

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	26th January 2023, 2-4pm
Author/Contact:	Anna McGowan
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

			Paper No.
1.	14:00	Welcome, apologies and housekeeping	
2.	14.05	Minutes of previous meeting	LAF 23/1 - BH
3.	14.10	Declaration of interest	
4.	14.15	NSIPs Presentation by Phil Watson	
5.	15.00	Network Rail – Public Rights of Way & Level Crossings	LAF 23/2 - SK
6.	15.05	Byway 38/Restricted Byway 38A Ipswich Letter to ABP from BH, dated 25 November 2022	LAF 23/3 - SK Appendix 1
7.	15.10	England Coast Path	LAF 23/4 - AW
7.	15.15	Energy Schemes	LAF 23/5 - AW
8.	15.20	Resources	LAF 23/6 - AW
9.	15.25	National Highways RIS3	LAF 23/6 - DF
10.	15.30	SLAF paper to RLAF January 2023 Regional LAF	LAF 23/7 - BH Verbal - BH
11.	15.35	SLAF Recruitment	Verbal - DF
12.	15.40	Public Question Time	
13.	15.45	Any Other Business	Verbal - AW
14.	15.55	Dates of next meeting 27 th April, venue tbc	

Suffolk Local Access Forum	
Title:	Minutes of Meeting
Paper:	LAF 23/1
Meeting Date:	27th October 2022, 2-4pm
Author/Contact:	Jennifer Green
Venue:	Seminar Room B, The Hold, 131 Fore Street, Ipswich IP4 1LR

1. Welcome, apologies and housekeeping

Present: Barry Hall (BH) (Chair), David Barker (DB) (Vice Chair), Margaret Hancock (MH), Suzanne Bartlett (SB), Clare Phillips (CP); Gordon Merfield (GM); John Wayman (JW); Roland Wilson (RW), Monica Pipe (MP), Joanna Spicer (JS)

SCC Officers Present: Andrew Woodin (AW), Steve Kerr (SK), David Falk (DF); James Pickerin (JP), Jennifer Green (JG) minutes.

Apologies: Jane Hatton (JH); Anthony Wright (AWr); Cllr James Mallinder (JM); Susan Mobbs (SM)

This meeting was preceded by a morning site visit to Ipswich Waterfront public Open Space Byway 38/Restricted Byway 38A

BH welcomed everyone at the meeting

2. Minutes of previous meeting

The minutes of the meeting held on 27th October 2022 LAF 22/22, were reviewed, and agreed, with the following updates: -

BH advised he responded to NR about Higham; action done

ACTION 12: BH advised a followed up from Action 12.

ACTION: AM to send GM link for commons and village Greens

ACTION 6: AW advised holding off SCC overview of SZC and further energy schemes until January 2023

SK noted an error with spelling of Tim De-Keyzer.

Minutes accepted

3. Declaration of interest

There were no declarations of interest.

4. Network Rail – Public Rights of Way Level Crossings

Needham Market Gipsy Lane

SK advised he attends programme board meetings every 2 weeks.

SK gave an update on compensation negotiations which were nearly concluded with exchange of contracts imminent.

SK stated NR contractors would complete road safety audits under a s278 with widening of the pavement for pedestrians on Stowmarket Road. Contractors are ready but cannot start works until legal agreement signed.

BH asked when works are signed off would there be a start date.

SK advised that negotiations are taking time and delivery of works would mean negotiating access to landowner's land. Projected start date likely to be next month with communications locally prior to start date.

SK stated there will be a memorial plaque erected at the culvert in memory of Mrs Macfarlane.

Footpath 1 Higham

SK thanked SLAF for their support with diversion.

SK confirmed no objections and therefore would proceed to legal order making at the beginning of November.

Footpath 6 Brantham

SK stated that NR are advised to apply for an extension to the current temporary PROW closure as the current temporary closure expires on 30th March 2023 otherwise FP6 would need to be reopened.

CP stated there had been residents' complaints about the level crossing re-opening due to sound of train horns. Problem with the level crossing being closed is that walkers must walk on the road. CP added the crossing and PROW had not been widely used.

SK added the chair of the parish council had no objection to the PROW being extinguished.

AW asked SK if notices/signage were displayed at the junction to advise level crossing is closed.

JS asked if there was a policy for signage when PROW were closed.

SK advised that if a PROW was diverted or extinguished then a works certificate is prepared listing the required works and signage/waymarking requirements and an order confirmation notice is posted on site, but it was impractical to post information further afield.

AW advised the location of signage could be reviewed.

CP asked about adding information on PROW closures on an app.

DF advised closures can go onto the Discover Suffolk app.

BH asked do we extinguish The Chase to Brantham Bridge?

SK advised Western section of FP will be circular walk.

