

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	28th April 2022, 2-4 pm
Author/Contact:	Anna McGowan
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

		Paper Number
1.	14:00 Welcome, apologies and housekeeping	
2.	14.05 Minutes of previous meeting	LAF 22/07 - BH
3.	14.15 Declaration of interest	
4.	14.30 Network Rail	LAF 22/08 - SK
5.	14.45 Byway 38/Restricted Byway 38A, Ipswich	LAF 22/09 - SK
6.	14.50 England Coast Path	LAF 22/10 - AW
7.	15.10 Energy Schemes	LAF 22/11 - AW
8.	15.25 National Highways Copdock Interchange	LAF 22/12 - DF
9.	15.35 General Update	Verbal - AW
10.	15.45 Public Question Time	
11.	15.50 Any Other Business	
12.	16.00 Date and venue of next meeting	

Suffolk Local Access Forum	
Title:	Minutes of Meeting
Paper:	LAF 22/07
Meeting Date:	27th January 2022, 2-4pm
Author/Contact:	Anna McGowan
Venue:	online, via TEAMS

1. **Welcome, apologies and housekeeping**

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

SCC Officers Present: Anna McGowan (Minutes), Andrew Woodin (AW), Steve Kerr (SK), David Falk (DF), Alexandra Maher (AJM)

Guest Speakers: Thomas Lawman (TL), National Highways

Apologies: Gordon Merfield (GM), John Wayman (JW), Anthony Wright (AWR), Cllr James Mallinder (JM)

Members of the Public: Ken Hawkins (KH), John Norman (JN), Des Pawson (DP)

2. **Minutes of previous meeting**

The minutes of the meeting held on 28th October 2021 LAF22/01, were reviewed and agreed.

3. **Declaration of interest**

There were no declarations of interest.

4. **National Highways Presentation**

BH welcomed TL, Programme Development Manager for the Operations Directorate in the East Region, National Highways. TL thanked BH for the opportunity to attend.

TL presented an Overview of the 3 phases of the Road Investment Strategy (RIS), a five-year process funded by the Department of Transport, and the life cycle of each scheme which has three phases: options, development, and construction. All projects are major projects which can impact on PROWs, which need to be considered in the design and delivery of the projects. A lot of projects go through a Development Consent Order.

NH is developing a strategic plan for resolving walking and cycling issues. During the scoping phase of the schemes the Walking, Cycling and Horse-riding Assessment

and Review (WCHAR), an online tool, provides increased collaboration, engagement and interaction with key stakeholders.

The GG 142 process is a relatively new approach assessing the potential impacts to ensure that PROWs are taken into account at both the designer stage and development stage. It is intended to improve engagement with stakeholders.

TL gave an update on development of the two RIS3 pipeline schemes which have started in Suffolk with initial scoping: the A14 J55 Copdock Interchange, and A11 Fiveways Roundabout.

Both schemes are in the options phase. TL highlighted the schemes options, objectives, current issues and key constraints, and explained that within each proposal walking and cycling must be specifically considered.

A14 J55 Copdock Interchange scheme is in an advanced options phase. The public consultation received around 800 responses during its consultation period, which is now closed. Around 700 people in total attended over the four events were held. The Department of Transport will decide this year, or in early 2023, whether the scheme proceeds to the development phase.

A11 Fiveways Roundabout scheme is not as advanced. It is still in the phase of generating options and looking at impacts. The public consultation will be held over the summer of 2022.

OD East – Schemes in Suffolk

TL gave an overview of the Directorate's divisional responsibilities for the maintenance, renewal and operations, and designated funds for roads in East Anglia. Renewal and maintenance lie within the development phase with responsibilities for road resurfacing, new studs, street lighting, consideration of the impacts on users, road signage positioning – which can also impact on PROWs, and how designated funds are used. TL added that the impact on active travel must still be considered within the schemes.

TL said that if schemes were not carried through then they would be looked at under designated funds.

Designated funds cover the following priorities:

1. The environment
2. Communities and users
3. Safety
4. Innovation

The impact of schemes on communities is also assessed and how National Highways can improve accessibility.

TL cited the current designated fund schemes in Suffolk, which are both on the A14 and are at different stages:

A14 Church Lane Underpass, Sproughton
A14 Old Kirton Road Underpass, Trimley.

TL gave an overview on how SLAF can help National Highways to meet its objectives by providing local views on issues, helping National Highways to understand the emerging local priorities, and how these priorities are affected by/and can interact with the road network. SLAF can suggest potential areas for future improvements, including opportunities for partnership projects, and help to prioritise. SLAF can provide useful information and data, and also connect relevant local stakeholder groups.

Direct engagement with NH is encouraged with specific projects, via TL and his team. TL invited SLAF respond to consultations.

BH thanked TL and asked if TL had talked with PROW teams in SCC. TL said he had conversations with SCC Officers in relation to the schemes.

