

Suffolk Local Access Forum	
Title:	Agenda
Meeting Date:	Thursday 24 July 2025 2.00pm- 4.00pm
Author/Contact:	Andrew Woodin
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

			Paper Number
1.	14:00	Welcome, apologies and housekeeping	
2.	14.05	Minutes of previous meeting	LAF 25/11
3.	14.10	Declaration of interest	
4	14.10	Regional local access forum meeting Verbal report BH	
5.	14.20	NSIPS Approved	LAF 25/12 AW
6.	14.25	NSIPS in consultation	LAF 25/13 SB
7.	14.35	SZC PRoW Fund – presentation by Benjamin Grapes – Green Access Delivery manager	
8.	14.50	SLAF Annual Report 2024 to 2025	LAF 25/14 AW
9.	15.00	Local Government review and devolution verbal report AW	
10.	15.10	King Charles III England Coast Path	LAF 25/15 CD
11.	15.15	Network Rail	LAF 25/16 SK
12.	15.25	Definitive Map consolidation project	LAF 25/17 SK
13.	15.35	A12 Improvements	LAF 25/18 DF
14.	15.40	Open Access Consultation	LAF 25/19 DF
15.	15.45	Any Other Business	
16.	15.55	Public Question Time	
17.	16.00	Date of next meetings	

Suffolk Local Access Forum	
Title:	Minutes of Meeting
Paper:	LAF 25/11
Author/Contact:	Jennifer Green
Meeting Date:	Thursday 24 April 2025 2.00pm – 4.00pm
Venue:	Needham Market Community Centre

1. Welcome, apologies and housekeeping.

Present: Barry Hall (BH) (Chair); Christopher Bower (CB) (Vice Chair); Suzanne Bartlett (SB); Rowley Wison (RW); Clare Phillips (CP); Susan Mobbs (SM); Jim Wayman (JWa); Ed Thompson (ET); Gordon Merfield (GM)

SCC Officers Present: Andrew Woodin (AW); Steve Kerr (SK); Claire Dickson (CD)
Sam Bye (SBye) Lewis Boudville (LB)

Minutes: Jennifer Green (JG)

Apologies and Absences: Adrian Shepherd (AS); Monica Pipe (MP); Margaret Hancock (MH); Joanna Spicer (JS)

2. Minutes of previous meeting

The draft minutes of the previous meeting held on 24 January 2025 LAF 25/07 were reviewed.

SB requested amendments to Network Rail item.

JG advised that amendment details were received and noted

ACTION: JG to confirm, amend and add to website

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

3. Declaration of Interest – None

4. Suffolk's Local Transport Plan 4 followed by Q&A

BH welcomed LB and introduced presentation by LB

LB advised LTP and LCWIP are adopted and statutory documents

Lewis stated the LTP is in two parts – policy and implementation

Lewis presented the following

- LTP links to other plans including Green Access Strategy - There is a strong emphasis on reducing car use and increasing walking and cycling levels, there is existing infrastructure, including pavements.
- Policy –Integration of transport and various modes of interchange – Avoid Trips, Shift modes, Improve fuels. There is existing infrastructure already, efficiency of space.
- Implementation plans informed from studies including Transport East. Area travel plans look at 15 towns, and potential development proposals, land identified for planning and land use. ATPs will be refreshed periodically. ATP has specific objectives
- LCWIP statutory plan is in three parts: 1. Better safety, 2. Better mobility, 3, better streets. members of the public can view an online via story map. SCC collaborated with districts and borough.
- RW asked had SLAF seen draft. The group had not discussed consultation
- CB stated that members can look at LTP individually
- Government is providing funds for active travel rural area transport plan, this is in draft stage. RATP is not statutory but is important.
- CB asked about WSC LCWIP, Sbye believes there is
- AW asked will ATPs be consulted on if documents are live?
- LB stated it is not clear yet
- LB also noted more focus on health in RATP's, connecting communities. Promotion of circular routes to urban areas.
- LB advised awaiting DfT guidance
- CB asked if WSC are working on WSC LCWIP, Sbye confirmed WSC are and SLAF can support
- AW stated PRoW within onsite development should be within a green corridor and look at network beyond development site – reflected in planning responses. The LTP seeks active, walkable and cyclable communities.

ACTION: Presentation slides to be circulated JG

ACTION: Sbye to pass on contact details regarding LCWIP

BH thanked LB for his presentation

5. Network Rail

Site visit this morning to Gipsy Lane. The route is now open with some minor works outstanding - SCC awaits £300K mitigation funding

SK stated no certificate of completion issued yet. Awaiting Road safety audit.

2017 TWAO (see report). SCC will calculate a commuted sum for of new routes

Brantham FP6 RSA but awaited including provision of a footway A137 to Brantham bridge

Higham - cost of design of work still awaited from SHW

2025 TWAO no further news but now 18 level crossings affected

AW mentioned future priorities and strategic railway corridors including modular bridges

BH asked about stiles and kissing gates

SK stated that it was put to NR but maintenance and risk an issue

SRRP meeting earlier this month and SK updated SLAF replacement of line side stiles still a point of conflict

6. King Charles III England Coast Path

CD presented establishment works.

- Benacre PINS inspection waiting signoff
- It was noted there has been further discussion regarding Orwell bridge and reducing suicide risk. Priority is being given to promoting alternative route into Ipswich.
- Deben estuary is a possible site visit in October 2025
- KCIII coast path partnership and prospective partners would include RAMS officer (Recreational Disturbance Avoidance Mitigation Strategy)
- BH asked would National Landscapes be part of partnership

7. Suffolk Energy Schemes

SBye noted activity currently and presented report

AW noted Sizewell C have appointed a rights of way officer and SCC will continue to work with SZC to ensure that the PRoW network remains as accessible as possible. Sizewell C re-launched their Works Tracker at [Sizewell C Works Tracker - Track SZC Projects & Get Alerts for New Activities](#).

AW gave verbal update on Sizewell C and East Anglia two offshore windfarm

Sizewell C

- All the sites for the new roads, the rail line and the two park and ride sites have been cleared (vegetation clearance and top soil removed) and archaeology works underway or completed.
- The design work for the changes to the road layout and the new bridleway associated with the main development site has been submitted to SCC for technical approval and SZC has submitted the Discharge of Requirement 10 - PRow Implementation Plan for this new bridleway on which we have made numerous comments – this is still a live application. <https://suffolk.planning-register.co.uk/Planning/Display?applicationNumber=SCC/0052/25/DoR>
- Design work is progressing on the Sizewell Link Road and two Village Bypass with technical approval by SCC likely in the next 2 months, which will enable construction work to commence. We will expect PRow Implementation Plans for both these schemes.

East Anglia Two Offshore Windfarm

- Scottish Power Renewables are moving forward rapidly with the preparation works; archaeology surveys have been done at three Friston substation site, along the cable corridor and the substation haul road which will run from the B1069 Knodishall to the Friston site.
- There have been numerous management plans submitted to SCC and ESC for discharge of the DCO requirements for the different topics for each of these sites, including how the PRow will be managed and constructed, i.e. using temporary closures and alternative routes, managed crossing points and the provision of new permanent PRow at the Friston substation site as alternative to the footpath that has to be permanently closed.
- There is an agreed notification process that SPR are following to inform local councils and the public of the likely disruption.

8. AOB

AW updated group on Local Government Reorganisation and devolution. This is significant and there are implications for everyone in the county. There will be an appointment of an executive lead on Devolution.

9. Dates of Next Meetings

- 24th July
- 23rd October

END

Suffolk Local Access Forum	
Title:	NSIPS Approved (Sizewell C, SPR East Anglia, Bramford to Twinstead)
Paper:	LAF 25/12
Author/Contact:	Annette Robinson/Samantha Bye
Meeting:	Thursday 24 July 2025 2.00pm – 4.00pm
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

Sizewell C

All the sites for the new roads, the rail line and the two park and ride sites have been cleared (vegetation clearance and topsoil removed) and archaeology works underway or completed. The design work for the changes to the road layout and the new bridleway associated with the main development site has been submitted to SCC for technical approval and SZC has submitted the Discharge of Requirement 10 - PRoW Implementation Plan for this new bridleway on which we have made numerous comments

– <https://suffolk.planningregister.co.uk/Planning/Display?applicationNumber=SCC/0052/25/DoR>

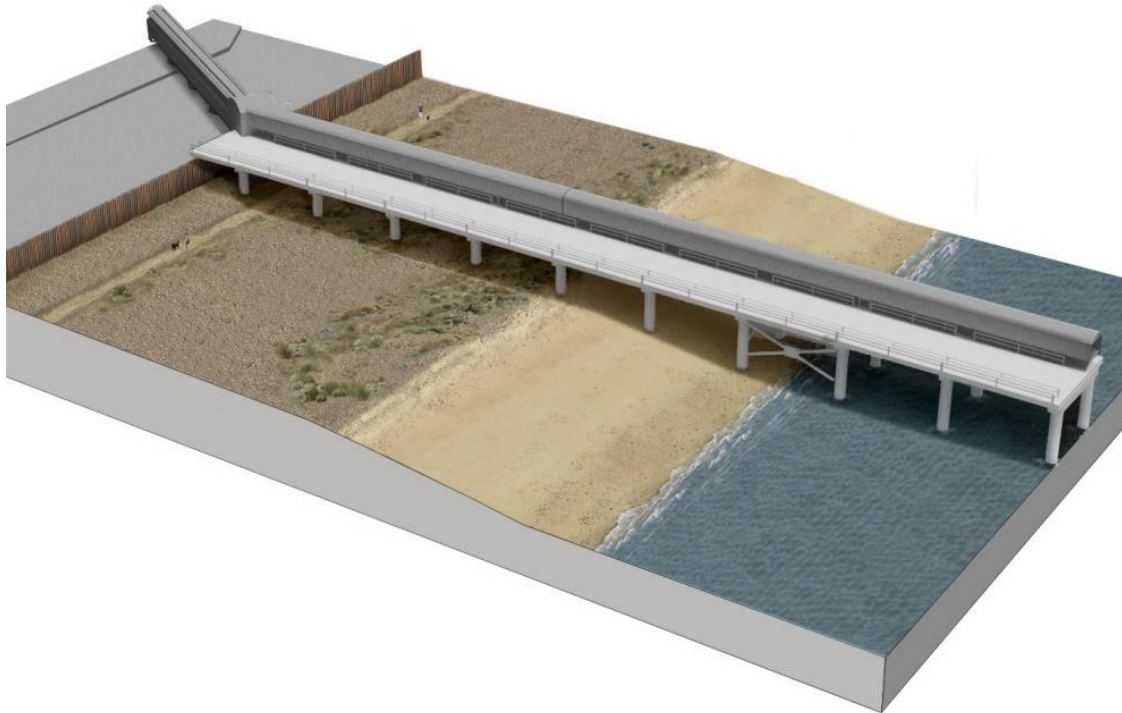
Latest updates

Works on the coast

There are a number of works proposed on the coastal frontage that will affect the public footpath/King Charles III England Coast Path. These are:-

- Construction of the temporary marine outfall – a pipe from the C site to the sea which will pass across the footpath. Two works compounds have been set up on the beach and we await details of how the works will be managed to ensure continued public access; a small localised diversion is expected.
- Investigation and removal of old metallic material buried in the beach to ensure safe installation of the piles for the overhead marine bulk import facility. It is likely that there will be a fenced exclusion working area and possible delays or short-term closures of the footpath. Details are yet to be confirmed.
- The construction of the marine bulk import facility (MBIF), illustration below from the DCO documents and a photo of the MBIF at Hinckley Point. SZC are currently investigating how to manage access whilst constructing the MBIF; there has to be a safe working area for the construction equipment and this exclusion zone would divert footpath users below the high water mark which is

clearly unsafe. The SZC Rights of Way & Access Strategy stated that the path 'would be kept open during the construction except in rare circumstances where it is unsafe to do so. In such instances, use of the temporary inland diversion of the coast path will be necessary'. However, this temporary inland diversion has not yet been constructed.



[Deliveries by sea at Hinkley Point C – minimising the impact on local roads](#) **Discharge of Requirements**

The PRow Implementation Plan for the Main development site including BR19 diversion has been discharged by SCC; this includes the design for the inland alternative route for BR19.

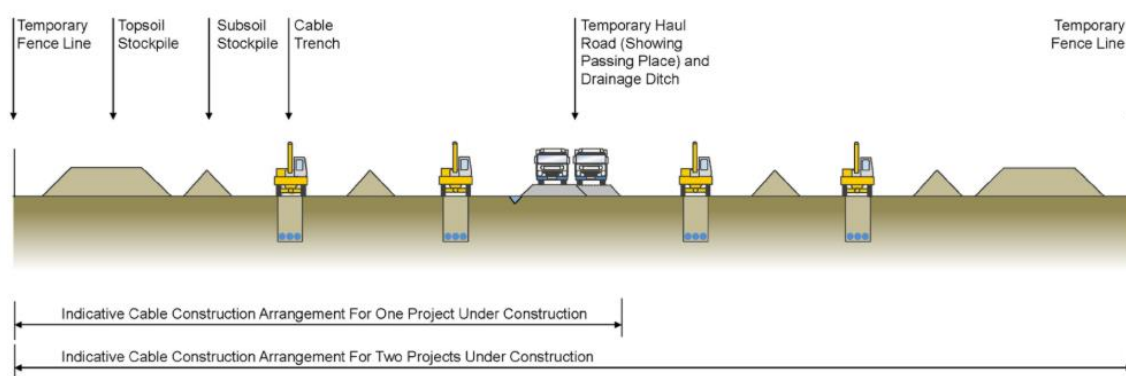
<https://suffolk.planning-register.co.uk/Planning/Display?applicationNumber=SCC/0052/25/DoR>

SCC are currently considering the application for the discharge of the PRow implementation Plan for the Two Village Bypass which includes the permanent diversions of 4 PRow plus the provision of additional access [Planning Register | Suffolk County Council](#). The application for the PRow Implementation Plan for the PRow affected by the Sizewell Link Road is expected soon. Additional discussions will be required for the management of these paths during the construction process.