ACTION: SCC to consider additional information/notices at FP terminal points leading to Brantham Bridge.

ACTION: SCC to monitor NR temporary closure.

Byway 38/Restricted Byway 38A Ipswich

SK explained the challenges facing connecting the southern end of RB38A to the cycling facility and onward connections to Wherstead Road. SCC were looking at options including creating a PRoW to link through a development site to link to Wherstead Road.

SK explained that street lighting was almost ready to be turned on which would allow hoarding to be removed and Heras fencing installed around the footprint of the railway tracks. This would allow the Public Open Space (POS) to be opened up, whilst complying with the Office of Rail Regulation requirement to allow the train to shunt back into the POS.

BH asked if medical centre was built would that provide a cycling link to Wherstead Road.

SK advised there was a planning condition for the cycling link to be adopted but the original intention was to link to the medical centre, which was subsequently dropped from the development scheme. To create a usable link would mean crossing land in more than one ownership and addressing a significant drop in ground level, which would require significant funding.

JS thanked SK for the morning site visit to the Ipswich Waterfront to see the public open space.

JS questioned the appearance of retaining Heras fencing alongside the railway corridor, which is only required for safety reasons, to address current train movements once a month and asked if a Harbour Revisions Order could be used instead, as has been successfully used on the other side of the waterfront at the Anglo Norden timber yard. JS suggested the Hera fencing would be unsightly and asked that consideration be given by ABP to installing more aesthetically pleasing fencing more suited to a public open space.

SK advised the Hera fencing was a temporary measure.

AW advised that the forum could write to IBC and ABP and lobby to gain a better solution.

BH agreed to write to ABP, copy to IBC and request they reconsider the fencing options.

RW agreed the main aim is to open the public space and agree a permanent solution, but this should not be the cause of another 2-year delay.

SK advised temporary Heras fencing does not need a planning application and ABP have proposed a permanent wicket fence, as part of their permanent solution. As a permanent proposal the wicket fence will need a planning application.

MP asked if there is only one train a month or a possible increase in frequency, adding that the tracks can present a hazard.

SK advised train frequency is likely to increase and added that ABP have proposed a formal level crossing by the junction with Bath Street, which will include low picket fence and wicket gates. SK added that train shunts took place very early in the morning when the area would not be busy.

GM suggested fencing could be vandalised.

JS stated that a low wall or fence was an issue and parties need to look at the use of a Harbour Revisions Order.

BH agreed.

MH advised every effort must be made to avoid any further delays.

RW stated the morning site visit had been very useful in understanding the context of the situation.

Members thanked SK for leading morning site visit.

ACTION: SLAF to write to ABP cc'ing IBC and SCC.

5. England Coast Path

Natural England inspectorate had approved 5 stretches. Once all sections were approved SCC would undertake works.

Recruitment for project officer had commenced with interviews in November

Regional trail lead officers for Norfolk, Suffolk and Essex had met and in agreed in principle to create a regional long-distance trail to extend from Kings Lynn to Gravesend Ferry. That now required political sign off.

BH asked when the first stretch would to be delivered on the ground.

AW said that had not been decided but works would focus on sections rather than a full stretch.

6. Energy Schemes

AW advised members they would learn at their January meeting, with a dedicated site visit and afternoon presentation on energy projects.

Sunnica

AW advised the Sunnica public examination started in September with a site visit on 29th September. SCC, with West Suffolk Council and Cambridgeshire Council had submitted a Local Impact Report as to what the impact from the development would be, including the visual impact of the development.

AW stated the proposal from the applicant is to use permissive paths to mitigate loss of views, but this was not acceptable, and SCC were looking at permanent public access to mitigate the impact of the development and provide a legacy of development with permanent off-road cycle links.

BH asked about timescales to start inspection.

AW advised it would be months.

Sizewell C

AW stated the proposal had been approved by the Secretary of State, it is expected a judicial review will be made.

AW stated SZC Co undertaking preparation work on habitat mitigation strategy including a boardwalk at Pakenham Fen.

JS stated access to Pakenham Fen was low lying land and grazed by cattle.

AW also stated BR19 was now temporarily closed for 6 months for site access to an archaeological survey site. SZC Co will monitor and BR19 will be moved to a field edge.

SB advised she would go on site to look at situation.

AW stated any feedback was very welcome.

EA3

DB spoke about the implications of EA3 and energy schemes on farmers with schemes being pushed through outside the planning process with an impact on stewardship schemes and the impact on PRow unclear.

DB advised that Jo Churchill MP would visit his farm on 28th October to discuss the way this has been handled.

BH stated there was a significant visual impact of EA3 new pylon plans and questioned why an offshore route was not being pursued.

DB advise the new environment secretary was Therese Coffey MP. He would report back at next meeting following the meeting with Jo Churchill MP.