DB thanked TL for making representations, and for looking at ways to make the scheme for the A14 J55 Copdock Interchange safer and more accessible.

BL invited members to ask further questions.

SB asked how NH fit in to the SZC scheme, if it should go ahead, how quickly would NH respond.

TL responded that NH is engaging well with SCC and SZC and are looking at mitigation. There are external parties on board already that will deliver the works to ease the network.

MH said there was an urgent need for an underpass at the A12 and A14 junction at Belstead underpass. This has been flagged up by the SCC ROW & Access team.

MH said that there is a need for more signage at underpasses, for example at Sproughton.

TL said he ensure the issue of signage is considered and implemented.

AW thanked TL for the presentation and asked where members of the public can find National Highways' policies on walking and cycling.

TL said these are on NH website and said he would provide the links to DF.

AW asked how many responses were submitted via the RIS scoping online tool which closed in December 2021.

TL said there were 2,000 national responses. The NH Strategic Team has lists of stakeholder groups which are invited to take part in online surveys. TL said that NH engages with the British Horse Society but did not know the level of BHS responses received.

BH thanked TL and said he hoped that the SLAF would be able to look at the A11 5 Ways Roundabout soon.

TL invited members to write to him with any concerns.

TL left the meeting at 3.09pm

Actions: TL to email presentation and links to DF.
TL to provide links to National Highways policies on walking and cycling to DF.
AM to distribute to all SLAF members.

5. Network Rail – Public Rights of Way and Level Crossings

SK present paper LAF22/02 and gave updates on the NR projects.

Needham Market Gipsy Lane and FP6 Needham Market

An agreement is underway between NR and the access package is close to being finalised.

SCC has not yet received the Section 278 Agreement, which will include the list of works.

There is no agreed start date, and Legal Services need more time to turn around the s.278 agreement.

TWAO General/Countywide

All the TWAO fall in the West area of Suffolk with five level crossings affected.

Landowner consents are needed, and there are still a few outstanding planning obligations.

The contract has been awarded by Network Rail for combined Cambridgeshire and Suffolk works and Claire Dickson will start to work on them with Network Rail.

Footpath 1 Higham (High Bridge)

There are no further updates. A consultant is employed for this and the county council are getting the delivery timescale from her.

Footpath 6 Brantham (High Bridge)

The Diversion Order/Extinguishment Order is still being awaited from NR.

Barham FP 12 (Broomfields)

The temporary closure has been lifted. SCC 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)

SK gave an overview of the developments with Associated British Ports (ABP) who own the land.

SCC granted the hoarding licence to ABP and has given further extensions over the years. ABP will now open up the byway to give temporary public access. Some hoarding will be removed by the end of February/March. Temporary fencing will be erected along some parts of the byway.

SK said that the proposed permanent solution is to stop up the footprint of the railway with the PRoW and explained the legal complexities of this.

SCC supports the temporary access arrangement and will work with ABP on the permanent solution. Further questions have been submitted to ABP and SCC is

awaiting ABP responses. IBC will need to be consulted and there will be a wider PR exercise once the permanent arrangement has been settled on.

MH appreciated the work that SCC is doing, as MH has been pushing the matter for some years.

MH said that this area has not been accessible since the flood barriers opened in 2019.

MH stressed the importance of access to greenspace for mental health adding that the housing developments nearby appear to have no gardens. Access to this public open space would be beneficial and this area should be made accessible. This would also involve Ipswich Borough Council.

DP (MoP), Vice Chair of the Ipswich Maritime Trust, said he cycles over the New Cut West DP said he is pleased that this matter is prioritised and would also like to see the matter resolved. DP thinks that ABP are overstating the rail use and he has rarely seen a train on this land. DP asked when the hoarding licence was due to expire.

SK said the date was 18 February 2022, and that ABP have been reminded they will need to apply for an extension.

DP said that the temporary solution was not going to be very much different to what is already there.

SK thanked MH and DP for their comments.

JN (MoP) said that the public need access to this public open space which has cost £3m. JN would also like to see the matter resolved. JN expressed concern that the cycle track did not go anywhere, so it would be useful to connect the cycle track.

SK shared a schematic drawing showing the links that are intended to be made, which would be opened up on to the industrial estate and on to Wherstead Road. This route will not be adopted as a cycle track.

JN said that members of the Ipswich Society have submitted 3 complaints and are sitting on sending further complaints in.

SK said that SCC have received reports from members of the public and these have been discussed at SLAF meetings.

AW said that JN and others should make their feelings known to SK, preferably not as a formal complaint

SK will make ABP aware of any future representations.

AW said that the temporary solution should be implemented by ABP within the timescale of late February/March.

MH was aware of a report which showed a total of two train movements of aggregates from the plant. SK said that this could change if the SZC development went ahead as more aggregate would need to be moved.

CP asked if further media would be helpful to highlight and said she could ask journalists to read the SLAF online papers.

SK said ABP will announce the opening up of this public open space and address the issue of the public highway and the operational highway.