East Anglia Two Offshore Windfarm

- Construction of the main site access road which starts on the B1069 south of Knodishall and heads west to Friston has started. This work will impact on several PRow including a public bridleway (and Sandlings Walk) and there will be temporary closures and alternative routes in place using DCO powers and implemented in accordance with PRow management plans, negotiated and discharged by SCC. The bridleway and Sandlings Walk will have a long-term diversion due to the proximity and impact of the haul road-see image below.

Temporary Substation Haul Road Cross Section



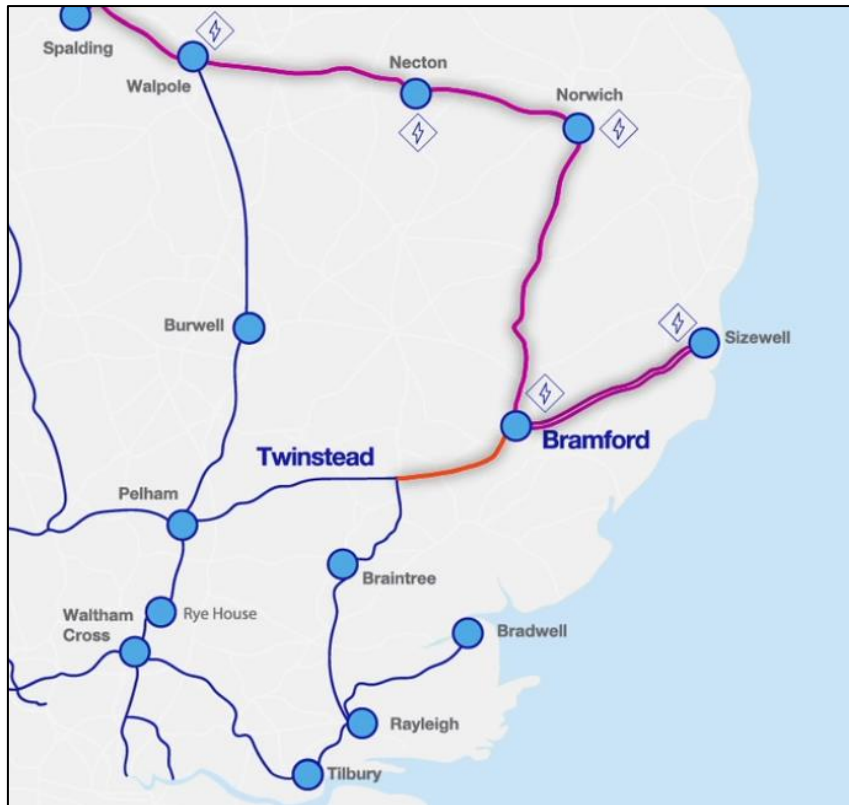
- Site meetings and discussions have taken place regarding the provision and construction of the alternative public rights of way at the Friston substation site, and an application to discharge the relevant PRow strategy is expected soon.

National Grid Bramford to Twinstead

National Grid's scheme will reinforce the electricity transmission network between Bramford substation in Suffolk and Twinstead Tee in Essex. The scheme involves constructing up to 18km of overhead line, around 11km of underground cable (through the Dedham Vale National Landscape) and removal of up to 27km of existing lines.

Details of the scheme can be found here:

<https://www.nationalgrid.com/the-great-grid-upgrade/bramford-to-twinstead>



Key updates to date:

- Details of the Bramford to Twinstead application can be found here: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020002>
- The examination for Bramford to Twinstead concluded on 15th March 2024.
- In September 2024 the application for development consent was approved – the SoS decision letter is 39 pages long and a link is below: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020002/EN020002-001919-Bramford%20to%20Twinstead%20-%20Final%20Decision%20Letter.pdf>

Latest update:

- SCC PRow team are currently assessing and responding to various management plans linked to the delivery of this scheme, including the PRow Management Plan, and commenting in detail on proposed PRow diversions to ensure they are convenient and appropriate for PRow users, and using the latest guidance by BHS regarding equestrian users near construction sites.

Suffolk Local Access Forum	
Title:	NSIPS in consultation
Paper:	LAF 25/13
Author/Contact:	Samantha Bye
Meeting:	Thursday 24 July 2025 2.00pm – 4.00pm
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Details of all NSIPs affecting Suffolk can be found on Suffolk County Council's website here: <https://www.suffolk.gov.uk/planning-waste-and-environment/major-infrastructure-projects-including-nsips/nsips-in-suffolk>

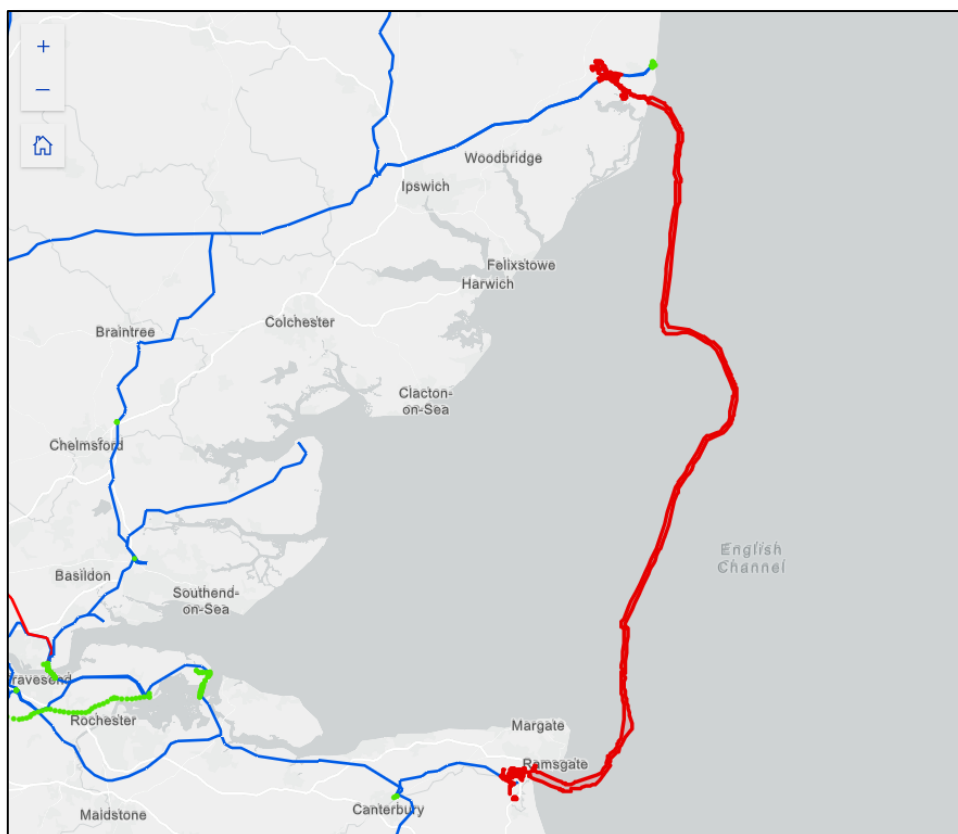
In response to the number of NSIPs in Suffolk SCC produced a Supplementary Guidance Document which can be seen here: <green-access-prow-guidance.pdf>

1. **Sea Link**

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

Details of the scheme can be found here: <https://www.nationalgrid.com/the-great-grid-upgrade/sea-link>

An interactive map of the scheme can be seen here: <https://experience.arcgis.com/experience/dc9df778577248738777772709f8a970>



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

Key updates to date:

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

Latest update:

- At SCC Cabinet meeting on 13 May 2025, members were to be recommended to object to the current proposals for Sea Link.

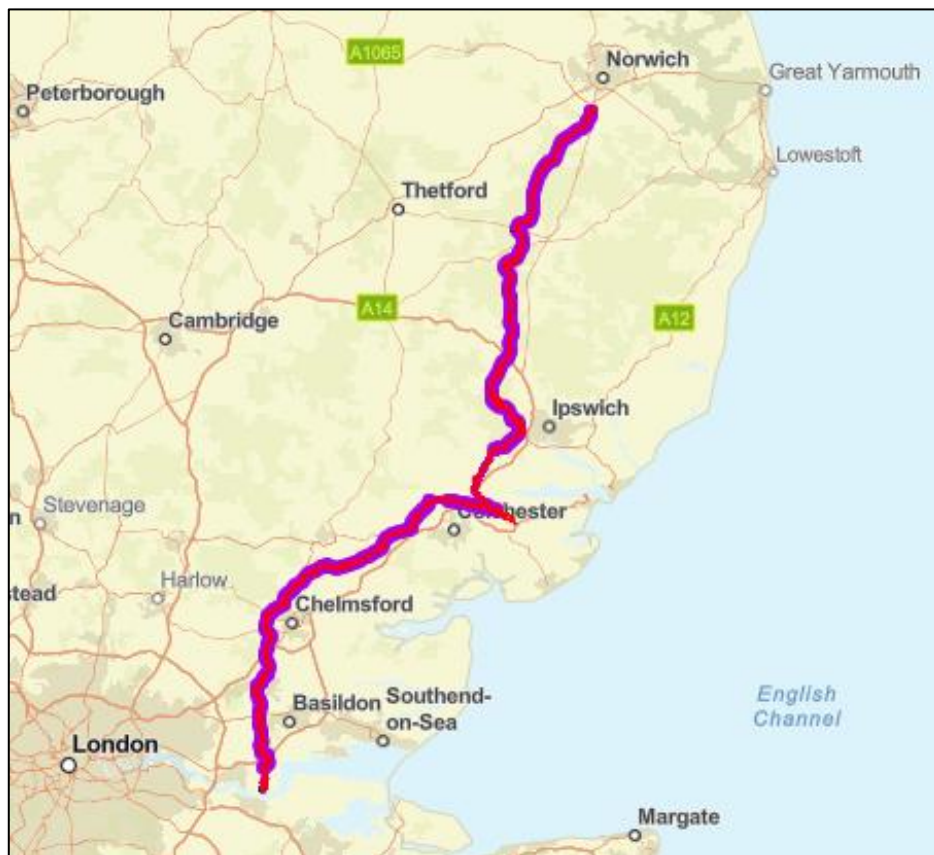
- PRow team are engaged in on-going discussions regarding a Statement of Common Ground which is a written document that outlines areas of agreement and disagreement between parties about the development.
- The SLAF chairman responded to The Planning Inspectorate Sea Link pre-examination (Appendix A)

2. **Norwich to Tilbury (formally East Anglia Green)**

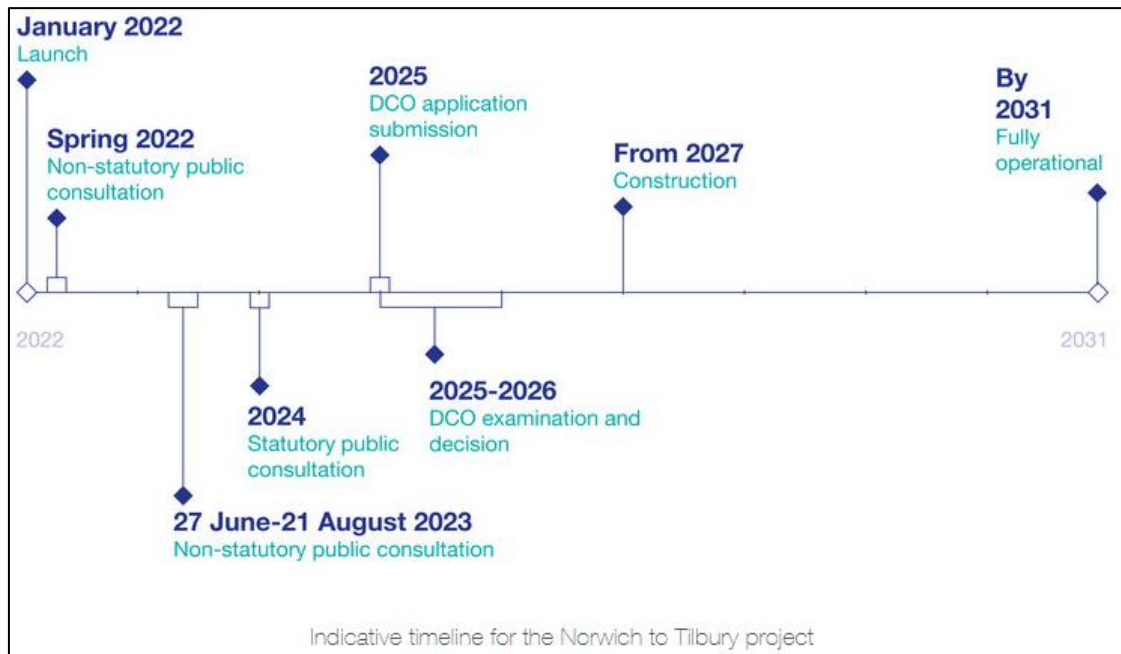
Norwich to Tilbury will reinforce the high voltage power network in East Anglia between existing substations at Norwich Main in Norfolk, Bramford in Suffolk, and Tilbury in Essex, as well as connect new offshore wind generation. The scheme will build approximately 160km of overhead lines and pylons,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

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

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



The timetable published by National Grid is shown below.