7. SLAF Planning Response

BH advised a response to IBC was submitted regarding Ipswich Garden Suburb (IGS).

DF stated there are 3 main sites at IGS. The Bellway site had a high density of housing compared to the other sites.

DF stated that footpaths were being diverted onto pavements and the northern PROW needed to connect to the new railway crossing bridge.

DF stated there had been a lot of dialogue with IBC regarding the country park

ACTION: DF chase IBC for response to SLAFs response.

8. SLAF Annual Report to Cabinet

BH had presented the SLAF annual report to Cabinet who had supported the report.

BH stated Fen Bridge had opened with a good turnout at the opening event.

JS asked how much did Fen Bridge had cost?

AW advised a standard size bridge cost about £300k-£400k.

JS asked why not use temporary bridges to avoid closures, until permanent structures could be installed.

AW advised temporary structures would also be costly and take funds away from the permanent solution, adding that any structure had to be approved by SCCs Structures Team.

BH asked about accessibility of the new bridge.

AW stated there was a lot of concern regarding the lack of ramps to access Fen Bridge and there was a local campaign to provide ramps. AW stated that the replacement had been like for like, with less steps than previously, and designed to allow ramps to be retrofitted. AW added that ramps would have delayed project further but would be added in stage 2 of the project, for which contributions will be sought. The additional cost for ramps was £30,000-£50,000.

AW explained the difficult decisions SCC must make on funding, with over 3,000 PRoW bridges managed by SCC.

9. Public Question Time

No questions from the public.

10. Any Other Business

JS asked how do you let people know about SLAF meetings?

DF advised the SLAF papers were published in advanced with dates of meetings on the website.

It was stated that the public have attended previous meetings.

DF advised that parish councils used to receive an invitation to a meeting if in their parish, but to date no response had ever been received.

11. Date & Venue of Next Meeting

January 26th at Sizewell B with site morning visit to Sizewell beach with Annette Robinson.

27th April 2023 – venue tbc

27th July 2023 – venue tbc

26th October 2023 – venue tbc

Meeting ended at 3.55pm

END

Suffolk Local Access Forum	
Title:	Network Rail – Public Rights of Way Level Crossings
Paper:	LAF 23/2
Meeting:	26th January 2023, 2-4pm
Author/Contact:	Steve Kerr / Andrew Woodin
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

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, officers were unfortunately unable to attend the Programme Board meeting held on 10 January, so are not able to provide the latest updates on the project. However, there has not been any separate contact made by NR and the county council therefore assumes that there has been continued progress. Officers will attend the next Board meeting scheduled for the 24 January and provide a verbal update at the Forum's meeting.

General/Countywide

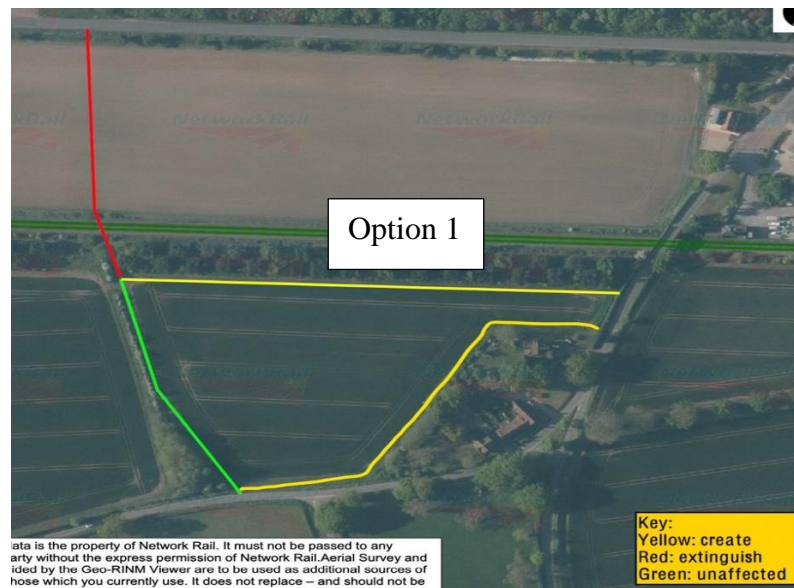
NR's Suffolk Level Crossing Reduction Strategy - Transport and Works Act Order

Further to the update at the Forum's October meeting, the monthly progress meeting scheduled for 17 January was cancelled due to annual leave commitments. The meeting is to be re-scheduled to 24 January and officers will, again, provide members with a verbal