BH thanked JN and DP for their comments.

Action: BH to write to ABP on behalf of SLAF to ask for temporary solution to be put in to place.

6. The England Coast Path

AW gave updates the paper LAF 22/03 and added that SCC are now actively recruiting for the second time for an England Coast Path project officer, as the initial recruitment was unsuccessful. The post has been extended to 3-year fixed term contract, to be funded by Natural England.

7. Suffolk Energy Schemes

Sizewell C

AW gave updates on the paper LAF 22/04 and added there was a recent announcement that the government would be putting in £100m to the £20bn scheme. There has been a delay in SZC scheme as the team of inspectors has asked for more time due to the complexity of the project and staff illnesses.

The scheme will pay for between two and three Project Officers working on PROW. SCC is asking for one to two members of staff to interface between PROW and roads.

EA1

AW said that the Secretary of State has delayed the decision on this scheme.

Sunnica

This scheme is in the representations phase. SCC have summarised what it is looking for out of the development, being careful not to lose access and is seeking permanent new access.

Action: AW to send newsletter about the Bramford 400KW scheme round to all SLAF.

8. Regional LAF

BH gave updates on the draft minutes of the RLAF meeting held on 13th January, LAF 22/05. There were seven LAFs present at this meeting. There were no issues of similarity. Some LAF said that their Local Authorities were reducing the numbers of their PROW officers. In Norfolk, the NLAF is seen as a council committee and so could not attend. CLAF asked about Designated Funds. ELAF asked about Designated Funds regarding the widening of the A12.

Action: BH to send AM full set of Minutes of RLAF Meeting.

9. Draft Solar Farms Position Statement

AJM presented the draft statement LAF 22/06. DB and BH have already given useful feedback on this draft which embodying the general principles of SCC and contains various amendments regarding SLAF's position on PROWs on Solar Farms.

AJM said that the SCC Solar Farms Position Statement invites Solar Farm developers to engage with SCC, highlights key issues, provides information on how to access mapping and locating PROWs, and what the requirements are, giving examples illustrated with photographs and suggestions for diversions.

DF said that the SCC position statement is already being used in SCC's consultations with Solar Farm developers.

AJM suggested that, once approved by SLAF, this position statement would be sent out to Solar Farm developers together with SCC's response, on SLAF's behalf.

DF suggested BH checks SCC draft responses and to say if SLAF agree.

DB suggested SCC responses should be shared with SLAF.

MP said that this was a good document. A combined response would carry less weight and SLAF may want to go further with their responses.

Actions: DF to send consultations to DB, BH, and MP, and amend the standard response to include the caveat that SLAF may also want to come back separately. AM to distribute to all SLAF members

10. Public Question Time

There were no public questions.

11. Any Other Business

Landscape Review

DB raised the issue of stewardship schemes which have now ended, resulting in the loss of access. In the future stewardship schemes, under public money for public goods, there is no mention of providing permissive or other public access, clearly this would have to be a voluntary process. There are new environment schemes. DB asked if members could write letters to their MPs.

BH noted the Landscape Review should be addressed by SLAF and Suffolk's Protected Landscapes. BH suggested convening the working group.

RW supported convening the working group.

AW noted the Landscape Review and its shortfalls.

DB said public money for public goods needs to be paid for schemes and promote new access. The opportunity for farmers to provide routes for walkers and horse riders is clearly a public benefit and meets several agendas in particular improving health and well-being.

BH said that there are wider issues under 'Protected Landscapes' which need to be looked at proposed that the Working Group convenes to address this issue and write to MPs.

Action: Working Group to convene (SM/BH/RW/JW/DB).
DB and BH to write letter to MPs.

12. Dates of Next Meetings

- 28th April, Hintlesham Hall, Hintlesham IP8 3NS
- 28th July, venue to be confirmed.
- 20th October*, venue to be confirmed
*please note that this date has changed from 27th October.

END

Suffolk Local Access Forum	
Title:	Network Rail – Public Rights of Way Level Crossings
Paper:	LAF 22/08
Meeting:	28th April 2022, 2-4 pm
Author/Contact:	Steve Kerr / Andrew Woodin
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

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 January, the county council has now supplied Network Rail (NR) with appropriate inspection hold points on their works programme.

NR and the affected landowner have agreed compensatory terms but SCC is yet to receive confirmation that the legal agreement has been signed. The only other outstanding piece of work is completion of the s278 agreement. This requires NR to update the associated documentation and return to SCC for checking and signing.

As previously advised NR have shared their communications strategy with SCC, and in due course it is planned to issue a joint press release.