Key updates to date:

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

Latest update:

- A submission is expected mid-late August 2025
- The PRoW team are very engaged in developing the Statement of Common Ground for PROW, and for Traffic and Transport.

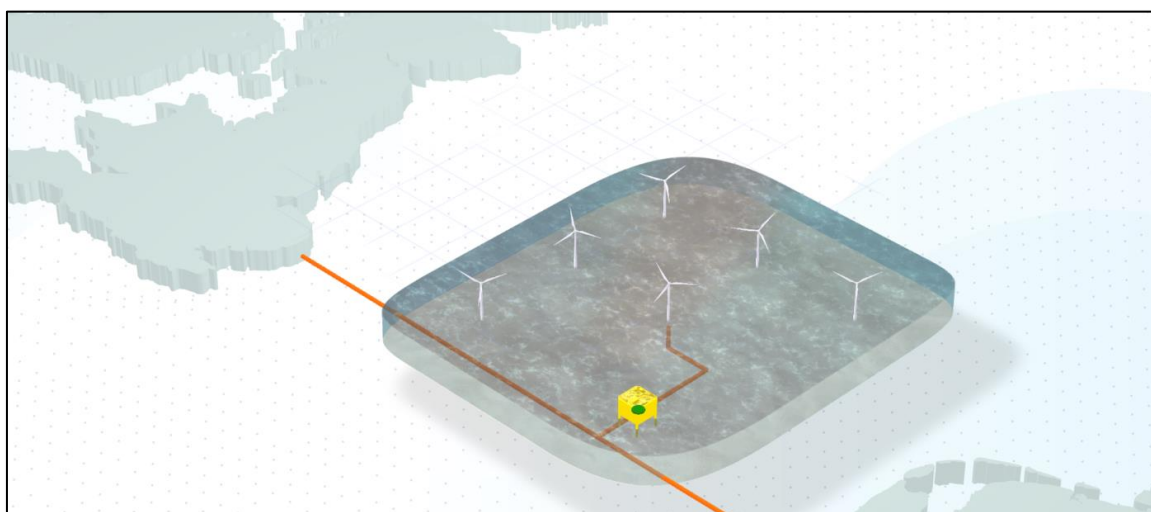
3. LionLink (formerly EUROLINK)

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

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

Details of the scheme including an animation on proposals can be found here:
<https://www.nationalgrid.com/national-grid-ventures/lionlink/about>

The Planning Inspectorate website for information is here:
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020033>



Key updates to date:

- Detailed responses have been submitted by SCC's rights of way and access team expressing concern over the cumulative effects on the PRoW network of this project with other east coast NSIPs.
- The county council has pressed for a co-ordinated approach with other NSIPs for the cable corridor and design of the proposed converter station site.
- As with Sea Link, the PRoW topic is split across different themes making responding less easy.
- The team have responded to Transport Assessments to protect the PRoW network (such as PRoW conditions, user surveys, construction methods, use of banksmen, permanent infrastructure, and PRoW diversions).

Latest update:

- Walberswick has been selected as the landfall site.
- Statutory consultation is due in Autumn/Winter 2025.
- The current timeline is for the Development Consent Order to be submitted in 2026.
- Seismic testing took place in June 2025 on Walberswick beach.

4. EcoPower

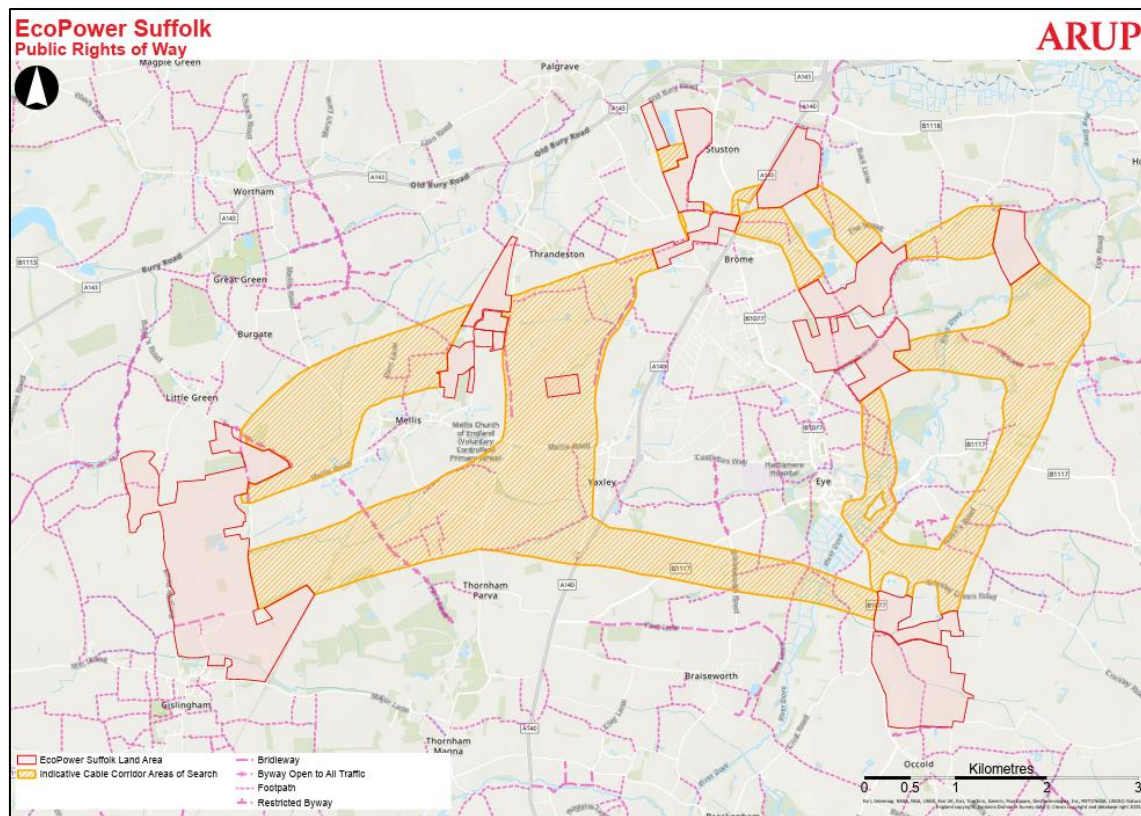
EcoPower Suffolk is a solar farm and a co-located Battery Energy Storage System and associated infrastructure with grid connection via underground cable to the Yaxley substation.

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

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

Details of the scheme can be found here:

<https://ecopowersuffolk.com/>



Key updates to date:

- Non-statutory consultation (Stage 1) with in-person and online consultation events took place in March 2025.
- Public statutory consultation is expected to be held in the Autumn of 2025.

Latest update:

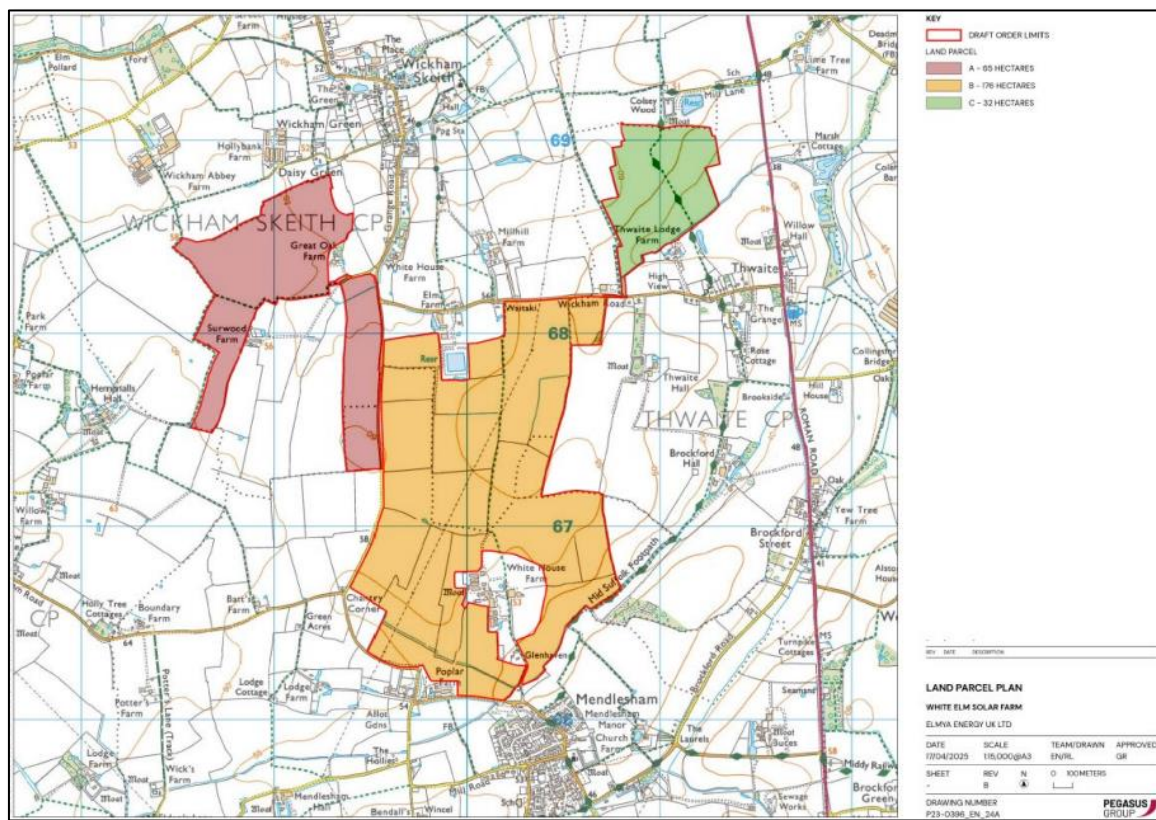
- No further update.

5. White Elm

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

Details of the scheme including an animation on proposals can be found here:
<https://www.whiteelmsolarfarm.com/>

The Planning Inspectorate website for information is here:
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN0110003>



Latest update:

- From 19 May to 30 June 2025, White Elm ran a non-statutory consultation for local communities, wider stakeholders and consultees to feed into detailed designs to be shared at statutory consultation in winter 2025.
- On Saturday 24th May 2025 the following was posted on the project website by the promoter:
"The project team has taken a decision to pause development of the project indefinitely. Please note that the ongoing non-statutory consultation has been cancelled with immediate effect. This includes the two public consultation events on Saturday 31st May and Wednesday 4th June 2025. We ask that

any work being undertaken to respond to the proposals shared in our non-statutory consultation be cancelled.”

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

END

DF/SB/SCC JULY 2025

Appendix A

SLAF
Suffolk Local Access Forum

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

Email: slaf@suffolk.gov.uk

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

Date: 16 June 2025

To The Planning Inspectorate

Reference Number F284EB8AF

National Grid (Sea Link) Development Consent Order (Application Reference EN020026)

Response by the Suffolk Local Access Forum (SLAF)

SLAF is a statutory body appointed by Suffolk County Council under the Countryside and Rights of Way Act 2000 to advise and respond to various bodies on matters affecting countryside access and public rights of way (PRoW). In the past we have been consulted and responded to proposals by organisations such as Network Rail, Highways England, Natural England and EDF (Sizewell C).

SLAF has in the past responded to the two consultation stages to the Sea Link Project in 2023 and 2024. Copies of these responses sent to Sebastian Stevens are attached as an Appendix to this response.

As can be seen, at the first consultation we were particularly concerned about the impact the proposals would have on the landscape and PRoWs within the proposed Converter Station site and beyond, and in the second we questioned the changes to the Draft Order Line which would restrict the opportunity to provide better alternative routes for diversions. SLAF are also looking to the applicant to provide funding to allow meaningful mitigation and legacy landscape, access, and PRoW improvements within a wider area around Saxmundham.

Our response to the DCO relates particularly to the information contained in Document 2.7.1 Access, Rights of Way and Public Navigation: Volume 2 Plans and Drawings and Document 7.5.9. Outline Public Rights of Way Management Plan – Suffolk.

We found the maps contained in Document 2.7.1 very difficult to interpret on an A4 page as the PRoW numbers were difficult to read and the colours and line thickness used for the various items confusing.

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Within the Converter Station site itself we appreciate that this would entail permanent and temporary diversions of PRowS in the parishes of Saxmundham, Sternfield and Knodishall but would expect that the applicant would work with the County Councils' officers in order to provide a more sustainable alternative access network. For example, providing a bridleway alongside the B1119, separated from the carriageway and watercourse by planting, from where Saxmundham E-460/023 leaves the road, to Sternfield E-491/010 and possibly as far as Workhouse Lane E-491/012.

SLAF would expect that Sea Link would also have regard to the Saxmundham Neighbourhood Plan Adopted in July 2025 which one of its proposals is "ensuring the successful, physical, environmental and social integration of new development in the Garden Neighbourhood with the existing community". This is a development of eight hundred homes south of Saxmundham between the A12 and the B1121 bisected by the Ipswich to Lowestoft rail line within which are several PRowS which link to E-460/019 alongside the B1121. It is not clear why three of these, outside the Order Line are listed for temporary diversion (E-260/015,016,017).

As part of any mitigation measures, we would like to see the provision of a new PRow using the proposed access road to the Sea Link site off the B1121 to link up the Garden Neighbourhood with the existing and proposed diverted PRowS within the Order Line.

