensure that NLAFF objectives are not lost.
- The Secretary of State has ruled against the proposals made by NLAFF regarding the Hunstanton to Sutton Bridge section of the England Coast Path. We still await a decision regarding the Weybourne to Hunstanton section.

Ken Hawkins

Norfolk Local Access Forum Vice Chair

LAF report from Cambridgeshire – Dec 2021

We have still not been successful in making contact with Peterborough LAF and we suspect they are not functioning.

We aimed to have a hybrid meeting in November, but so few wanted to travel to the venue that it was held virtually again.

We are finding it difficult to respond to the huge number of consultations we receive, and sometimes are forced to send a generic response.

Our big concern is the tarmacking over of existing bridleways to form cycle routes into the city.

As Rights of Way come under the jurisdiction of Highways, tarmac is their first response. This, together with the Government money for cycle routes, makes objection difficult.

Often, the routes are said to be for pedestrians and cyclists, omitting horse riders from their consideration. Fortunately, we have a very strong equestrian contingent on our LAF who make it known to all and sundry that bridleways are also for horses, and they don't like tarmac (nor do pedestrians). It is a continuing battle.

We are currently trying to get through to Homes England about making a Southern Access route to Northstowe available for horse riders.

Although the A14 has been completed, a number of bits of the old road have still not been satisfactorily handed over to the CC.

We have noticed a much greater presence of Councillors at our virtual meetings that at previous physical meetings.

Yesterday, my Vice-Chair (a keen Rambler) and I went to talk to the new General Manager at Wimpole about the increase in charge from £2.50 to £18 for non-members to access their parkland and the ROW that go through it, including the Wimpole Way. She says the more letters she receives about it, the better

On a private note, our youngest son is taking a top job with the Ramblers' Association in January, which might be a useful contact in the future.

Mary Sanders

Chair

Central Bedfordshire and Luton JLAF Report

1. East West Rail - CBC has had internal meetings and meetings with East West Rail representatives about various aspects of their proposals. East West Rail are still working on a number of proposals for the route and have now accepted that getting interconnectivity for proactive travel is an important aspect of the scheme. CBC likely to produce a ROW network map for East West Rail.

2. ROW Resourcing - At the last meeting we reported that we have had some success with CBC regarding additional resource for the Definitive Map function. One new additional Definitive Map Officer has been appointed. In addition, an additional Area Rights of Way Officer will be appointed early in the New Year making 4 Area Officers. The Area ROW Officers will be supervised by a Highways Custodian who was previously a ROW Officer.

Still no ROW/Definitive Map Officers in Luton. They are currently looking to hire a Technician and part of his/her role will be looking after the ROWs in Luton and include responsibility for the Definitive Map. Luton BC are also looking at the possibility of working with Bedford BC to help with preparation of the Definitive Map.

CBC has also allocated additional capital resource to help finance major rights of way projects, e.g. erection of new bridges.

3. ROW Improvement Plan - CBC looking to redraft the ROW Improvement Plan. Previously the plan was included in a wider Outdoor Access Improvement Plan which was implemented by the Countryside Access Service. With the demise of the Countryside Access Service and the splitting up of the access function it has been deemed sensible to have a separate and more distinct Rights of Way plan. JLAF to have a special meeting in January to help decide on the ROWIP contents.

4. Membership - recently appointed two new members - a former planning officer from Luton BC and Bob Wallace who is a member of the Bedford Borough's LAF (he is also Bedford Boroughs LAF's rep on the Regional Group). Bob's remit covers the Marston Vale Community Forest which also spans Central Bedfordshire.

5. Toddington Multi User Group - At the last meeting we reported work on Green Wheels mainly in and around urban areas. A local group (the Toddington Multi User Group) has been established to look at improving access in and around Toddington based on the Green Wheel concept.

Clive Beckett, Chair Central Beds and Luton Joint Local Access Forum

Louis Upton, Deputy Chair Beds and Luton Joint Local Access Forum

Suffolk Local Access Forum Report January 2022

There have been two SLAF meetings since the last regional LAF.