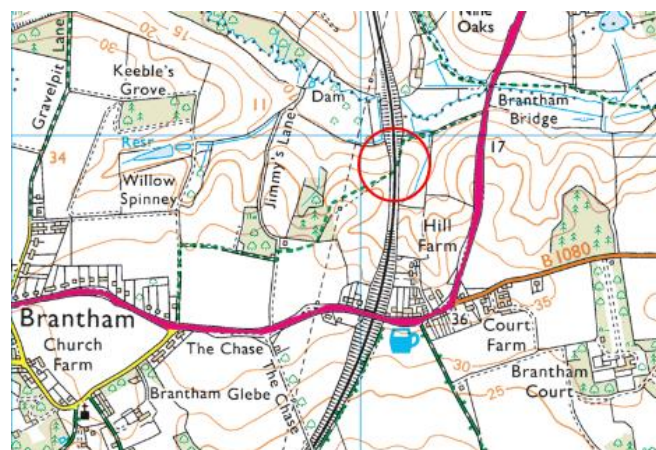
progress update at its meeting. Officers understand that NR are still working to deliver the associated works by November 2023.

Footpath 1 Higham (High Bridge)

Further to the update provided to the Forum at its last meeting, the county council has drafted the rail crossing diversion order (Option 1 below) and will be arranging for its sealing and advertising by the beginning of February. The Forum will be one of the parties served with the Diversion Order and Notice, and officers would welcome written support for the Order, which ought to be lodged within the formal objection period.



Footpath 6 Brantham (High Bridge)



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

END - SK January 2023

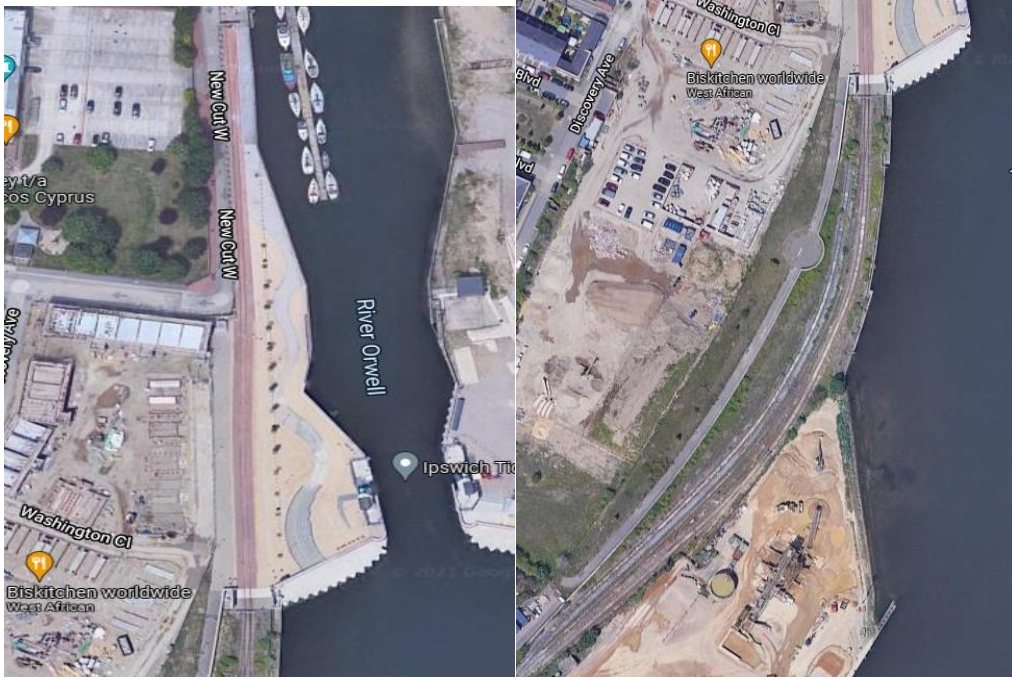
Suffolk Local Access Forum	
Title:	Byway 38/Restricted Byway 38A Ipswich
Paper:	LAF 23/3
Meeting Date:	26th January 2023, 2-4 pm
Author/Contact:	Steve Kerr
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

Further to the update provided to the Forum in October, frustratingly the Public Open Space (POS) has not yet been opened up to the public. Whilst the lighting is operational, Ipswich Borough Council (IBC) have still to confirm that arrangements are in place for the waste bins to be emptied once the public are able to access the site. Clearly, there is little merit in allowing the public access if the bins are not going to be emptied on a regular basis.

Since the Forum's last meeting, there have been further incidents of unauthorised access into the POS by members of the public and a local resident has again complained about the amount of rubbish strewn across the site. In response, on 22 December the Environment Agency (EA) emptied the bins and did a thorough litter pick. The EA have again made representations to Associated British Ports (ABP) about the effectiveness of the Heras fencing in preventing unauthorised access, and as a consequence, the amount of litter being left onsite.