We are particularly concerned at the lack of acknowledgement of the cumulative effects in terms of traffic generation, visual intrusion, loss of habitat and impact on local communities that other proposed developments in the area which are part of The Great Grid Upgrade will bring, including:

- The Scottish Power NSIP consent for the Friston substation. If this ends up being constructed as part of the Sea Link project, we expect that all conditions from that DCO to be adhered to.
- The current and future off-site projects associated with the construction of Sizewell C.
- The impact of the Lion Link project, which although approaching from a different direction would also use the Friston substation and require ducting to a further Converter Station at Saxmundham.
- The possibility of a third Converter Station at Saxmundham linked to the Friston substation.

For the latter two it would make sense for the ducting to be put in as part of the Sea Link DCO to avoid additional temporary PRow diversions at a later date.

Yours sincerely



Chair of Suffolk Local Access Forum

Appendix 1

SLAF
Suffolk Local Access Forum

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

Email: slaf@suffolk.gov.uk

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

Date: 14 December 2023

Dear Sebastian Stevens

Re: National Grid Sea Link Consultation

This letter constitutes a formal response by the Suffolk Local Access Forum (SLAF) to the Public Consultation on the Sea Link Project.

SLAF is a statutory body appointed by Suffolk County Council under the Countryside and Rights of Way Act 2000 to advise various bodies on matters affecting countryside access and the public rights of way (PRoW) network. We have been consulted and responded to proposals by bodies such as Network Rail, Highways England, Natural England and EDF.

There are two main issues that SLAF wish to comment on.

First, is that as with other energy schemes that they have been involved with, there is a line on the map showing the draft order limits from Saxmundham to the Suffolk landfall of the offshore cable just north of Aldeburgh adjacent to the old railway line. Within the line would be a trench for cable ducts from there to the Friston substation and then on to Saxmundham. However, there is a lack of information on the width and depth of the cable trenches and the visual impact of the proposed cable joint bay and link boxes.

We would expect that in the construction phase there would be continuation of public access within this area. Any temporary closures would be kept to a minimum, and alternative routes provided where necessary.

Second, at the Converter Station site, which will have the greatest impact on the landscape and PRoWs, this is very open with little tree cover and at present has several rights of way on it or close by including Saxmundham 23, Sternfield 5, 6 & 10 and Knodishall 15, 16, 17 & 18 which all provide green access routes from Saxmundham to the wider countryside to the east. SLAF would expect a PRoW management plan agreed with Suffolk County Council to be in place prior to any construction work. This would include showing how the loss of these routes would be mitigated against or diverted to allow new alternative routes and additional landscaping which would enable robust and attractive links between Saxmundham, Sternfield and Knodishall. The height and footprint of the

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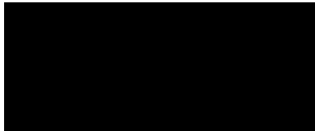
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proposed converter station(s) would also have a serious landscape and visual impact leaving Saxmundham on the B1119 which would be difficult to disguise.

Other issues which SLAF have with the proposals includes, the seeming lack of co-ordination between energy schemes on the Suffolk Coast with its numerous conservation and environmental designations, the impact this proposal would have on the local economy in terms of the loss of socio-economic, tourism and recreation potential, and the possible impact of construction traffic in the area conflicting with that likely to arise from Sizewell C if both end up going ahead at the same time.

SLAF would also request that they are formally consulted at the next stage of consultation.

Yours sincerely



Chair of Suffolk Local Access Forum

Appendix 2

SLAF Suffolk Local Access Forum

SLAF
C/O Suffolk County Council
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Email: slaf@suffolk.gov.uk

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

Date: 7 August 2024

|
Dear Sebastian Stevens

Re: National Grid Sea Link Consultation

Despite our request in our previous letter sent in December 2023 (copy attached as APPENDIX), asking SLAF to be formally consulted at the next stage this did not happen, and so as no formal public consultation open days were held, we found trying to tease out information relating the treatment of public rights of way from the many on-line documents not helpful. We feel that not treating such an important issue to its own section within the PEIR documents and detailing how temporary and permanent diversions would be handled in each case would be beneficial. The points made in our previous response still stand.

We are concerned that the Draft Order Line has been tightened up in several places which therefore restricts the opportunity to provide meaningful temporary or permanent diversions to public rights of way impacted by cable joint bays, link boxes, the construction of the converter station and the width needed to be soil stripped for the installation of cable ducts.

SLAF is particularly concerned about the land removed from the Draft Order line in the Saxmundham to Friston section as we understand that although the Lion Link interconnector scheme seeks to approach the Friston sub-station from the north it also requires cable ducting from there to an additional converter station adjacent to the one that you are proposing at Saxmundham. It would make sense that even if these schemes have different timetables, collaboration at an early stage (which seemed to have been suggested in your original consultation), would obviate the need for unnecessary temporary or permanent rights of way diversions for haul roads or cable trenching.

Public Rights of Way represent a great resource in Suffolk, providing green access for local communities as well as visitors. Any disruption of the network, albeit only temporary, could have adverse consequences to the county's social, physical, mental wellbeing as well as its economy, so it is important that consideration should be given to ensuring mitigation measures are put in place to minimise the effect on the wider landscape due to changes in the views and the impact of construction traffic. If this is not possible then other forms of

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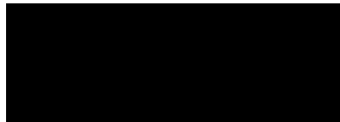
compensation would be required. This is particularly important where the impact is on locally promoted circular routes and named longer distance paths. We would expect that any green spaces created within or adjacent to the Draft Order Line would be designated as Open Access Land for public use.

As this is a long-term project that could take several years to implement if the DCO is confirmed we would expect some sort of Community Fund to be put in place to compensate the affected areas which could be used for community and green access improvements. There would also be benefits in appointing a liaison person who could work with local communities as well as the local authority as the work progresses, to ensure that any temporary diversions are in place and signed off by the relevant officer.

With the other proposed NSIP's such as Lion Link and Nautilus likely to progressing through various consultation stages to DCO in the next two years, and then possible Inquiry, it would seem sensible for all parties involved to get together, particularly over the issue of rights of way, so that an already diverted route does not have to be disturbed again. As this and other schemes could be being built during the same period as Sizewell C, the impact of construction traffic on a small area of Suffolk will have a significant impact on both local and visitors' enjoyment of the area through its rights of way network.

SLAF would hope that the above points will be taken on board.

Yours sincerely



Chair of Suffolk Local Access Forum

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Providing independent advice on access to the countryside in Suffolk

Suffolk Local Access Forum	
Title:	Draft Suffolk Local Access Forum Annual Report 2024/25
Paper:	LAF 25/14
Author/Contact:	Andrew Woodin
Meeting Date:	Thursday 24 July 2025 2.00pm – 4.00pm
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

Introduction

Members are asked to provide their comments on the forum's draft annual report below. The report will be presented to SCC's Cabinet in September or November 2025.

What are the key issues to consider?

The key issues are as follows:

a) Suffolk's Energy Schemes:

Whilst supporting green and renewable energy generation, the forum maintains its position this should not be at the expense of protecting and improving public rights of way (PRoW) and other green access, e.g. open access and other informal access used by the public. Schemes of particular interest or concern are:

- *Sea Link: the forum is pressing for PRoW improvements to improve connectivity for off-road walking and cycling. This includes eastwards from Saxmundham towards Leiston, and ensuring the haulage road from the B1121 remains a legacy for sustainable movements between the PRoW network around the SeaLink site and the planned Saxmundham Garden Village development of housing and commercial to the west of the B1121.*
- *LionLink: concerns remain over the cable landing point, above ground infrastructure, and works impacting on green access, plus the coordination of proposals alongside other NSIPs, most notably Sea Link.*
- *Solar Farms: these remain a serious issue with their cumulative large-scale coverage on the landscape having a significant impact on people's enjoyment and access to the countryside.*

- *Felixstowe Garden Neighbourhood: there is a need to see a coordinated and planned development to ensure walking, wheeling, and cycling are of the highest standard encouraging residents to move easily and freely to and from the site and into Felixstowe and the Trimleys. The forum is pleased with recent s106 improvements within The Grove with a new boardwalk and bridge making access easier for all.*

The forum remains concerned at the impact of so many schemes in the area and the pressure on officer resources in coordinating responses. The forum will follow progress on the Planning and Infrastructure Bill with interest.

- *Sizewell C: the forum very much approves the appointment of a project manager to utilise the PRow Fund to improve the green access network as a legacy for Sizewell C. The forum received a briefing from the manager, including the major project to create a walking, wheeling and cycling link northwards from Aldeburgh to Minsmere and beyond. The forum notes the project enjoys the full support of SZC Co. Delivering the PRow Fund schemes will be challenging and the forum looks forward to working with the county council on this.*

The forum further notes the good progress by the county council's SZC funded PRow specialist in protecting access impacted by SZC and its associated developments.

Response: The Council recognises concerns over the numerous projects and the key role Suffolk plays nationally and will work to ensure appropriate mitigation for PRow and other green access is integral to all proposals. The county council welcomes the forum's comments on Sizewell C.

b) Improving Suffolk's Access Network:

The forum welcomes the county council's continued determination to improving and promoting walking, wheeling and cycling infrastructure. The forum has noted the Rights of Way & Access team's success in bidding for external funds through, for example, district council's community infrastructure levies, active travel funding and the Rural England Prosperity Fund, which secured £250,000 for improving public access to rivers and sustainable access to schools.

Response: The Council will endeavour to continue to deliver access improvement projects in line with the Suffolk Green Access Strategy 2020-2030, recognising the value they create.

c) Severance of Suffolk's PRow Network:

The forum welcomes the completion of the Needham Market Gipsy Lane public footpath diversion through the reconstructed railway culvert in March 2025, allowing the closure of the level crossing. The forum praises the perseverance of county council officers in working with both Network Rail and landowners.

The forum received a briefing from Network Rail staff on a new Transport & Works Act Order (TWAo), to close up to 18 PRow level crossings. The forum will scrutinise progress of the proposal and encourages the county

council to ensure both suitable and convenient alternative routes are provided where PRow are closed and its reasonable officer costs are reimbursed from an early stage. The forum hopes the county council will object to unacceptable proposals, as it did successfully in the 2017 Network Rail TWAO.

The forum has been involved in and welcomes the Rights of Way & Access team's involvement in the A12 major road network improvement project and hopes to see improved PRow crossing and walking, wheeling and cycling accessibility.

Response: The Council thanks the forum for its support in protecting access when PRow are threatened with severance. The county council supports improved access networks which relate to road and rail schemes and will endeavour to always consult the forum.

d) **The King Charles III England Coast Path**

Whilst noting the slow progress by the Secretary of State in approving stretches of the coast path in Suffolk, the forum endorses the county council with Natural England's successful opening of two stretches of the trail in Suffolk. Shotley Gate to Felixstowe stretch was officially opened in October 2024, followed by Aldeburgh to Hopton in December 2024. The forum notes the team are currently working towards the establishment of the stretch between Felixstowe Ferry and Bawdsey, with an anticipated opening in September 2025. Works are due to commence on the remaining confirmed stretch between Bawdsey and Felixstowe Ferry in late summer 2025. The forum awaits approval of the remaining stretches by the Secretary of State and thanks officers for the completed construction work required as the final part of the establishment process.

Response: the county council is also pleased to see progress on opening stretches of the coast path and thanks for forum for its contribution.

e) **Definitive Map Consolidation**

How does this relate to the County Council objectives?

This report is linked to the County Council's objectives indicated below:

Promoting and supporting the health and wellbeing of all people in Suffolk	<input checked="" type="checkbox"/>
Strengthening our local economy	<input checked="" type="checkbox"/>
Protecting and enhancing our environment (including carbon reduction)	<input checked="" type="checkbox"/>
Providing value for money for the Suffolk taxpayer	<input checked="" type="checkbox"/>

How will this impact on the Council's objectives?

The forum's recommendations and comments strongly support the delivery of the county council's objectives, through its advice on protecting and improving the green access network. Developing the access infrastructure encourages healthy,

sustainable travel choices, and are also relevant to reducing carbon emissions and Suffolk achieving carbon neutrality by 2030.

What are the resource and risk implications?

The Suffolk Local Access Forum understands pressures on public finances but highlights the importance of green access on people's physical health and mental wellbeing, its importance to the rural economy, and asks the county council to continue its on-going support in this area.

The Deputy Chief Executive and Executive Director of Growth Highways and Infrastructure will consider and discuss with the Cabinet Member for Ipswich, Operational Highways and Flooding the appropriate level of funding for the public rights of way and green access network when looking at the priorities for revenue and capital budgets.

An Equality Impact Assessment is not required for the SLAF Annual Report 2024-2025?

What are the timescales associated with this decision?

Not applicable

Alternative options

Cabinet could change the proposed responses from the county council to the recommendations from SLAF or suggest additional issues that it would like the forum to explore.

Who will be affected by this decision?

Officers acting on these recommendations and users of public rights of way, communities, and land managers within Suffolk.

Main body of report

Administration and Meetings

13. The county council's Rights of Way and Access team provides secretariat services and recruits new members but the forum have their own logo, letter heading, email address and website page at <https://www.suffolk.gov.uk/roads-and-transport/public-rights-of-way-in-suffolk/suffolk-local-access-forum>.