General/Countywide

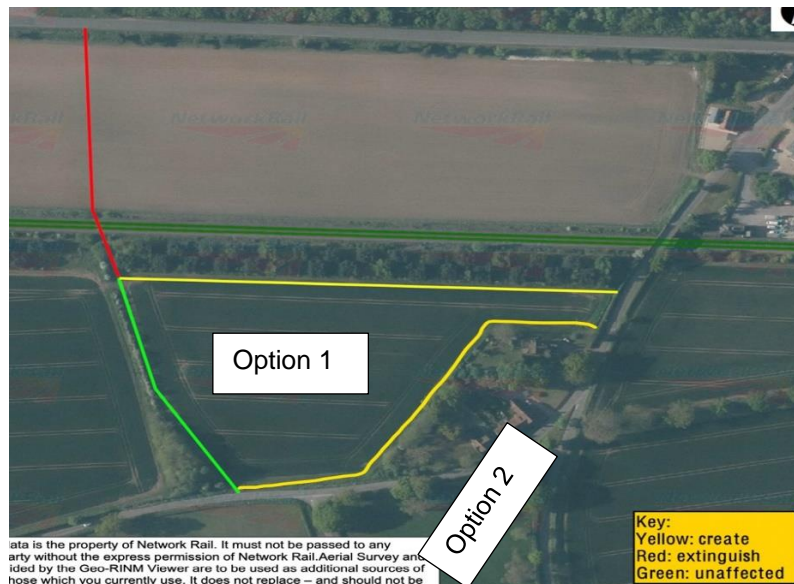
NR's Suffolk Level Crossing Reduction Strategy - Transport and Works Act Order

Since the update provided to the Forum at its last meeting, the scheduled meeting with NR in March was cancelled by NR, as there was very little to report. The next meeting is arranged for the afternoon of 19 April.

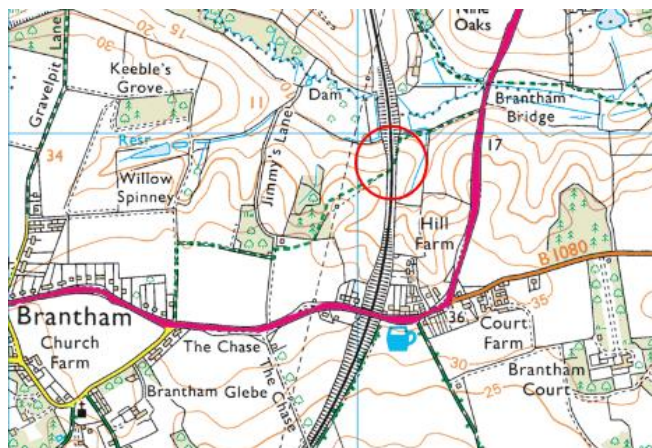
As advised at its July meeting, SCC has now appointed a Rights of Way consultant to process both the Higham and Brantham rail crossing orders.

Footpath 1 Higham (High Bridge)

Since the Forum's last meeting, SCC's consultant has met the landowner onsite and agreed the route shown as Option 1 below. The next step will be for the formal consultations to be carried out, which will include the railway operator, landowner, parish council, user groups and other interested parties (such as the Local Access Forum). Officers are currently arranging a catch-up meeting with the consultant.



Footpath 6 Brantham (High Bridge)



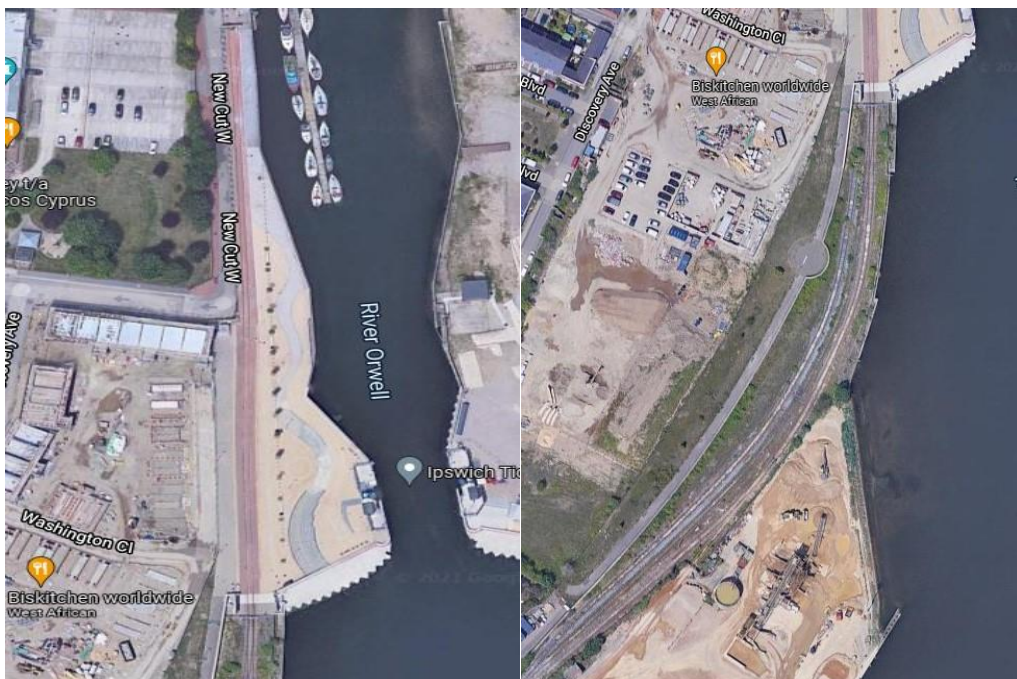
Since the Forum's last meeting, there has not been any further progress on the above case and SCC still awaits receipt of the completed Rail Crossing Extinguishment/Diversion Order application from the railway operator.