In late November IBC confirmed that they were reviewing and discussing planning conditions and obligations with Persimmon to understand whether they can design/connect elements of their private open space to connect with the cycle facility and the POS.

Officers have recently contacted the lead officer at the Borough Council to encourage the site to be made accessible to the public.



END
SK January 2023

Suffolk Local Access Forum	
Title:	Byway 38/Restricted Byway 38A Ipswich
Paper:	LAF 23/3 Appendix 1
Meeting Date:	26th January 2023, 2-4 pm
Author/Contact:	Steve Kerr
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

SLAF
Suffolk Local Access Forum

Kevin Fosbury MRICS
Associated British Ports
Queen Alexandra House
Cargo Road
Cardiff
CF10 4LY

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

Tel: 01473 260159
Email: slaf@suffolk.gov.uk
Web:
<http://publicrightsofway.onesuffolk.net/suffolk-local-access-forum/>

Your Ref:
Our Ref: 325/014/BH
Date: 25 November 2022

Dear Mr Fosbury

I am writing as Chair of the Suffolk Local Access Forum. As you are aware, Local Access Forums were constituted as part of the 2001 Wildlife and Countryside Act as a statutory consultee on matters of access to the countryside.

The Forum last met on 27 October and included a site visit to the Ipswich Waterfront, to look at various initiatives and projects that Suffolk County Council (SCC) has been involved in over the years. One of these was a visit to the Public Open Space (POS) at Griffin Wharf, through which there is a recorded byway and restricted byway (BY38/RB38A Ipswich).

SCC officers have also advised that due to health and safety concerns there will be a need to erect temporary Heras fencing alongside part of the operational railway. Whilst the Forum recognises there is a need to mitigate the risk to the public, it considers the proposed fencing ugly, and we therefore ask that ABP consider erecting a fence that is more in keeping with the area.

Furthermore, we have been made aware of several incidents where the Heras fencing has been vandalised by members of the public attempting to access the site. We would therefore suggest that this type of fencing is also not particularly secure.

The Forum would like to make it clear that it is not advocating a further delay to securing public access but for the reasons set out above would urge to ABP to consider replacing the Heras fencing in due course.

The county council has also previously advised the Forum of ABP's proposals for the permanent solution, which currently involves an application to SCC to progress a Magistrate's Court Order for the stopping up of part of the width of BY38/RB38A, which if successful, would be followed up by a bridleway creation agreement at a new railway crossing point at the junction with Bath Street, and the erection of a permanent picket type fence alongside the operational railway corridor.

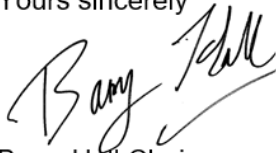
As part of the site visit, members also visited Eagle Wharf, where a Harbour Revisions Order (HRO) is in force that allows Anglo Norden to temporarily close Restricted Byway 36 to the public whilst timber is unloaded from a cargo ship and transferred into their warehouse. As part of the application, the [Heath](#) and Safety Executive recommended the quay be blocked off first with timber

stacks to then allow the remaining timber to be offloaded. It is our understanding that this arrangement has worked well for many years and allows Anglo Norden to continue operating their commercial operations effectively.

We would therefore further request that ABP, as the Port Authority, exercise their powers and apply to the Marine Management Organisation for a HRO, which in the Forum's view is a more appropriate mechanism to address the arguably lower public safety risk at Griffin Wharf. The Forum also takes the view that there is a risk that a permanent stopping up application at the Magistrate's Court may not be granted.

We look forward to receiving your response.

Yours sincerely



Barry Hall Chairman

Cc c/o Suffolk Highways, Phoenix House, Goddard Road, Ipswich IP1 5NP

Suffolk Local Access Forum	
Title:	England Coast Path
Paper:	LAF 23/4
Meeting Date:	26th January 2023, 2-4pm
Author/Contact:	Andrew Woodin
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

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 progress report update dates are shown in the links.

Stretch name	Progress
Harwich to Shotley Gate	Four out of six reports at Stage 4, two at Stage 5
Shotley Gate to Felixstowe Ferry	Stage 5: Approved (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	Four out of five reports at Stage 4 and one at Stage 5
Aldeburgh to Hopton-on-Sea	One out of six reports at Stage 4, others at Stage 5
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, 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 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.

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. The right of access to the approved stretch of coast commences after all works have been completed and the route is formally opened on a specific date.

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.

The Five Suffolk Stretches

Harwich to Shotley Gate – Jonathan Clarke. Last updated 10.1.23

- Stage 4 and 5 (Determine and Open)
- The Overview and reports were published on 22 January 2020.
- Natural England received 7 objections.
- Natural England have submitted their comments on the objections and representations received.
- Reports 4, 5 and 6 are in Suffolk.
- 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.
- The Planning Inspector undertook a further visit in July 2022 and is currently considering the situation prior to advising the Secretary of State on the outstanding objections.