14. The cost of administering the forum in 2024-25 was £855.50

15. The forum met on 24 October 2024, 23 January 2025, 24 April 2025, and 24 July 2025. All meetings were open to the public

16. At meetings the forum received updates and briefings including:

- a) Suffolk Energy Schemes,
- b) Network Rail level crossing closures, including a presentation on their proposed new multi crossing TWAO,
- c) King Charles III England Coast Path,
- d) Suffolk's Local cycling and walking infrastructure plan,
- e) Suffolk's local transport plan update – presentation by Lewis Boudville Suffolk County Council,
- f) East Suffolk Council Felixstowe Garden Neighbourhood update –

- presentation by James Goldberg East Suffolk Council,
- g) A12 Major Road improvements,
- h) East of England regional access forum,
- i) SLAF membership terms review,
- j) East Suffolk's Cycling, Walking and Wheeling working group,
- k) Sizewell C
- l) Site visits have been arranged to see issues on the ground at:
 - i) New public access, Melton - King Charles III England Coast Path
 - ii) Gipsy Lane level crossing, Needham Market.

The forum thanks the Rights of Way and Access team for their on-going support, advice and assistance which is vital to the forum performing their duties.

SLAF Membership

The forum had 14 members during the period covered by this report.

Working Groups:

The forum has the following working groups:

Topic	Membership
PRoW Severance, including Network Rail and National Highways	Barry Hall, Clare Philips, Roley Wilson, Chris Bower
Nationally Significant Infrastructure Projects (NSIPs)	Suzanne Bartlett, Barry Hall, Roley Wilson, Anthony Wright, Gordon Merfield
England Coast Path	Barry Hall, Susan Mobbs, Roley Wilson, Chris Bower
Planning and Development	Roley Wilson, Monica Pipe, Anthony Wright, Margaret Hancock, Chris Bower

Barry Hall

Chair of Suffolk Local Access Forum

Christopher Bower

Vice Chair of Suffolk Local Access Forum

Sources of further information

The public have a right to inspect any documents included in this box – they are therefore in the public domain once the agenda is published. Background papers used in preparing the report must be kept by the report author for four years from the date of the meeting.

If there are no sources of further information, don't delete the box. Please insert the wording "No other documents have been relied on to a material extent in preparing this report".

- a) Local Access Forums:

<https://www.gov.uk/guidance/local-access-forums-participate-in-decisions-on-public-access>

- b) Suffolk Local Access Forum web pages and membership

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

- c) Suffolk Local Access Forum meeting 26 October 2023

<https://www.suffolk.gov.uk/asset-library/imported/2023-10-26-SLAF-Papers.pdf>

- d) Suffolk Local Access Forum meeting 25 January 2024

<https://www.suffolk.gov.uk/asset-library/2024-01-25-SLAF-Agenda-and-Papers-PUBLISH.pdf>

- e) Suffolk Local Access Forum meeting 25 April 2024

<https://www.suffolk.gov.uk/asset-library/2024-04-25-SLAF-Agenda-and-Papers-websreite.pdf>

- f) Suffolk Local Access Forum meeting 25 July 2024

<https://www.suffolk.gov.uk/asset-library/2024-07-25-slaf-agenda-and-papers-public.pdf>

- g) The Suffolk Green Access Strategy: Rights of Way Improvement Plan 2020-2030:

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

Suffolk Local Access Forum – Members Details

SLAF Membership August 2023 – July 2024

The forum had 14 members during the period covered by this report.

Barry Hall (Chair) – Barry is a retired local government officer with experience of working on countryside and rights of way projects. Barry retains an interest in countryside access as a member of the RSPB, Suffolk Wildlife Trust and National Trust. *Barry has been a member of SLAF since October 2007 and Chair since January 2016.*

Christopher Bower (Vice Chair – January 2024 onwards) – Chris is a keen cyclist who enjoys off-road hiking, biking, and running, exploring the natural environment, and participating in ultradistance cycling events. As a Cycling UK advocate, he has created a long-distance multi-terrain cycling route around Suffolk to encourage responsible green access and improve physical, mental, and environmental health. *Chris became a member of SLAF in April 2023 and took on the role of Vice Chair in January 2024.*

Suzanne Bartlett – Having been brought up on a farm near Framlingham, Suzanne spent most of her life living and working in Suffolk. Since retiring as a librarian, she has dedicated more time to walking and cycling in the countryside, whilst continuing as a self-employed writer and researcher. She is particularly concerned with promoting the benefits of outdoor activities for both physical health and mental well-being. *Suzanne has been a member of SLAF since October 2018.*

Margaret Hancock – Margaret is a Blue Badge Tourist Guide with a particular interest in promoting sustainable tourism. She is keen to encourage visitors to explore Suffolk by public transport, walking and cycling to benefit the local economy and preserve the peace and tranquillity of the county. Margaret has experience of supporting children and young people with disabilities, enabling them to access leisure facilities. *Margaret has been a member of SLAF since April 2010.*

Gordon Merfield – With a background in agriculture, since the 1980's Gordon has been active in participating and coaching field sports events as well as being interested in the wider countryside and walking in foreign countries. *Gordon has been a member of SLAF since September 2004.*

Susan Mobbs – Susan is a walker and a cyclist mainly because of the opportunities they give her for exploring landscape, history, and nature at close hand. She is a volunteer with the Suffolk Wildlife Trust, doing practical work on local reserves, and a member of the Long-Distance Walkers Association. Her professional background is in social care and social and community development, and she is keen to see improved

access to the countryside and outdoor activities for people of all ages and abilities. *Susan has been a member of SLAF since October 2018.*

Clare Phillips – With a background in journalism, Clare has worked on the BBC's 'Farming Today' programme and presented countryside documentaries for BBC Radio Suffolk. Clare enjoys off-road running and walking in the Suffolk countryside, organises several Trail Races, and runs each year for her running club. She is a horse-rider and a Trustee of Ipswich Riding for the Disabled Group with experience of working with a wide range of riders with disabilities. Clare also chairs the footpaths sub-committee of Brantham Parish Council. *Clare has been a member of SLAF since October 2018.*

Monica Pipe – Monica farms just north of Ipswich and has many well-used footpaths on her land including the promoted long-distance trail, the Fynn Valley Walk. *Monica has been a member of SLAF since its inception in July 2003.*

Adrian Shepherd – Adrian is General Manager of National Trust Ickworth Estate. The Trust was founded on the principle of maintaining spaces for people to enjoy and benefit from, and this is what motivates Adrian in his work. In his professional capacity he is committed to making the estate more accessible to cyclists, walkers, and horse riders, and developing sustainable travel options to National Trust properties. Away from work, Adrian is a walking enthusiast. *Adrian has been a member of SLAF since April 2023.*

Councillor Joanna Spicer – Joanna has lived in Suffolk for over 50 years having come to live here in 1972 to work for the newly formed East Anglia Tourist Board as the Information Officer. She was first elected to Suffolk County Council in 1989 and represents the 16 rural villages of the Blackbourn Division, north-east of Bury St Edmunds. Joanna is not only a keen walker, but also works with parish councils and landowners to press for additional rights of way and green space to be a larger part of new developments. *Joanna has been a member of SLAF since June 2022 representing Suffolk County Council.*

Councillor Edward Thompson – Edward is the Liberal Democrat District Councillor for Martlesham and Purdis Farm. *Edward joined SLAF in July 2024, replacing Cllr Whitelock in representing District and Borough County Council's interests.*

Jim Wayman – Jim works for a company representing east Suffolk potato farmers. He has an interest in balancing the needs of landowners and farmers with maintaining the natural beauty of Suffolk's landscapes and ensuring there is access for all to enjoy the countryside for recreation. *Jim has been a member of SLAF since April 2023.*

Roley Wilson – Roley is actively involved in the promotion of the health benefits of walking for all. He has a lifelong interest in nature and open-air pursuits. During a 33-year career in the police one of his many postings involved being the Wildlife Liaison Officer for Suffolk. He is a member of the Ramblers and since retirement has spent an

increasing amount of time in volunteer activities for that organisation. A keen bird watcher and member of the RSPB and Suffolk Wildlife Trust he has a passion for ensuring that everyone has free and responsible access to the countryside. *Roley has been a member of SLAF since October 2013.*

Anthony Wright – A long-term cyclist and walker, Anthony has worked with several local authorities and publishers on the production of cycling and walking guides. For 15 years before retiring Anthony worked part-time for the national sustainable transport charity Sustrans as its Area Manager for Norfolk and Suffolk, while also working part-time as a Suffolk County Council Cycling Officer. He maintains an active interest in developing cycle routes and advises the Highways Agency and Norfolk & Suffolk Highways of their responsibilities for non-motorist users' safety on the highway. *Anthony has been a member of SLAF since its inception in July 2003.*

END
AW/SCC JULY 2025

Suffolk Local Access Forum	
Title:	The King Charles III England Coast Path
Paper:	LAF 25/15
Author/Contact:	Claire Dickson
Meeting:	Thursday 24 July 2025
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

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

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

Stretch name	Progress
Harwich to Shotley Gate	Four out of six reports at Stage 4, two at Stage 5
Shotley Gate to Felixstowe Ferry	OPEN for use from 16 th October 2024
Felixstowe Ferry to Bawdsey	Stage 5: Approved. (Not yet available for public use – work to establish the route is currently taking place)
Bawdsey to Aldeburgh	Stage 5: Approved. (Not yet available for public use – work to establish the route is currently taking place)
Aldeburgh to Hopton-on-Sea	Four out of six reports are OPEN for use from 12 th December 2024. Work to establish the route is currently taking place where Approved.

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

Stage 4: Determine

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

Stage 5: Open

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

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

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

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

2. The Stretches in More Detail

Natural England has provided this update on the national situation:

Just over 66% of the whole route is now open. Nationally 303 miles have opened since the previous LAF meeting.

Status of proposals	Number of miles
Total mileage submitted to government	2677
- complete and open for public use	1772
- approved by government and work to establish the route taking place, or awaited	767
- awaiting government decision	138
Yet to be submitted	16

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

The Five Suffolk Stretches

Harwich to Shotley Gate – Jonathan Clarke. Last updated 11.7.25
No change since previous report

- Stage 4 and 5 (Determine and Open)
- The proposals were published in January 2020 and received 7 objections.
- Reports 4, 5 and 6 are in Suffolk.
- Reports 1 and 4 have been approved. Work to establish the route can now take place on these lengths.

- The Planning Inspector undertook a further visit in July 2022 and in July 2023 there was the opportunity to submit further representations about an objection in the Essex part of the stretch. We are waiting to hear the decision from the Secretary of State

Shotley Gate to Felixstowe Ferry – Jonathan Clarke.

- Open for use.

Felixstowe Ferry to Bawdsey – Jonathan Clarke. Last updated 11.7.25 No change since previous report

- Stage 5 (Open) – but not yet available for use
- Work to establish the route is now taking place, for opening in 2025.

Bawdsey to Aldeburgh – Jonathan Clarke. Last updated 11.7.25

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

Aldeburgh to Hopton-on-Sea – Jonathan Clarke. Last updated 11.7.25 No change since previous report

- Stage 4 and 5 (Determine and Open)
- Natural England published proposals in January 2020.
- 23 objections were received – all on Report 4. The Planning Inspector did site visits in April 2024.
- Reports 1, 2, 3 and 6 opened to the public on 12 December 2024.
- Report 4 - we are waiting to hear the decision from the Secretary of State
- Report 5 - work to establish is now taking place, for opening in 2025.
- Proposals for minor variations at Corton and Dunwich have been proposed. They only received one representation (supportive) and so should be approved in time. They did not prevent the route opening.

3. Suffolk Progress

Following the Secretary of State announcement regarding the approval of Bawdsey to Aldeburgh stretch in early May 2025. The project officer has predominantly focused on the establishment works for this approved stretch and delivery of works on the approved stretch covering Felixstowe Ferry to Bawdsey. With works completed on Shotley Gate to Felixstowe Ferry and Aldeburgh to Hopton (approved stretches 1, 2, 3 and 6). All works are funded by Natural England by applying for grants from them. The breadth of the establishment works is broad, ranging from ecology and tree safety surveys, revetment and surfacing works,

design and construction of structures such as boardwalks, bridges, and steps, installation of mitigation fencing, new interpretation boards, bespoke heritage signs in conservation areas as well as the more familiar installation of new signposts and waymark posts.

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

Several works packages have been successfully tendered over the spring months and are either completed or under way by June 2025, namely:

- Installation of 5km of mitigation fencing at Ramsholt.
- Installation of bespoke mitigation screening at Martlesham.

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

The Green Access Team has scoped the alternative route through Ipswich Waterfront that will be promoted, including gateway signage at either side of the Orwell Bridge. This project has included working with a local school, with other contributions, including financial, coming from Ipswich Borough Council, Greenways, All About Ipswich, National Highways, National Landscapes, Suffolk Food Hall and St Joseph's College, Ipswich. The route is expected to open in the autumn 2025. National Highways and the county council's public health team are pleased with this progress, which both gives an alternative to walking the bridge and promotes Ipswich.

The team await decision from the Secretary of State decision on the opposed stretch from Southwold to Pakefield. This was following the planning inspectorate site visit in March 2024. Natural England anticipate that this decision will be received later in 2025.

Following the approval of the Felixstowe Ferry to Bawdsey stretch on 7 May 2024, the team have verified the works required on site and raised many queries with Natural England. Several joint site visits have been undertaken with Natural England and relevant landowners over the last nine months to resolve matters and confirmation of all detailed works has now been secured.

The team are focused on completion of delivery of the works on this stretch, with a large part of the infrastructure installed between Felixstowe Ferry and Woodbridge in March 2025. Remaining works are currently being delivered over the summer months to meet Habitat Regulation timing requirements.