END – SK April 2022

Suffolk Local Access Forum	
Title:	Byway 38/Restricted Byway 38A Ipswich
Paper:	LAF 22/09
Meeting Date:	28th April 2022, 2-4 pm
Author/Contact:	Steve Kerr
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

Further to the update provided to the Forum in January, officers attended an onsite meeting on 16 March, to discuss the temporary access proposals to the Public Open Space (POS).

Attending the meeting were representatives from ABP, the Environment Agency (EA), Ipswich Borough Council (IBC), the Police and Victa Railfreight.



All parties agreed the area should be made accessible as soon as possible but the Police representative insisted that before doing so, the street lighting columns needed to be made operational. The EA representative confirmed that these were provided and installed by the Agency, based on SCC's design requirements, and that a commuted sum was provided for their maintenance.

Following the site meeting, the EA then supplied the associated lighting plans and SCC's lighting team subsequently visited the site the following week. During the site

visit it was confirmed the EA needed to provide access to the junction box, so as to connect the columns to the local electricity grid.

The hoarding licence was also discussed, and it was noted that it was due to expire on Saturday 18 March, but it was agreed this would need to be extended again until such a time as the lighting was operational. At that point, ABP will instruct their contractors to remove the hoarding from a point just north of Bath Street but retain the existing Heras fencing south of the road junction, as this will form part of the temporary fencing that is intended to effectively 'box in' the section of operational railway, to mitigate any public safety risk. When ABP remove the hoarding north of Bath Street, it was also agreed that some, or all, of the concrete blocks should remain in situ, as otherwise there would be no physical impediment preventing cars accessing the POS from New Cut West. It was, however, accepted that the retained blocks would not prevent motorbike access, so going forwards that would need to be monitored by the Police.

The main entrance into the POS will be at a point close to Bath Street but it is also intended to provide an access around the railway buffers.

At the time of writing, the lighting columns are yet to be connected to the mains electricity and as the hoarding licence is due to expire again on Saturday 16 April, SCC has agreed a further (final) extension. Officers are currently seeking an update from Suffolk Highways on the timeframe for connecting the electricity supply.

ABP have since confirmed that their contractors are ready to remove the hoarding at the point the lighting is operational.

END – SK April 2022

Suffolk Local Access Forum	
Title:	The England Coast Path
Paper:	LAF 22/10
Meeting Date:	28th April 2022, 2-4 pm
Author/Contact:	Andrew Woodin
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

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
<u>Harwich to Shotley Gate</u>	Stage 4 and 5: Partially approved (not yet available for public use - work to establish the route is currently taking place on approved lengths)
<u>Shotley Gate to Felixstowe Ferry</u>	Stage 5: Open (not yet available for public use - work to establish the route is currently taking place)
<u>Felixstowe Ferry to Bawdsey</u>	Stage 4: Determine
<u>Bawdsey to Aldeburgh</u>	Stage 4 and 5: Partially approved (not yet available for public use - work to establish the route is currently taking place on approved lengths)
<u>Aldeburgh to Hopton-on-Sea</u>	Stage 4: Determine
<u>Hopton-on-Sea to Sea Palling</u>	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 21.04.22

- 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 Adams & Sally Fishwick. Last updated 12.04.22

- 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 12.04.22

- 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.
- No schedule is yet set for the Planning Inspectors visits.
- Coastal Access Report 3 has been approved by the Secretary of State. Work to establish the route can now take place on this length