Shotley Gate to Felixstowe Ferry – Jonathan Clarke. Last updated 10.1.23

- Stage 5 (Open) – but not yet available for use
- All 5 reports are approved by the Secretary of State. Work to establish the route can now take place on this length.

Felixstowe Ferry to Bawdsey – Jonathan Clarke. Last updated 10.1.23

- Stage 4 (Determine)
- Natural England published proposals on 9th December 2020
- 7 objections were received.
- A Planning Inspector visited the sites in November 2022 and is now considering the objections.

Bawdsey to Aldeburgh – Jonathan Clarke. Last updated 10.1.23

- Stage 4 and 5 (Determine and Open)
- The report was published on 3rd of February 2021.
- Report 3 has been approved by the Secretary of State. Work to establish the route can now take place on this length.
- The Planning Inspector visited the stretch in July and is still considering the situations prior to advising the Secretary of State on the objections.

Aldeburgh to Hopton-on-Sea – Jonathan Clarke. Last updated 10.1.23

- Stage 4 and 5 (Determine and Open)
- Natural England published proposals on 29th January 2020.
- 23 objections were received – all on one of the 6 individual reports.
- Coastal Access Reports 1,2,3,5 and 6 were approved in June 2022 by the Secretary of State. Work to establish the route can now take place on these lengths.
- Natural England is currently writing comments on the objections and representations received on Report 4.

The county council successfully recruited a new England Coast Path project officer, who started on 3/1/23. At the time of preparing this report he is going through the induction procedure, basic ROW & Access training and being familiarised with the job in hand

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

Discussions continue with Essex and Norfolk county councils on establishing a regional trail.

4. England Coast Path – Progress Map for the East



England Coast Path - Stretch Progress
East Hub Team - 10th August 2022



END
AW/SCC January 2023

Suffolk Local Access Forum	
Title:	Energy Schemes
Paper:	LAF 23/5
Meeting Date:	26th January 2023, 2-4pm
Author/Contact:	Andrew Woodin
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

Sunnica

The County Council attended the Issue Specific Hearing in December as part of the examination. Both Suffolk County Council and Cambridgeshire County Council representatives made a strong case regarding the impact of temporary closures, permissive access, and the need for mitigation for public access.

The Examiner has now requested a Public Access mitigation strategy that the applicant has agreed to in principle. This work is now being undertaken in consultation with community groups and will be presented to the Examiner and Applicant shortly.

Discussions are continuing with Sunnica representations on the Statement of Common Grounds (SoCG), this has still not been in agreed.

Work is continuing as part of the examination process with this to be concluded at the end of March 2023.

An over view of the Sunnica application can be found here - [Sunnica Energy Farm | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://www.planninginspectorate.gov.uk/sunnica-energy-farm/)

National Grid Bramford to Twinstead

The scheme currently remains at pre application stage and the county council anticipates the application will be submitted in late Spring 2023. The Development Consent Order effects a vast number of public rights of way In Suffolk and Essex.

The County Council has recently provided comments on a draft Construction Environmental Management Plan and await feedback from the National Grid consultants. Our request for Public Rights of Way to be a separate topic has not yet been confirmed.

Further details can be found on the National Grid website here - [Bramford to Twinstead | National Grid ET](https://www.nationalgrid.com/uk/energy-projects/bramford-to-twinstead)

East Anglia Green

The scheme affects a vast number of routes in Norfolk, Suffolk and Essex. The County Council have recently been consulted on the Environmental Impact Assessment Scoping as part of wider consultation process. This remains at pre application stage and anticipate the application being submitted in the latter part of 2023.

The county council awaits further discussions with the applicant's agents regarding the scheme and the cumulative and in combination effects of multiple energy projects in this area.

Further details on the EA Green scheme can be found on the National Grid website here - [About East Anglia GREEN | National Grid ET](#)

1. Sizewell C

Although the formal commencement of the SZC Development Consent Order is not expected until later in 2023, there is considerable pre-commencement activity underway.

Work on the wetland creation as new habitat for marsh harrier started in October 2018. The alternative route for the temporarily closed bridleway 19 has been well used and has been maintained by SZC. The closure is due to end on the 11th March but SZC have requested an extension to enable the completion of the wetland works.

SZC has also submitted several applications to ESC and SCC for discharging some of the requirements in the DCO, namely the creation of wet woodland and fen meadows which will affect PRoW in Benhall and Pakenham, and also tree felling and site clearance works in the main development site. All of these requirements have potential impacts on PRoW and officers are robustly defending the needs of the public users and protecting the physical infrastructure in the consultation responses and in negotiations.