An opening date for this stretch has just been agreed with Natural England for 24th September 2025. This will be dependent on completion of all mitigation works and to allow for any delay in works due to a watching brief by an Ecologist. The County Council do not currently envisage any delays due to the measures in place to ensure we meet habitat regulation requirements.

Scoping works have commenced on the approved stretch between Bawdsey and Aldeburgh. Numerous site visits and meetings have been undertaken with Natural England and Landowners. A full ecological review is underway to ascertain a timetable of works for habitat regulation assessment. We anticipate works will commence in Autumn 2025 following completion of tenders and grants.

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

Natural England have advised that funding is available for a second project officer. As works are currently on target for delivery, we are not able to progress with a second officer. Implementation work is progressing well on the approved sections. This will remain under review and dependent on the timing of approval of the remaining stretches.

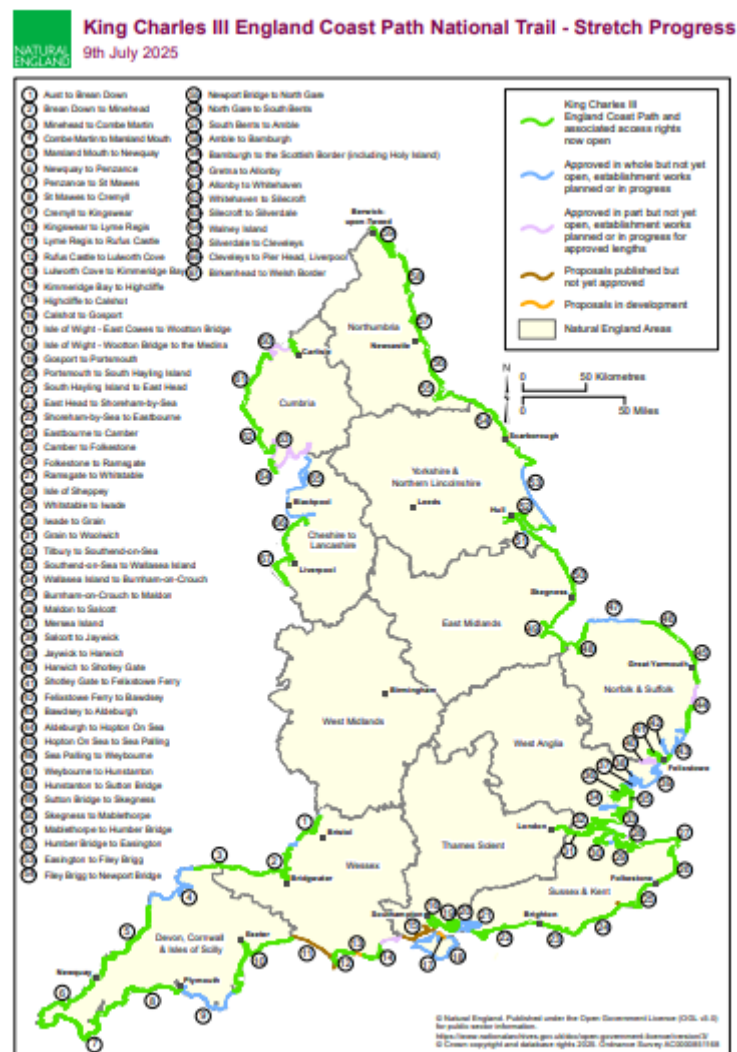
The Operations Team have established fortnightly meetings with Natural England representatives. We have carried out a twelve positive site visits with Natural England on Bawsey to Aldeburgh, Felixstowe to Bawdsey, Aldeburgh to Hopton and Felixstowe Ferry to Bawdsey stretches over the last year. This has enabled us to discuss delivery of works and to meet with third parties on interpretation and works requirements. We have agreed that this will continue with remaining stretches following approval.

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

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

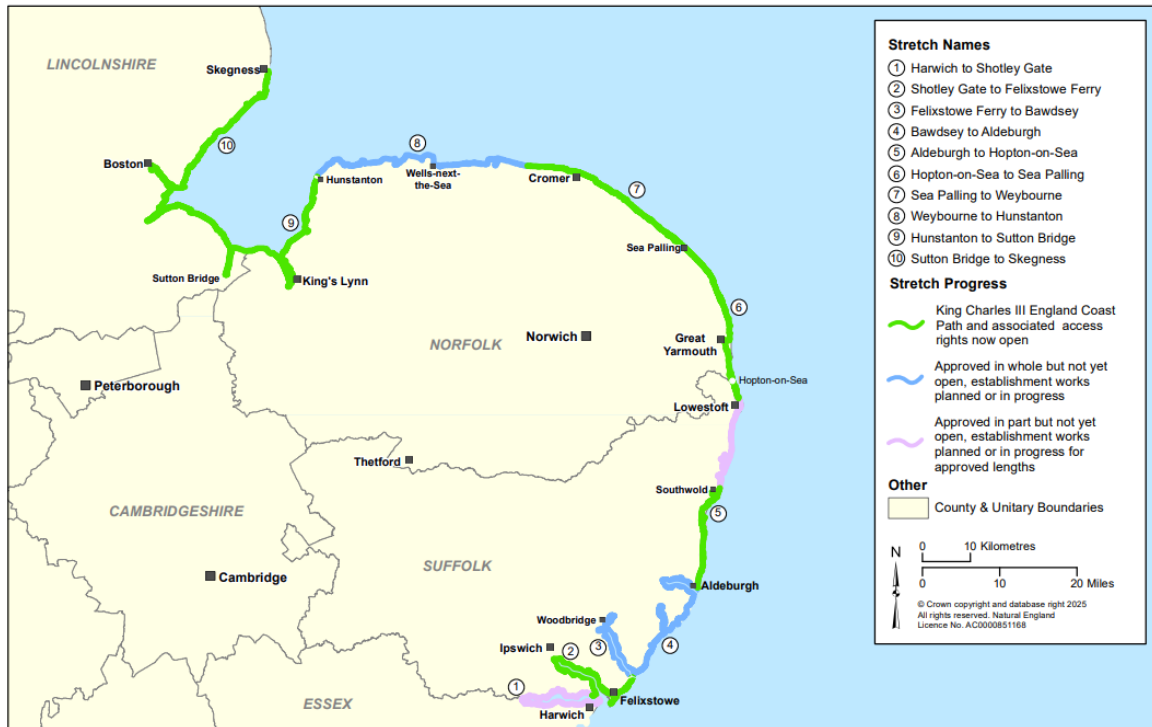
The amount of national trail maintenance grant access authorities and trail partnerships receive from Natural England is worked out using a funding formula. As reported at January 2025 meeting the formula is being reviewed, and this process is ongoing, following the establishment of a review working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

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



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

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



END
CLD/SCC JULY 2025

Suffolk Local Access Forum	
Title:	Network Rail Updates
Paper:	LAF 25/16
Author/Contact:	Steve Kerr / Andrew Woodin
Meeting:	Thursday 24 July 2025, 2:00pm-4:00pm
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

Introduction

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

Needham Market Gipsy Lane and FP6 Needham Market



Further to the update provided at the Forum's April meeting, the county council has installed the staggered metal barriers on the path south of the railway corridor, and erected a fingerpost at the junction with the widened footway alongside Stowmarket Road.

No cycling signs have also been installed and their locations agreed with the landowner.

The county council is still trying to arrange for a dog waste bin to be located at the Stowmarket Road end.

Officers are also pleased to report that, following the signing of the funding agreement, the funding has now been received by the county council and officers are currently scoping the delivery of local PROW improvements.

However, the Council still awaits receipt of the commuted sum payment and reimbursement of its officer costs.

General/Countywide

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

Officers continue to liaise with NR on the revised designs and works for the 5 level crossings – updates on each of these are provided below.

Gislingham – works delayed due to the existence of a badger sett.

NR applied for the necessary licence and works around the badger area are still to be undertaken. However, all other works have been completed and the commuted sum agreed. The next steps depend on whether there is activity at the badger sett. The crossing is, however, currently temporarily closed for NR line maintenance.

Lords – following some additional rolling of the diversionary route surface, the works were certified by SCC on 4 July. Commuted sum agreed.

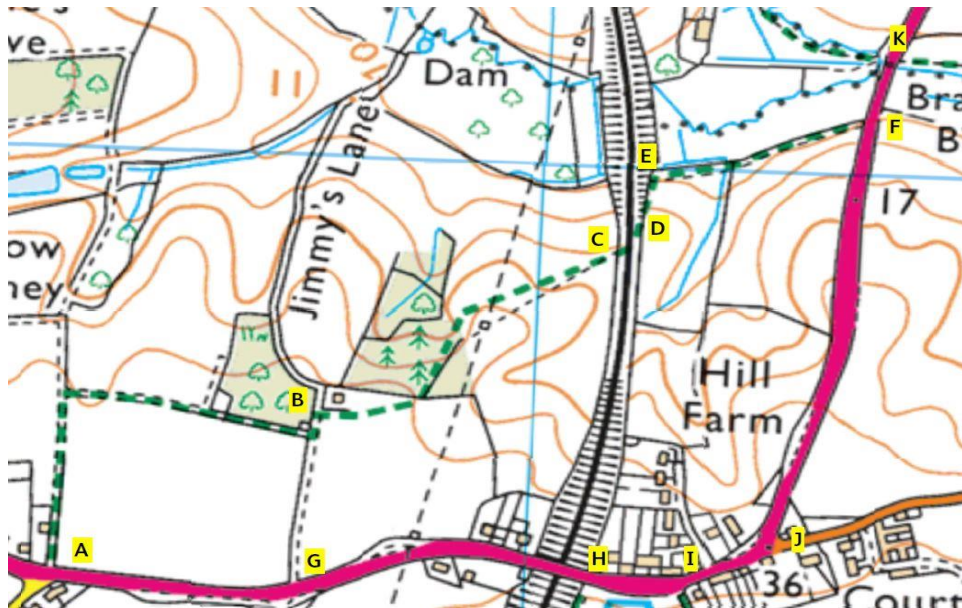
Island – the county council is still waiting for the revised detailed design, which includes some relatively minor changes, which were again required due to the lack of an initial detailed topographical survey.

Paynes - Taziker are still to supply SCC with an updated design showing the alignment of the PRoW. The design requires changing due to the lack of an initial detailed topographical survey.

Hawk End Lane – there are ongoing issues with NR's contractor and the standard of the works. Following a joint site visit with officers, NR themselves were also very disappointed with the standard of works from the contractor. Due to last minute changes to the design (caused by tree protection and landowner requirements), officers have been unable to calculate the commuted sum. However, the works are likely to be completed this summer. Officers are due to re-inspect the works on the 29th July and NR anticipate all works will be completed by then.

Footpath 6 Brantham (High Bridge)

Since the last update provided at the Forum's April meeting, the county council has yet to see the results of the Road Safety Assessment commissioned by NR.



Footpath 13 Bacton

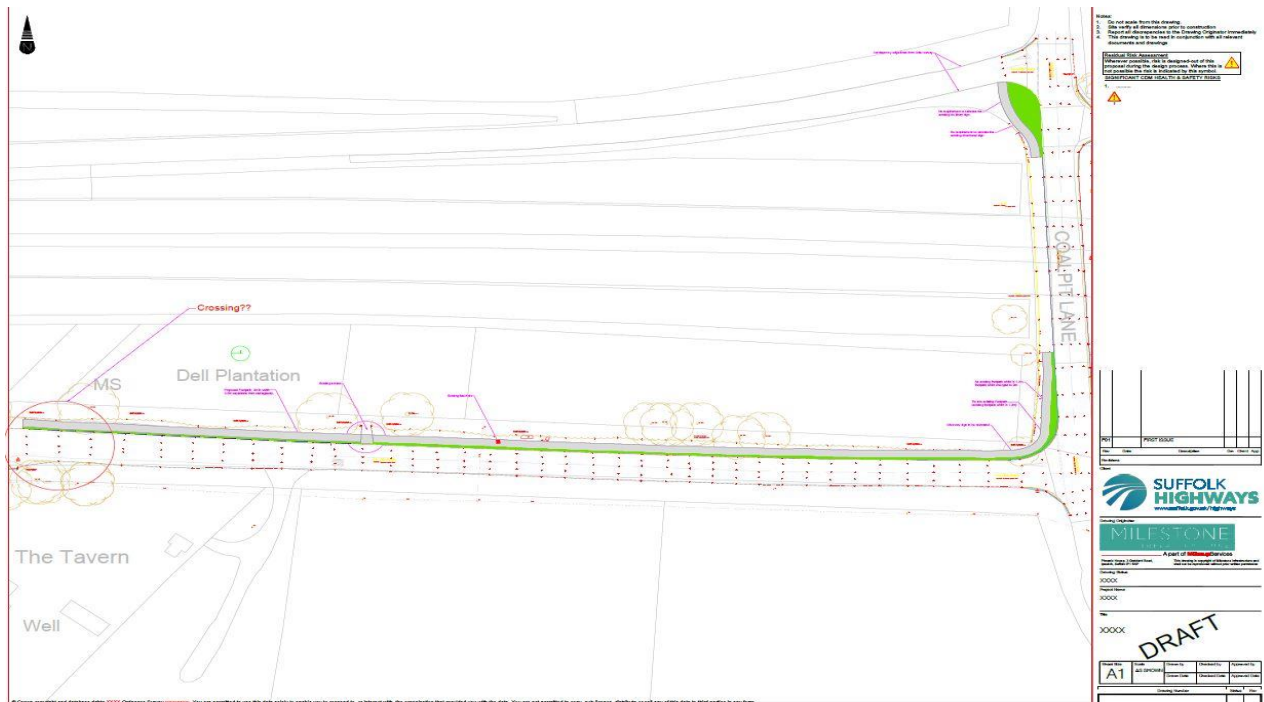
Further to the update at the Forum's last meeting, again there has been no further dialogue with NR regarding the Rail Crossing Extinguishment Order application.