Aldeburgh to Hopton-on-Sea – Sally Fishwick. Last updated 12.04.22

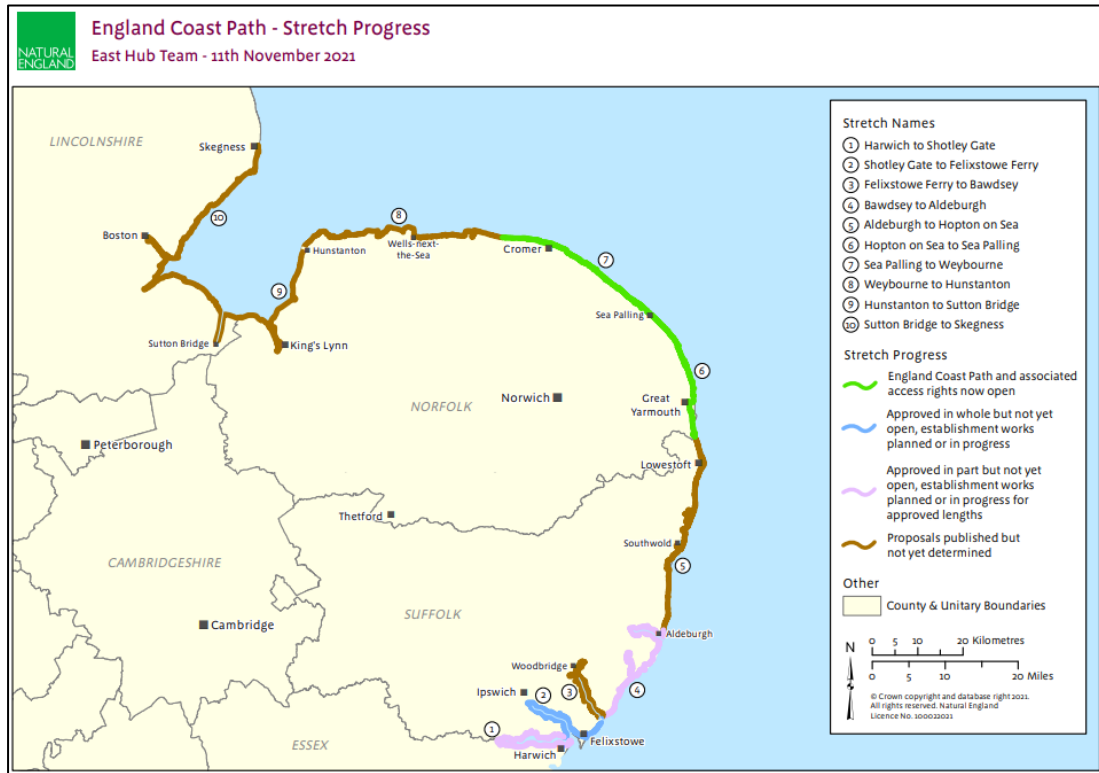
- Stage 4 (Determine)
- Natural England published proposals on 29th January 2020. The 8 week period for public comment, closed on 25th March 2020.
- 23 objections were received, to 1 of the 6 individual reports. As stretches are published as a compendium of reports, the absence of objections on 5 of 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 January meeting it was explained the first recruitment round for a project officer to manage the establishment works was unsuccessful and to attract applicants the post's contract has been extended from two to three years. A further recruitment round has been successful, and the new officer, with a background in public rights of way, will start work in the next few weeks.

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 April 2022

Suffolk Local Access Forum	
Title:	Energy Schemes
Paper:	LAF 22/11
Meeting Date:	28th April 2022, 2-4 pm
Author/Contact:	Andrew Woodin
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

1. Sizewell C

The decision is expected from the SoS at the earliest by 25 May 2022

In the meantime, discussions regarding the various highway and rail related schemes continues. 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 approved these applications on the 31st March 2022, allowing for both offshore windfarms and cable corridors onshore, a National Grid substation and a substation for each windfarm to be built at Friston. We will have staff commitments going forward involving consulting upon and discharging the Order requirements which include a public rights of way strategy, inspecting alternative routes provide when PRoW are temporarily closed, agreeing, inspecting and certifying the new permanent PRoW at the Friston site and consulting on highways works where PRoW are affected.

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, public rights of way and site access management as required by the DCO permission. The process for discharging these plans by the local planning authority is ongoing.

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)

The National Grid intend to hold a public consultation in summer 2022 to outline their emerging proposals.

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

A non statutory consultation was held in October 2021 but there has been no further consultation since.

6. Sunnica

The county council submitted relevant representations covering rights of way, highways, ecology and wider landscape issues in March 2022. The county council is currently awaiting a meeting with Sunnica representatives for initial discussions on a Statement of Common Ground. This is due to cover highways and rights of way; this is anticipated towards the end of April 2022.

The county council is now focusing on preparing for the examination phase in approximately six months' time. As yet no date for the hearing has been set.

Relevant representations for the Sunnica application can be found here - [Sunnica Energy Farm | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

7. National Grid Bramford to Twinstead Reinforcement

National Grid state this project is needed to carry more renewable and low carbon power from offshore wind, interconnectors and nuclear power. The plans include building a new 400 kV electricity transmission reinforcement between Bramford substation and Twinstead Tee, comprising 19km of overhead line and 10km of underground cables. National Grid would also remove around 27.5km of existing pylons.

This scheme is currently at pre application stage with a statutory consultation carried out in February and early March. Suffolk County Council submitted comments inline with those made as part of previous scoping opinion from June 2021. Due to the high volume of routes affected by the DCO the county council is requesting that public rights of way will be dealt with as a separate topic to highways and landscape, which it is hoped will avoid the problems associated with green access being split between different workstreams. The county council has now been contacted to start on pre consultation meetings with National Grid consultants, the initial meeting is schedule for 27th April 2022. To note no timescale has been set for the developer's application.