- We have had a presentation by the Principal Planning Officer for Babergh & Mid Suffolk District Councils with examples of some relevant planning applications where access had to be considered.
- Network Rail gave a presentation on where they were with closure of railway crossings, particularly the long running saga at Needham Market and those approved by the Secretary of State following the TWAO Inquiry.
- Energy schemes are quiet now as the Sizewell C Inquiry is now finished at the Planning Inspectorate are currently writing their report for submission to the Secretary of State. This is delayed due to late changes submitted by EDF during the hearings. Results of the Friston sub-station Inquiry is also awaited. Because of the increasing applications for solar farms, SLAF in association with the Green Access Team are working on a position statement setting out points that they would expect applicants to consider prior to submission.
- Highways England two possible alternatives for improvements of the A12/A14 interchange at Copdock. However, until more detailed information is available on the effect to grow's it is difficult to make detailed comments. It is understood the HE is also looking at the A11 Fiveways roundabout near Mildenhall. HE will be giving a presentation at the next SLAF meeting later this month.
- England Coast Path. Several sections in Suffolk have now been signed of following the appeal process. As part of the funding package from Natural England, Suffolk can employ a Project Officer to work with contractors to carry out the establishment works.
- In October I presented the SLAF 2020/2021 Annual report to Suffolk County Council Cabinet meeting. This was well received by the members who recognised the work done by SLAF members but also that of the Green Access and Rights of Way teams that made sure countryside access was available to residents and visitors to the county.
- Looking forward, we will be looking to produce a position statement for planning authorities regarding green access routes within new developments,

whether the new announcements on agricultural subsidy reforms will allow more public access and SCC will be looking for some new members to join SLAF.

Essex LAF

1. ACCESS FOR ALL - Photo Trails & paths in general

- Our 10 August ELAF meeting was an external on-site tutorial meeting on how to do a "photo trail" led by Rowena, an ELAF member who is also a wheelchair user. A very interesting meeting which caused us to look at paths in a different way – a humped-back bridge that appeared no problem required supplementary manual push-power for Rowena's motorised wheelchair!! We concluded that doing a photo-trail takes a considerable amount of time and is not at all the same as trying to get paths made all-user friendly by removing illegal stiles (i.e. stiles not on the legal hard copy definitive map) for example.

2. Digital mapping & cycling

- Shirley Anglin's IT contact has refined and added features to the map based display of temporary closure Orders. It is still work in progress as the orders still have to be added manually.
- <https://www.essexhighways.org/temporary-closures-or-diversions>
- Essex Highways also have the Interactive Map which has a PROW layer. However it does not have a cycleways layer and it also does not show linear Country Parks if they are not also PROWs (e.g. parts of the Flitch Way).
- Kris Radley, the ECC Cycling Strategy lead, was invited to the last ELAF meeting in November. Cycling spend and resource has been concentrated in the main towns / population centres. But there is now a slight move to looking at rural cycling facilities. The government is encouraging local authorities to produce LCWIPs – Local Cycling and Walking Infrastructure Plans and to bid for DfT funding. The encouragement of cycling does not appear to be resulting in any increase in the funding for mending the edges of carriageways and potholes on rural roads. Barriers on cycle routes, if not thoughtfully spaced, can be an impediment to wheelchair, buggy, etc. users.

3. Essex Highways PROW re-organisation

- The main news which has left us somewhat apprehensive is the considerable reduction in staff numbers in the Essex Highways PROW staff. The Essex County Council area had been divided up into 12 "patches" with a PROW Inspector for each patch – although two patches had been without an Inspector for several years. The Inspectors reported to two PROW Highway Engineer line managers. So a total of 14 people. The Inspectors received the fault reports submitted by members of the public, checked the faults and assigned priorities & raised jobs for work to be carried out – or not. The Inspectors also carried out a review (e.g. check on fingerposts, bridges, etc) for each of their Parishes in a 5 year rolling cycle (i.e. not every Parish every year). The Inspectors also supported volunteer groups.