Higham – Highway Improvement Scheme

As previously reported to the Forum, as part of the council's agreement to administer the Rail Crossing Diversion Order for part of FP1 Higham, NR have agreed to fund the highway verge improvement scheme for a length of the highway known as Lower Green, linking Coalpit Lane to the A14 slip road.

The county council still awaits the total estimated cost of the scheme from Milestone and officers are chasing this regularly.



Future TWAO application

Since the Forum's last update in April, the county council has not received any further detail or update on the other future TWAO proposals.

Suffolk Road Rail Partnership /group (SRRPG)

The next meeting of the Group is scheduled for 10 October.

END
SK/SCC July 2025

Suffolk Local Access Forum	
Title:	Definitive Map and Statement for Suffolk – Consolidation Project update
Paper:	LAF 25/17
Author/Contact:	Steve Kerr / Andrew Woodin
Meeting:	Thursday 24 July 2025, 2:00pm-4:00pm
Venue:	Endeavour House, LIME B2GFR8 - Benjamin Britten

Introduction

This paper provides an update to the forum on the current progress to complete the consolidation of the Definitive Map and Statement (DM&S) for the county of Suffolk.

Legislative Background

The Countryside and Wildlife Act 1981 places a statutory duty on the Surveying Authority to keep the Definitive Map and Statement under continuous review. This requires surveying authorities to modify the Definitive Map and Statement to take account of legal events “as soon as reasonably practical”.

What is Consolidation?

This is the process of preparing “... an updated definitive map from time to time, incorporating any new modifications since the previous map was published.”

Having moved away from hand drawn maps and annotations many years ago, we have been doing this digitally, preparing the new DM&Ss on modern OS Mastermap base mapping using bespoke mapping software.

Public Path Orders, such as diversions, creations or extinguishments, creation agreements and Deeds of Dedication make physical changes to the network but do not automatically modify the Definitive Map and Statement.

To amend the Definitive Map and Statement to take account of these changes, it is necessary to incorporate the effects of each confirmed order into what’s known as a Legal Event Modification Order (LEMO).

A LEMO is a type of Definitive Map Modification Order (DMMO) and it is essentially the legal mechanism by which we carry out consolidation.

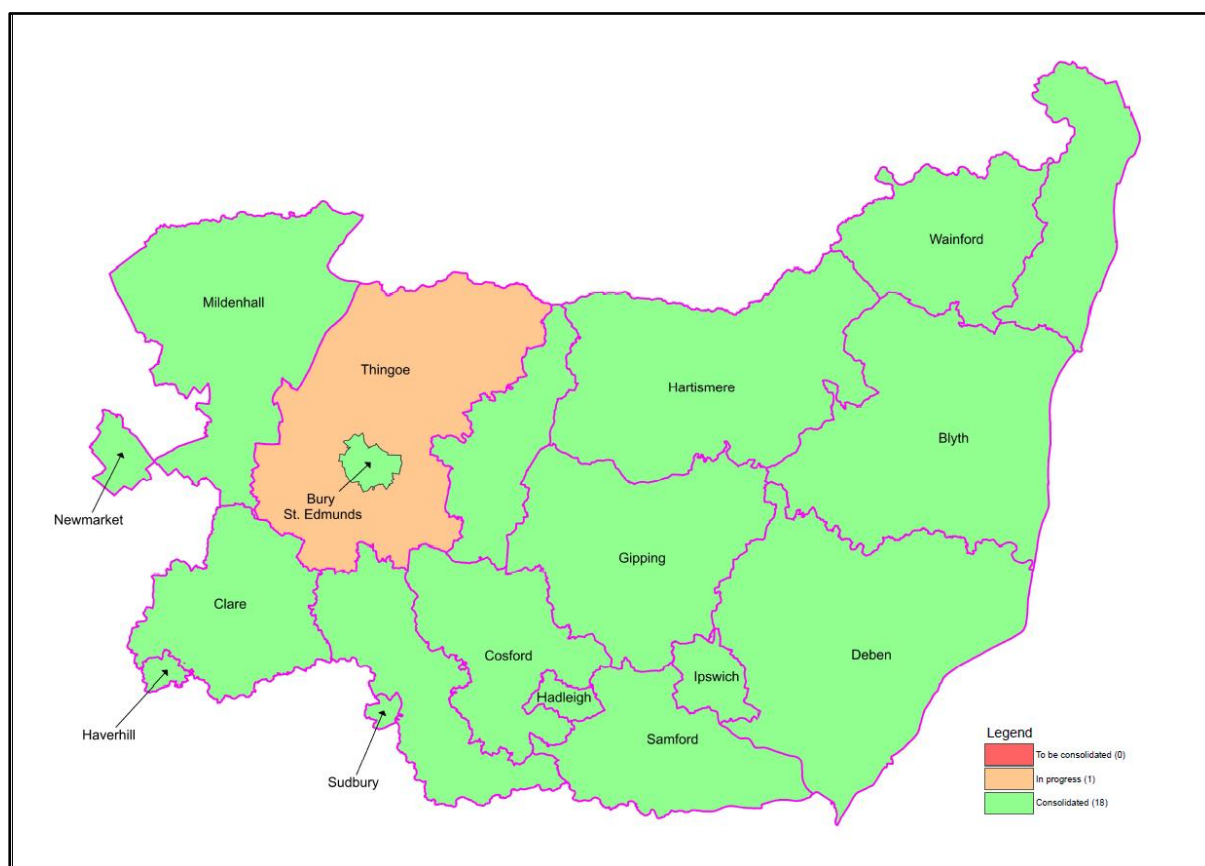
The LEMO has a relevant date and after being signed and sealed by the county council, there is then a requirement to produce the DM&S for that particular old rural/urban district within 6 months of the relevant date. Officers look to produce the DM&Ss as soon as possible after the LEMO has been sealed.

Suffolk has 5 old urban districts (OUD) (6, including the town of Ipswich) and 13 old rural districts (ORD).

Progress to date

The Consolidation team have now checked all 10,535 individual PROW in the county and incorporated all 2,616 legal orders within the LEMOs, some of these very large public path order packages with multiple effects.

The RAG map below shows consolidation progress as at 14 July.



The DM&S for the ORD of Newmarket and Gipping were sealed on 16 July and officers are currently preparing the working copy maps in pdf format, copies of which will be printed and made available at our office in Phoenix House and on the county council's website.

The last remaining LEMO (for the old rural district of Thingoe) is currently being drafted and it is proposed to seal this document by the end of the month, which will then be followed by the preparation of the DM&S, which is expected to be completed by mid-August.

To recognise the milestone achieved by completing Phase 1, officers intend to issue a press release in due course.

Once a DM for an urban/rural district has been sealed, officers upload the working copies to the county council's website. These are listed alphabetically by parish name and a pdf of the working copy can be viewed or downloaded from the county council's webpage - [Definitive Map and Statement of public rights of way - Suffolk County Council](#)

Phase 2 of the Consolidation Project

Once Phase 1 of the Project has been completed, officers will start working on Phase 2.

This will have two primary objectives:-

1. A rolling program of consolidation, which will target those OUDs/ORDs with the largest number of orders to consolidate since the relevant DM&S was last published.
2. To address those areas of the county where the DM parish boundaries do not accord with the more modern administrative boundaries, or where new parishes have been created or merged, for example Copdock & Washbrook.

Re-allocation of Officer Resource

In order to balance other Definitive Map priority work, including externally funded order making casework (eg s106s), with the completion of Phase 1, in April 2024 the officer resource allocated to the Consolidation project was reduced from 3.48 FTE to 1 FTE.

At this stage it is proposed to retain up to 1 FTE definitive map officer on rolling consolidation, and this balance will be subject to monitoring and review.

END
SK/SCC July 2025

Suffolk Local Access Forum	
Title:	A12 Major Road Network
Paper:	LAF 25/18
Author/Contact:	David Falk
Meeting Date:	Thursday 24 July 2025 2.00pm – 4.00pm
Venue:	Endeavour House

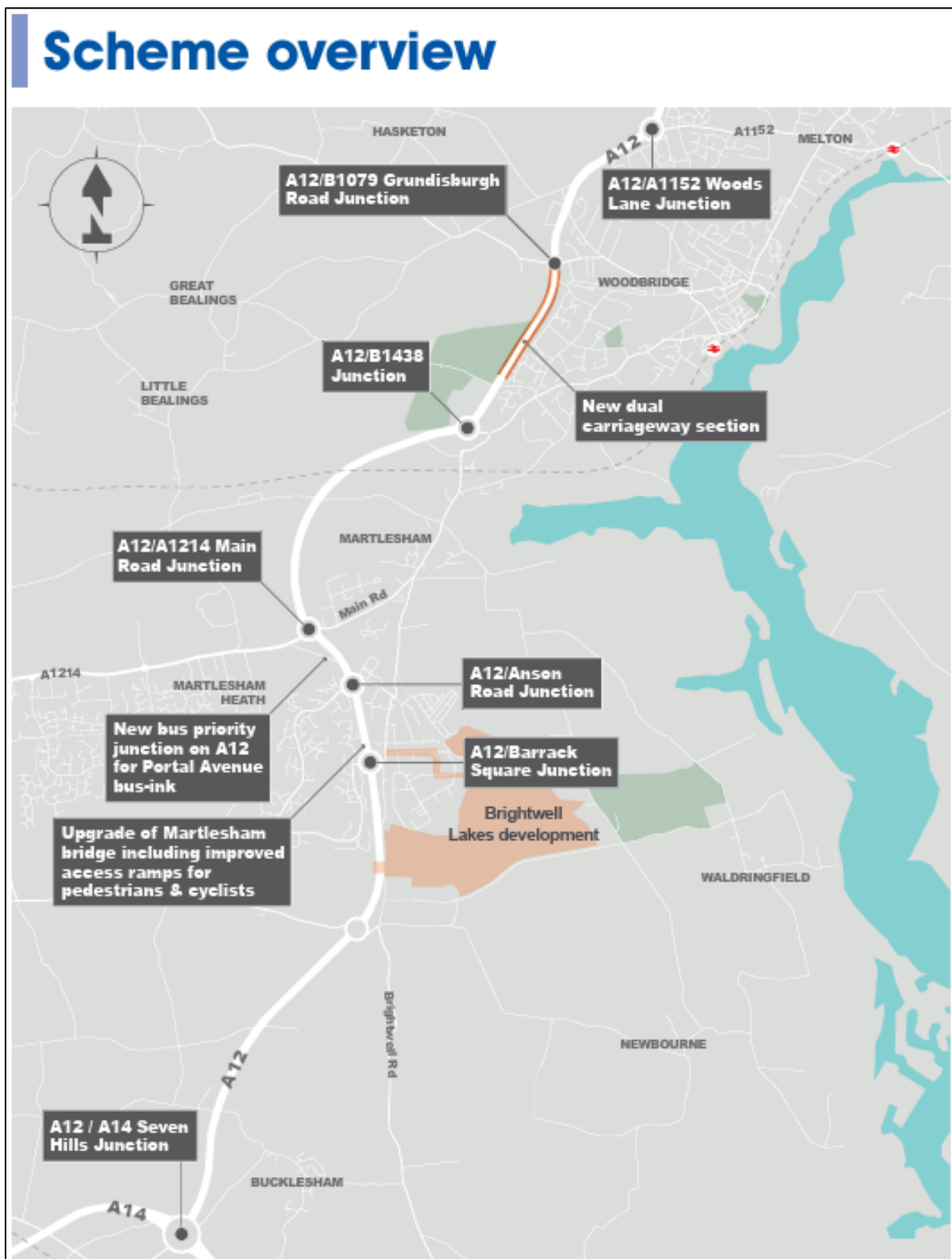
The A12 Major Road Network scheme aims to upgrade key sections along the A12 between the A14/Seven Hills junction and the A1152/Woods Lane junction. The proposals aim to tackle congestion, provide space for future growth, and improve conditions for all road users including pedestrians and cyclists.

More details on the scheme, including detailed maps, can be found at <https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/consultations/a12-major-road-network-improvements>

SLAFs response to the consultation is in Appendix A. current updates are:

1. Proposals for developing the A12 between the Seven Hills junction and the A1152 at Melton is going to planning in late summer 2025 for construction in spring 2026.
2. A right of way grade separated crossing of the A12 near Seven Hills is not being considered within these proposals.
3. A link between the Woodbridge Park and Ride to Martlesham FP4 and FP3 is being explored. This was looked at during a site visit by PRow officers on 17 June and an existing, well walked path, currently exists within the highway boundary.
4. Scope to continue a footway south of Seckford Hall Road to an existing underpass of the A12 at Great Bealings FP10 is being considered. This was also looked at during a site visit by PRow officers on 17 June and the case for an improved footway and improved steps to link with FP10 will be made.
5. A grade separated crossing of the A12 near Seckford Hall Road is not being considered due to the scale of ramps that would be required.
6. A new cycle facility will be constructed alongside the west side of the A12 between Seckford Hall Road and Dobbie's Garden Centre.
7. A new cycling crossing of the junction of the A12 and the B1079 is being delivered.