SZC are also planning to produce a construction traffic management plan; there is a need for a temporary vehicle access route to the main development site for these preliminary works and SZC would like to continue using BR19 as this site access.

In addition, detailed design work on the highway and bridleway works close to the main site has started and discussions underway on how the alternative bridleway route is to be provided. Officers have raised serious concerns about the acceptability of the proposed bridleway bridge and ramps in Aldhurst Farm and will continue to robustly seek the best outcome for the council and bridleway users. Design work on the two other road bypass schemes is due to start in February 2023.

The county council submitted a paper outlining lessons from its involvement in the SZC application to The Planner magazine, which appeared in its November/December 2022 edition. The paper is attached

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

Work is not expected to start until 2024.

3. East Anglia 3 offshore windfarm with onshore infrastructure

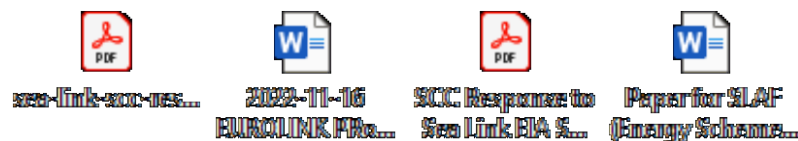
Works to create access off the road into construction compound along the cable route have commenced.

4. SEALINK – 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)

The non statutory consultation was carried out in November 2022 together with the EIA Scoping consultation. Please see the council response that included our PRoW response.(attached). The scheme involves the construction of an onshore cable corridor linking to a new converter station that will link to an expanded National Grid substation at Friston (approved under the EA1n & 2 DCO consent)

5. EUROLINK – interconnector between Suffolk and Belgium

The scheme involves the construction of an onshore cable corridor linking to a new converter station that will link to an expanded National Grid substation at Friston (approved under the EA1n & 2 DCO consent). A non-statutory consultation was carried out in late 2023 and a response sent from the PRoW service -see attached.



END
AW/SCC January 2023

Suffolk Local Access Forum	
Title:	Resources
Paper:	LAF 23/6
Meeting Date:	26th January 2023, 2-4pm
Author/Contact:	Andrew Woodin
Venue: EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR	

1. Introduction

This is a short paper updating the local access forum on budgets and staffing in the coming year.

2. Budgets

At the time of preparing this report budgets for 2023/24 have not been confirmed. In the case of the revenue works budget, which funds mainly the cyclic maintenance of PRow, eg cutting, next year's budget is expected to be £10,000 lower than this year's, the reduction being in the works PRow improvement programme. The reduction will be made good by a new allocation of grant from the Public Health Grant, which is money the county council receives annually for supporting and improving health. The expectation is the grant will continue in future years, although with Govt grants nothing can be guaranteed.

The capital budget, which has not been confirmed, is expected to be in the region of £450k, to be split between Suffolk Highways to manage PRow large bridges, and ROW & Access to manage the stock of smaller, mainly timber, bridges. This appears to represent a reduction of £25k, and further information is being sought.

3. Staffing

Six new starters were successfully recruited towards the end of 2022. Three of the posts are funded from the £150k increase agreed by the county council for the 22/23 FY, two of the posts are funded by external income and one was to fill a vacancy in an area officer. The new starters are listed below and commenced work in December and January:

1. Victoria Dabao (Definitive Map Officer),
2. Sally Bungard (Definitive Map Technical Support Officer),
3. Oliver Wastell (Green Access Development Officer),
4. Callum Leslie (Rights of Way Officer),
5. Geoff Wilkinson (Rights of Way Officer),
6. Ian Thompson (England Coast Path Project Officer).

4. Future Pressures

The ROW & Access team continues to face challenges from new pressures, including in particular those relating to the national NSIP programme and its impact in Suffolk:

Nationally Significant Infrastructure Project	Phase/milestone
Five Estuaries Offshore Wind Farm	Statutory Consultation
North Falls Offshore Wind Farm	Statutory Consultation
Bramford to Twinstead National Grid upgrade	Development Consent Order Submission/Relevant Representation
Sea Link (National Grid subsea connection between Suffolk and Kent)	Statutory Consultation
Eurolink (National Grid Ventures subsea connection between Suffolk and the Netherlands)	Statutory Consultation
North Falls Offshore Wind Farm	Development Consent Order Submission/Relevant Representation
Five Estuaries Offshore Wind Farm	Development Consent Order Submission/Relevant Representation
East Anglia Green National Grid upgrade	Statutory Consultation
Nautilus (National Grid Ventures subsea connection between Suffolk and Belgium)	Statutory Consultation

In addition, the final investment decision is awaited for SZC (although pre-commencement works are already deflecting the area office from normal business), and the Sunnica Energy Farm is still at public examination.

Funding is available to offset some of these pressures and officers will consider how best to respond to them.