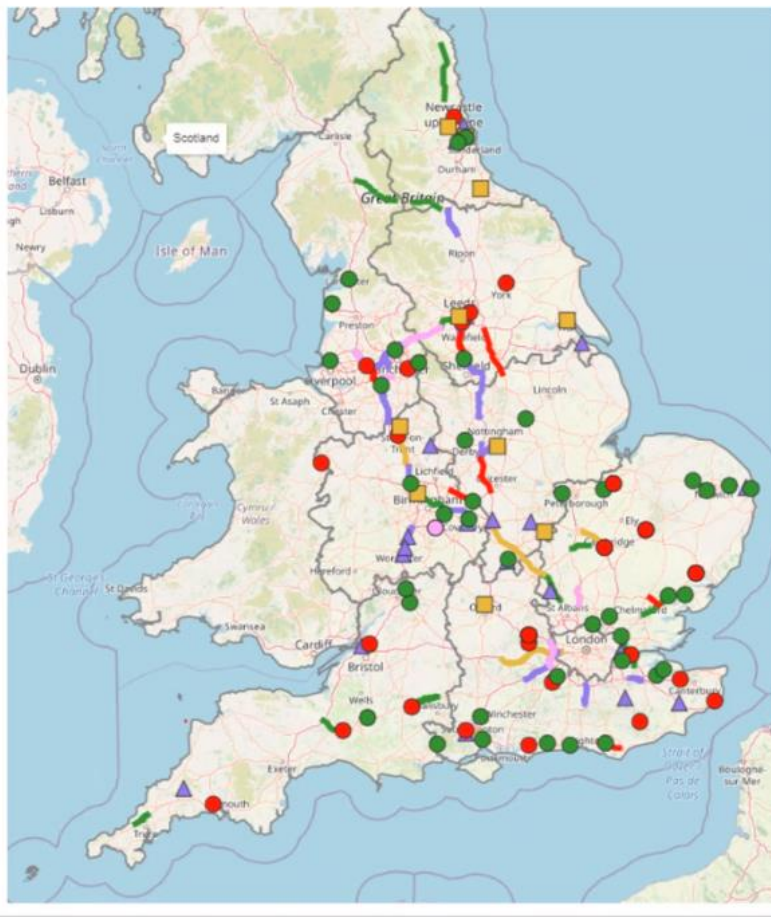
The original scoping opinion report can be found here - [Bramford to Twinstead | National Infrastructure Planning \(planninginspectorate.gov.uk\)](#)

Further details can be found on the National Grid website here - [Bramford to Twinstead | National Grid ET](#)

END
AW/SCC April 2022

Suffolk Local Access Forum	
Title:	National Highways Copdock Interchange
Paper:	LAF 22/12
Meeting Date:	28th April 2022, 2-4 pm
Author/Contact:	David Falk
Venue:	The Parlour, Hintlesham Hall, George St, Ipswich IP8 3NS

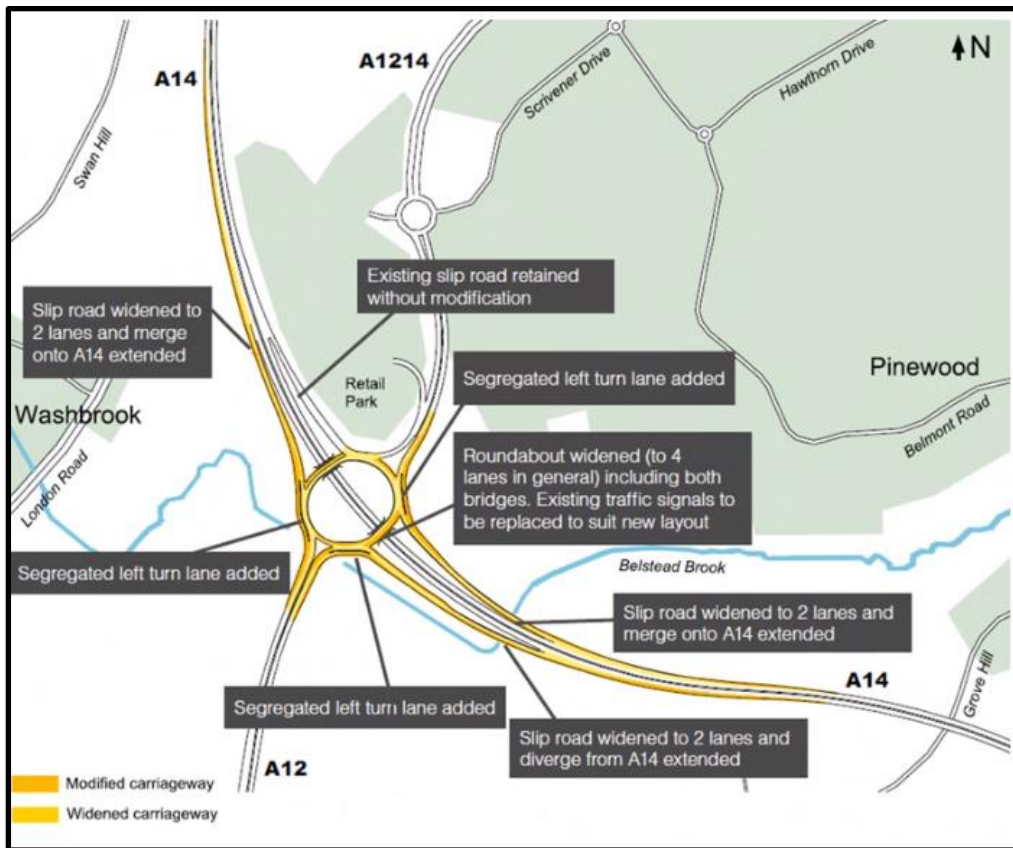
Copdock interchange is one of 32 potential schemes in England for improvement under the Road Investment Strategy (RIS3) for funding in 2025-30. The process is in a pipeline stage meaning there is no commitment to deliver the scheme at this stage but to scope out delivery.