- This structure has now been slimmed down to 7 PROW Officers reporting to 1 line manager i.e. 8 people. The line manager is Shirley Anglin; the two PROW Highways Engineers are leaving. The mantra is that everybody will work smarter with more help being sought from volunteers for small path maintenance projects. The concept is that the volunteers will be “self-starters and “self-managing” and will work more closely with their local PROW Officer. As the backlog of maintenance issues had already built up under Covid, we remain to be convinced that matters will get better. A positive aspect is probably that the PROW team is now no longer tangled with the main Highways team but is again separate.
- Essex Highways / ECC are developing a “path hierarchy” to steer and focus maintenance.

5. INFRASTRUCTURE: roads & railway crossings

- Essex are still awaiting the result of the inquiry into the Network Rail Transport & Works Act Order for the closure of 56 mainly PROW at-grade crossings.
- In November there was another 6 week supplementary consultation on changes that National Highways (was Highways England) had made to the A12 widening & junction improvement scheme. The scheme is between Boreham (J19) and Marks Tey (J25). Sadly no changes had been made based on the PROW requests / suggestions made by ELAF (and the Ramblers) in the earlier statutory consultation that ended in August. The feedback is that (almost) all of these requests / suggestions will have to bid for funding through the Designated Funds scheme. This is very disappointing after all the words about sustainable transport and mitigating historical severance. National Highways' Development Consent Order application is expected this spring / summer. Any advice on how to apply for Designated Funds would be welcome.

Katherine Evans
 Essex Local Access Forum (ELAF) - Chair
 email: chairman.essexlaf@gmail.com
 12 January 2022

END

BH – January 2022

Suffolk Local Access Forum	
Paper:	LAF 22/06
Title:	Draft Solar Farms Position Statement
Meeting:	27th January 2022
Author/Contact:	Alexandra Maher
Venue:	Online via TEAMS

The last couple of years have seen a significant increase in the number of planning applications being submitted for solar farms in Suffolk. These tend to be large scale sites in rural areas and are often bordered and crossed by public rights of way (PROW). We have drafted a general position statement in relation to PROW that can be submitted with responses to planning applications and have adapted it for use by SLAF. The draft statement is set out below for review and comment by members:

Suffolk Local Access Forum
Public Rights of Way and Solar Farms - Position Statement

Local Access Forums are independent bodies established by the Countryside and Rights of Way Act 2000. Suffolk Local Access Forum's (SLAF) role is to advise Suffolk County Council (SCC) on matters relating to rights of way and countryside access. They are also statutory consultees to other organisations including Network Rail, Highways England and Natural England. SLAF's members represent a range of interests, and all are volunteers.

Public rights of way (PROW) are an important part of Suffolk's landscape and are legally protected. The National Planning Policy Framework specifically refers to PROW at paragraph 100, stating that "Planning policies and decisions should protect and enhance PROW and access..."

PROW are divided into the following classifications:

- Public Footpath – only for use on foot or with a mobility vehicle
- Public Bridleway – as per a public footpath, and on horseback or by bicycle
- Restricted Byway – as per a bridleway and by a 'non-motorised vehicle' e.g. a horse and carriage
- Byway Open to All Traffic (BOAT) – as per a restricted byway and can be used by all vehicles

All recorded PROW are shown and described on the Definitive Map and Statement, together forming the legal record of all currently recorded PROW. They are available to view as PDFs divided into parishes at <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/view-definitive-maps-of-public-rights-of-way/>. There may be other PROW that exist which have not been registered on the Definitive Map. These paths are either historical paths that were not claimed under the National Parks and Access to the Countryside Act 1949 or since, or paths that have been created by years of public use.

In 2019 SCC declared a climate emergency and stated the ambition to achieve net-zero carbon emissions by 2030. In 2020 SCC published the Suffolk Climate Emergency Plan which documents priority actions all public sector partners can take in order to achieve that goal. At SLAF we also understand the need for greener ways to generate power and are happy to work with organisations to enable this process whilst protecting and enhancing our natural environment. Our position in relation to PROW and solar farms in Suffolk is as follows:

1. Early contact and discussion with the Green Access Team at SCC is essential to allow for best practice to be followed in developing new sites.
2. Applications for planning permission should include full information about PROW in and around the site, including a plan showing the local PROW network and how it interacts with the proposals. They should also include full information about the cumulative effects of other similar applications and sites in the area.
3. We require that a full PROW search (including for claims and anomalies) is carried out and the digital data is obtained and plotted on site plans. This includes details recorded on the Definitive Statement and any legally recorded widths. For information about this, and to enquire about fees contact DefinitiveMaps@suffolk.gov.uk
4. PROW must remain unobstructed at all times, i.e. no barriers or gates may be erected, and management measures should be put in place to enable PROW to remain open during construction. If closures are temporarily required then the appropriate permissions must be applied for from the Rights of Way & Access Team at SCC. More information can be found at <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/rights-and-responsibilities/>
5. All PROW must be protected on their legally recorded alignment both within and around the site and must be accommodated within wide green corridors. Any new planting proposed as screening should be of mixed native species and a minimum of 10m from the edge of the PROW. This is to ensure routes remain well-lit and ventilated and do not create a corridor effect. The length of time it will take for new planting to mature and the impact on the user experience during that time must be considered. Planting should not be allowed to grow any taller than 1.8m. Future cutting and

maintenance of hedges, trees and the corridor strip also needs to be taken into account from both a financial and access perspective. SCC may seek a financial contribution for the maintenance of green corridors unless an alternative agreement is in place. The siting of access tracks outside the fencing could be considered, as per the example shown in Image 1 below:



1 - L-R tree belt - public footpath - grassed solar farm access track - hedge planting – low-level wire fencing - solar arrays

6. In limited circumstances it may be possible for a PROW to be diverted if a development cannot otherwise take place. However any diverted route must be no less comfortable and convenient for users and mitigation for any impact such as loss of views etc will be required. Diversion options must be discussed with the Green Access Team at SCC and the appropriate legal process followed. Plans should seek to avoid 'dog-leg' alignments and retain desire lines.

7. For fencing, the use of open mesh is preferable. Close boarding or metal palisade type fencing are too intrusive in the landscape and create unpleasant and intimidating alleys, even if used on a relatively wide path. Metal palisade fencing with spikes on top should particularly be avoided anywhere used by horse riders, as it poses a particular hazard. Any fencing should be screened with planting on the PROW side of the fence with reference to the requirements in paragraph 5 above. Fencing must not be above 2m in height.

8. The effect of glint and glare on users of PROW must be properly considered. This is particularly relevant in the case of PROW that may be used by horse riders. The British Horse Society has produced guidance in relation to solar farms (available to download at <https://www.bhs.org.uk/advice-and-information/free-leaflets-and-advice>) and recommends that arrays should be avoided where glare is likely to effect users of an equestrian route.

9. Where site access tracks will intersect with PROW, particularly during construction, the safety of people using the PROW must be ensured. Management measures must be put in place to control construction traffic, e.g. employing banksmen, temporary

closures with a convenient alternative route provided etc. All measures must be agreed with the Rights of Way & Access Team at SCC. All efforts must be made to avoid damaging the surface of the PROW, and any damage caused must be rectified at the earliest opportunity so that the surface is commensurate with the use of the PROW (e.g. for a footpath it must be suitable for pedestrians to use it safely, for a bridleway it must be appropriate and safe for pedestrians, horse riders and cyclists etc.)

10. All structures (including container-style structures) should be sited as far from PROW as possible and should be screened. The noise from inverters may be disturbing to users of bridleways and byways, therefore higher standards of sound insulation on the housing of inverters may be required. Inverters should also be sited as far from bridleways and byways as possible.

11. Drainage provision must be taken into account to prevent potentially serious effects on PROW through and immediately adjacent to the site, and for some distance away depending on drainage patterns, outflow, and the terrain.

12. Potential loss of amenity value to users of the PROW network generally must be considered, with views of open countryside replaced with hedged paths, restricted views over the landscape, and the visual impact of solar farms both close up and from a distance. Mitigation measures such as wider enhancements to the local network (including the creation of new PROW) may be required, particularly in larger scale solar farm proposals. In some instances new PROW can be created and this option should be explored.

Further information about the Suffolk Local Access Forum can be found at <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/suffolk-local-access-forum/>

END

AJM – January 2022