END
AW/SCC January 2023

Suffolk Local Access Forum	
Title:	National Highways R1S3
Paper:	LAF 23/7
Meeting:	26th January 2023, 2-4pm
Author/Contact:	David Falk
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

National Highways (NH) held an ‘A11 Fiveways Junction Design and Technical Working Group’ meeting on 1st December 2022. The meeting included Suffolk County Council (SCC), West Suffolk Council (WSC) and Breckland Council.

The meeting was an update on proposals for the Fiveways junction at Mildenhall/Barton Mills which is at the first stage of a 7-stage process under RIS3. RIS3 stands for the Third Road Investment Strategy which will be the government’s investment plans for the strategic road network from 2025 to 2030.

Stage 1 has focused on modelling impacts of various options on traffic flows, including ‘future-year modelling’. Points were raised by attendees about planned growth in the area including ‘Land west of Mildenhall’ of 1,300 houses (approved by West Suffolk Council), 10,000 new homes in Attleborough and Thetford, and Sunnica with construction traffic. NH advised modelling would be revisited at Stage 2. SCC offered to assist in further ‘future-year modelling’.

The options being considered for Fiveways are twofold: at-grade improvements with traffic lights and additional lanes to increase junction capacity; and a separated carriageway with a grade-separated crossing for pedestrians and cyclists (this option is at significantly higher cost).

It was stressed by SCC that any scheme needs to allow for safe crossing of the A11 for walking and cycling with links between crossing points and the Lark Valley Path. This was a minimum requirement for SCCs Rights of Way and Access team. NH noted this comment.

Stage 1 is expected to be completed in winter 2022/23.

Stage 2 is programmed for summer 2023 and is stakeholder engagement. It is at this stage that SLAF will be engaged in the project. However, moving to Stage 2 will be based on decisions by DfT in March 2023 on all 32 RIS3 schemes across England, and there is a degree of uncertainty on how schemes will progress due to budget constraints.

Copdock is another RIS3 schemes. SCC advised that both schemes could be considered as Nationally Significant Infrastructure Projects (NSIPs). The results of RIS3 will be published in 2024.

Concurrent with the Fiveways RIS3 scheme is another scheme to close gaps on the A11 between Fiveways and Red Lodge. If that scheme is delivered, then it will take place prior to any scheme at Fiveways.

END
DF January 2023

Suffolk Local Access Forum	
Title:	SLAF Paper to RLAF January 2023
Paper:	LAF 23/8
Meeting:	26th January 2023, 2-4pm
Author/Contact:	Barry Hall
Venue:	EDF Sizewell B Visitor Centre, off Sizewell Gap, near Leiston IP16 4UR

Since the last Regional Meeting there have been two in person meetings, each preceded by a morning site visit. In October I delivered the 2021/2022 SLAF Annual Report to the Suffolk County Council Cabinet.

As expected much of the SLAF business has involved Energy Schemes and Network Rail activities.

- Despite Sizewell C being given the go ahead by the then Secretary of State, no start date is expected until legal appeals have been completed and the question of funding is resolved. However, if it goes ahead SLAF will be ensuring that funding agreements agreed with the County Council regarding rights of way and other Green Access issues are honoured. This would include additional staffing as to date working with EDF on this impacted heavily on dealing with other Rights of Way priorities.
- The Sunnica Solar Farm Public Inquiry has been completed and the Inspector's report is awaited.
- SLAF is concerned about the several proposals for new power lines crossing the county which involve 50m high pylons, impacting prows during construction and leaving a legacy of visual intrusion which could have knock-on effects to tourism and the local economy. These and other schemes will be the main subject of our next meeting.
- National Rail has still not started on the long running saga of providing a new right of way in order to close the Gipsy Lane crossing in Needham Market, neither have they carried any work on the crossing closures that were approved following the Results of the TWAO order.
- The Suffolk portion of the England Coast Path is progressing, with several stretches now signed off by Natural England. A Project Officer has been appointed using NE funding to manage work on the ground.
- Ipswich Borough Council gave a presentation at our July meeting about the Ipswich Local Plan and a more detailed proposal for development in north Ipswich known as the Ipswich Garden Suburb. This involves several different developers and would also include new cycling and walking links to the wider countryside by means of a new developer funded bridge over the railway line near Westerfield Station.

- One SLAF site visit was to look at the impact of National Highways proposal for new A12/A14 link road to reduce congestion at the Copdock roundabout. Possible ideas for rights of way improvements to provide better traffic free links between Ipswich and the adjacent countryside were looked at.
- The second visit was look at access issues around the Ipswich Waterfront including an area of new public open space which was blocked off due to Associated British Ports intransigence over health and safety concerns regarding a little used rail siding on a restricted byway.

END
BH January 2023