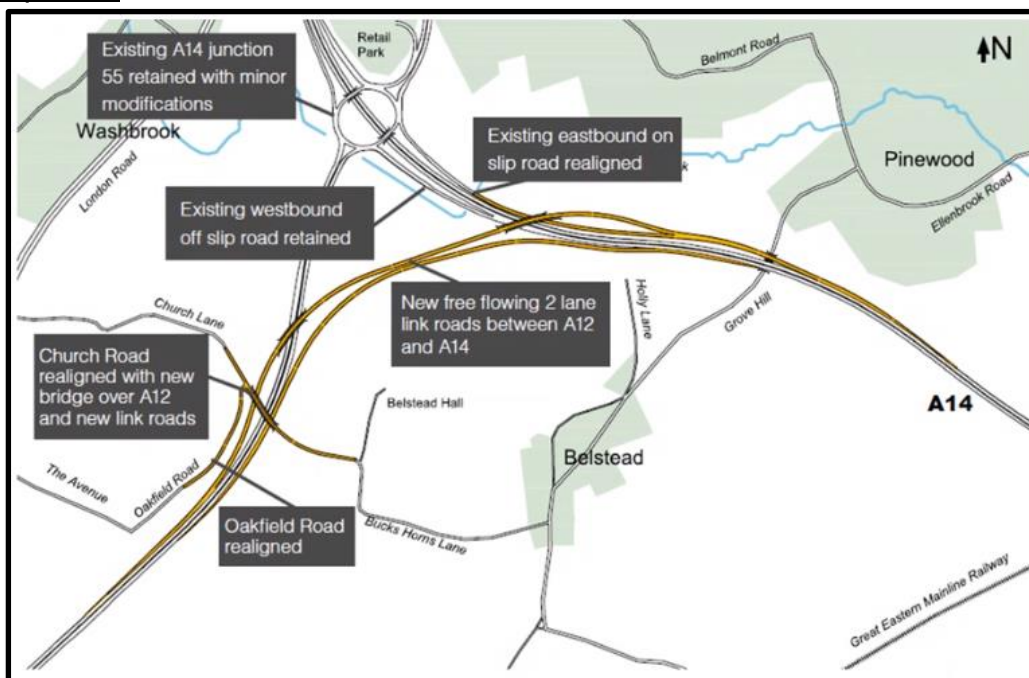
*In red: the 32 RIS3 pipeline projects listed in DfT's RIS2 report
Source: <http://maps.dft.gov.uk/road-investment-strategy-2/>*

Four options for Copdock have been considered with options 1 and 4 going forward for more detailed consultation.

Option 1



Option 4



Consultation was carried out via brochures, virtual meetings, webinars, local advertising, and 4 live events attracting over 800 responses with 700 people attending 4 venues. Most responses came from residents around, and south of, the junction.

- 67% preferred option 4
- 22% preferred option 1
- 8% preferred no option
- 3% don't know.

Option 4 offers a free flowing option. Compared to option 1 respondents generally said it would have a more positive impact, would support safety and the local economy, would improve journey times and access to Felixstowe, reduce the use of local roads and rat runs, improve resilience in the event of an accident and future proof the junction against further changes. It also carried slightly more support for walking, cycling and horse riding than option 1 but also met with strong concerns for its impact on the local environment.

Responses varied depending on where respondents lived and how they use the junction with a very strong negative reaction from Belstead with disapproval for option 4 and some support for option 1.

The option to merge options is being actively investigated to create a hybrid option.

National Highways acknowledge that more information needs to be presented on the active travel benefits of the scheme. A WCHAR report will be produced. This stands for Walking, Cycling, Horse Riding. National Highways will engage with SCC and others on this if the scheme advances to stage 3.

This year will see National Highways complete option selection to go forward to DfT in the late autumn. National Highways and DfT will then review all schemes.

END
DF – April 2022