8. Sealed surfacing of Woodbridge FP15 at Dobbies Graden Centre is being explored.



SLAF
Suffolk Local Access Forum

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

Email: slaf@suffolk.gov.uk

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

Date: 2 December 2024

Dear John

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

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

A12/A14 Seven Hills Junction

We have no issues with the proposals.

A12 between Seven Hills Junction and A12/Foxhall Rd Junction

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

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

A12/Foxhall Rd Junction to A12/Barrack Square Junction

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

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

A12/Anson Rd Junction

Providing independent advice on access to the countryside in Suffolk

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

A12/1241 Junction

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

A12/B1438 Ipswich Rd Junction

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

A12/B1079 Grundisburgh Rd Junction

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

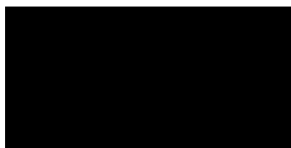
A12/Woods Lane Junction

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

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

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

Yours sincerely



Chair of Suffolk Local Access Forum

Suffolk Local Access Forum	
Title:	Open Access consultation - Euston Estate
Paper:	LAF25/19
Author/Contact:	David Falk
Meeting Date:	Thursday 24 July 2025 2.00pm – 4.00pm
Venue:	Endeavour House

Introduction

The county council and SLAF have been consulted on the current direction at Euston Estate to assist Natural England in deciding whether the exclusion is still necessary for the original purpose. David Falk will present the paper. The consultation document is below

Countryside and Rights of Way (CROW) Act 2000

REVIEW OF STATUTORY DIRECTION EXCLUDING OPEN ACCESS RIGHTS

SUMMARY FOR PUBLIC CONSULTATION Prepared by Natural England

If you need the information in this report in a different way, or cannot access information online, please email SM-NE-Restriction Representations (NE) Restriction.representations@naturalengland.org.uk

1. INFORMATION ABOUT THE REVIEW

Access Authority: Suffolk County Council

Local Access Forum: Suffolk Local Access Forum (SLAF)

Case number: 2020109291

Natural England, as the relevant authority for restrictions and exclusions under the CROW Act, is about to review the following direction:

Land Parcel Name:	Open Access or England Coast Path	Case number	Dates of exclusion on existing direction	Reason for excluding access
Euston Estate	Open Access	2020109291	Between 1 st September and 31 st October annually	CROW section 24 No public access, disturbance to game

This is in line with Natural England's statutory duties (see Annex 1).

Your view on the current direction is sought to assist Natural England in deciding whether the exclusion is still necessary for the original purpose, and if so, whether the extent and nature is still appropriate for the original purpose.

Natural England may decide to revoke the direction or that no change to the extent and/ or nature except the end date is necessary. In which case a Consultation Outcome Report will be published on Natural England - Open Access & Coastal Access Maps.

If Natural England decides to vary the extent or nature of the exclusion, a further round of public consultation may be necessary (see Annex 1), in which case a second Consultation Summary Report will be published.

2. SUMMARY OF EXISTING DIRECTION

The summary below gives the background to the direction.

The Euston Estate is located near Thetford and covers an area of 10,500 acres. The estate has wild roaming red, roe and muntjac deer, which are culled to maintain the health of the herd and to limit the damage to the woodland in which they graze. As part of the culling practices, the estate also offers deer stalking to paying clients.

There is a small area of heathland (13 ha) that has CROW access rights on the estate, which is also a prime area for the red deer rut. The main period of the rut usually lasts for 4 weeks, occurring at varying times from the beginning of September to the end of October each year.

The CROW access land is an island site with no legal means of access to it, but the estate tolerates people accessing the site via a short track across non access land from the Rushford Road to the south of the site.

The estate's concern at the site is centred on the red deer culling during the rut, which usually takes place around dawn or dusk, and 1) the effect that people have in disturbing the red deer, and 2) the increased risk to taking a safe shot if people are partially concealed within the bracken areas. The estate would like to exclude CROW access rights during the rutting season to negate these concerns.

Since CROW access rights were introduced, there has been a growing awareness of the rut on this site, with people wanting to watch it and photograph it, which causes disturbance to the deer. Some people may be professional photographers, but many are just members of the public using their phones to photograph the deer. Because people access the site from the southern side, the deer will often head off to the north over the Little Ouse River or to the east, both directions leading from the estate's land onto neighbouring estates. Whilst people won't necessarily be causing direct disturbance when shooting is taking place, they effectively flush the deer off the estate's land where they can't be shot and deter the deer from returning.

Regarding the safety risk from shooting, the duty of care is with the shooter, and an exclusion on CROW access rights does not negate that duty. Therefore, the main concern that is valid for consideration for a restriction on CROW access rights is the effect that the disturbance has on the shooting.

The site is quite small, doesn't connect with other access routes, and has only one access point. Because people are there because of the rut, it isn't appropriate or practical to try and steer them around the site on a set route.

The estate wants an exclusion to discourage people from visiting the site, and so that they can ask people to leave the site if they are present, explaining that the access right is excluded for a short term. People can still view the deer rutting from the roadside further east along Rushford Road, and if people stay in their cars, they won't disturb the deer. This viewpoint is on the neighbouring estate's land though, so Euston Estate would not be able to promote this as an alternative site. Additionally, the estate is concerned about raising further awareness of the deer as this might attract poaching.

Considering all the circumstances, Natural England (NE) agrees that it is appropriate to exclude CROW access rights to avoid disturbance to deer for the purpose of land management.

Because the phenology varies each year, for clarity to access users the period of the exclusion will be from 1 September to 31 October each year. It's possible that the exclusion won't be effective, and the estate prefers not to raise further awareness of

this site and their activity. In the first instance, NE initially gave a direction excluding CROW access rights for 3 seasons, expiring on 31 October Page 4 of 8

2023, so that the effectiveness of the exclusion could be considered before making any extension. Subsequently in 2024 and 2025 the direction has been further extended for a period of one year.

Natural England is not able to extend temporarily a direction beyond a five-year period so on this occasion, the review will determine whether the direction will be granted for a full five years.

The summary above should be read in conjunction with the map available as part of this consultation. Further information is available by emailing SM-NE-Restriction Representations (NE) Restriction.representations@naturalengland.org.uk

3. SUBMITTING COMMENTS ON THE REVIEW

If you wish to make a representation on this review, please reply to restriction.representations@naturalengland.org.uk, quoting the relevant case number.

Please submit comments by 30th July 2025.

Comments received after this date will not be taken into account.

See Annex 2 for how your data is handled.

Annex 1

In accordance with statutory guidance, the relevant authority has a duty to:

- review directions of a long-term character no later than their fifth anniversary, and
- revoke or vary directions where necessary.

Under CROW section 27(3) the relevant authority must review, at least every five years, any direction it has given that restricts access indefinitely; for part of every year; for part of each of six or more consecutive calendar years; or for a specified period of more than five years.

During the review the relevant authority must, having regard to the interest of the public in having access to the land, consider whether the restriction is still necessary for its original purpose, and if so, whether the extent and nature of the restriction is still appropriate for the original purpose.

Before reviewing a long-term direction, the relevant authority must consult:

- the local access forum
- the applicant or his successor in title, where reasonably practicable – for directions under section 24 or 25 made on application, or
- the relevant advisory body – for a direction made under section 26.

The authority must also publish a notice on a website, and send a copy to specified persons¹

¹ British Association for Shooting and Conservation, British Mountaineering Council, Natural Resources Wales where land adjoins Wales, Country Land and Business Association, National Farmers' Union and Ramblers' Association, that must explain that the authority proposes to review the direction in question and that representations in writing with regard to the review may be made by any person to the authority by a date specified in the notice.

Once the consultation is complete, the relevant authority should have regard to any representations it receives before making a decision. Page 6 of 8

If following the consultation, the relevant authority decides to:

- leave the original direction **unchanged**, the relevant authority should record the date that the decision was made and should schedule a subsequent review where necessary.
- **vary** the extent or nature of a restriction, the relevant authority will issue a new direction under the same section and direction number that was used to give the original direction. If the new direction is long-term, it must be reviewed within five years of the date it is given.
- **revoke** a direction, we will record the date that the decision was made.

Before varying or revoking a direction the relevant authority must: consult the original applicant or his successor in title, where reasonably practicable – for directions given under section 24 or 25 on an application; or consult the relevant advisory body – for directions given under section 26. In either case, the relevant authority follow the consultation procedures set out in the relevant authority Guidance but only if it

proposes to give a new direction that would restrict access indefinitely or for more than six months continuously. Page 7 of 8

Annex 2

Using and sharing your consultation responses

In line with Natural England's Personal Information Charter, any comments you make, and any information you send in support of them, will help us to determine the application and/ or determine if the restriction/ exclusion is still necessary in relation to the review or reassessment of a current direction.

We may wish to pass such comments or information to others in connection with our duties and powers under the open access legislation. This may mean for example passing information, including your name and contact details, to the Secretary of State or their appointees, the Planning Inspectorate or to the relevant access authority(s).

We will summarise all responses and place this summary on Natural England - Open Access & Coastal Access Maps. This summary will include a list of names of organisations that responded but not the names, addresses or other contact details of individual respondents.

There may also be circumstances in which we will be required to disclose your response to third parties, either as part of the statutory process for consideration of representations and objections about our decision, or in order to comply with our wider obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004.

If you do not want your response - including your name, contact details and any other personal information – to be publicly available, please explain clearly why you regard the information you have provided as confidential. However, we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not be regarded as binding on Natural England.

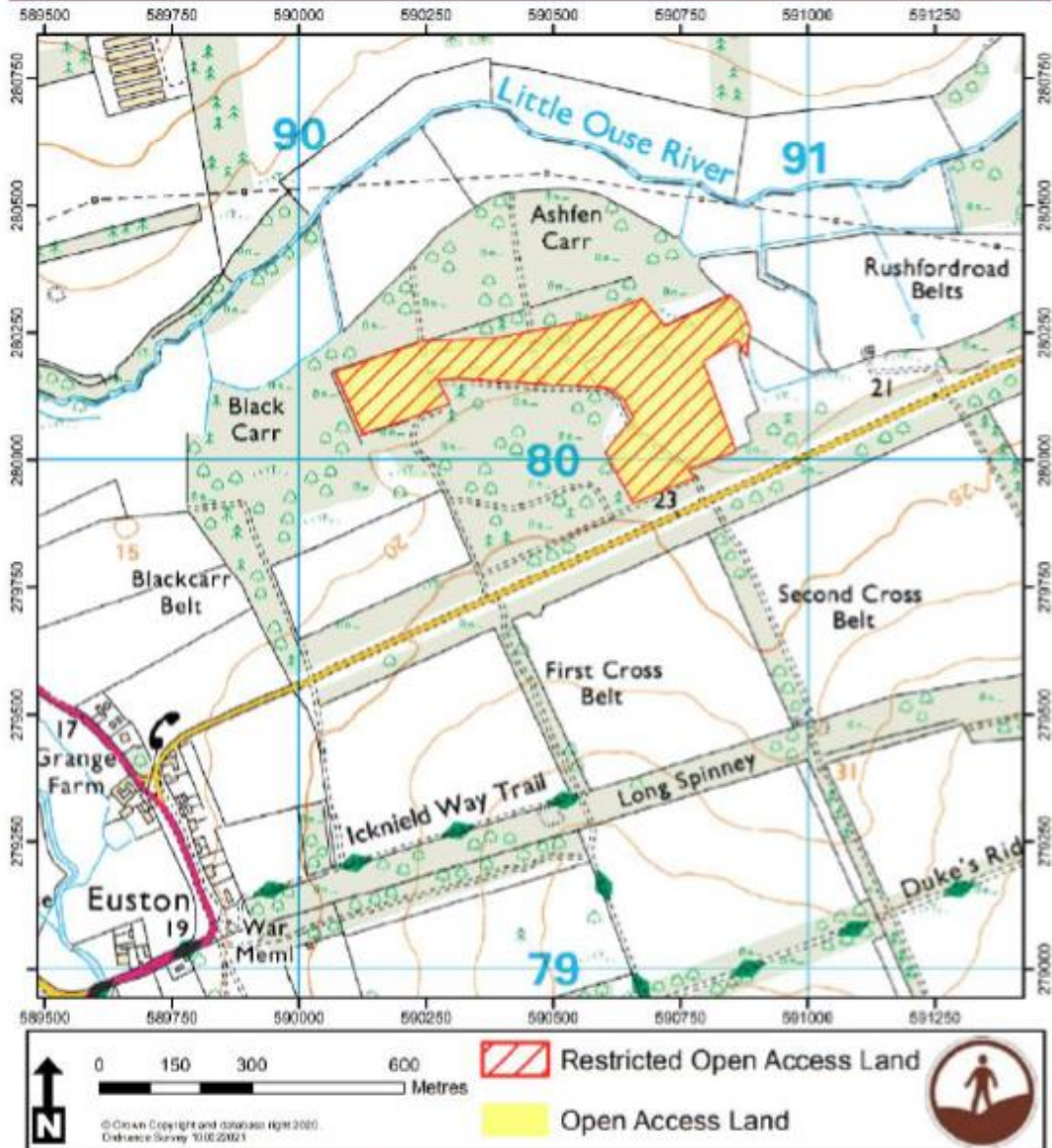
NATURAL
ENGLAND

NO OPEN ACCESS

The open access land shown hatched on the map below is closed for the purpose of land management, to prevent disturbance to deer.

Annually from 01 September to 31 October each year until 31 October 2023

Case Number: 2020109291



For more information call the Open Access Contact Centre on 0300 060 2091
or visit our website at www.gov.uk/right-of-way-open-access-land/use-your-right-to-roam