

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Agenda</b>
<b>Author/Contact:</b>	<b>David Falk</b>
<b>Meeting Date:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

		<b>Paper Number</b>
1.	14:00 Welcome, apologies and housekeeping	
2.	14.05 Minutes of previous meeting – DRAFT	LAF 24/09
3.	14.10 Declaration of interest	
4.	14.15 Suffolk Energy Schemes	AW – LAF 24/10
5.	14.30 The King Charles III England Coast Path	AW – LAF 24/11
6.	14.45 Network Rail Updates	AW – LAF 24/12
7.	15.00 Ipswich BY38 / RB38A - New Cut West	SK – LAF 24/13
8.	15.15 National Highways A11 Fiveways Junction	BH – LAF 24/14
9.	15.25 Consolidation Progress Report	SK – LAF 24/15
10.	15.35 Brandon PRow Consultation	SK – LAF 24/16
11.	15.45 Public Question Time	
12.	15.50 Any Other Business (Member's question re Suffolk Walking Festival)	
13.	16.00 Date of Next Meetings: 25 <sup>th</sup> July and 24 <sup>th</sup> October – venues tbc	

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Minutes of Meeting</b>
<b>Paper:</b>	<b>LAF 24/09</b>
<b>Author/Contact:</b>	<b>Jennifer Green</b>
<b>Meeting Date:</b>	<b>25 January 2024, 2-4pm</b>
<b>Venue:</b>	<b>Needham Market Community Centre</b>

## 1. Welcome, apologies and housekeeping.

Present: Barry Hall (BH) (Chair); Christopher Bower (CB); Margaret Hancock (MH); Gordon Merfield (GM); Susan Mobbs (SM); Clare Phillips (CP); Monica Pipe (MP); Adrian Shepherd (AS); Cllr Joanna Spicer (JS); Sarah Whitelock (SW); Roland Wilson (RW); Anthony Wright (AWr).

SCC Officers Present: Andrew Woodin (AW); David Falk (DF); Steve Kerr (SK); Mary George (MG); Oliver Wastell (OW); Jennifer Green (JG) – minutes.

Apologies: Suzanne Bartlett (SB); Jim Wayman (JWa).

The meeting was preceded by a morning site visit to Gipsy Lane/Willow Walk railway level crossing. The site visit was to update members on the progress of works by Network Rail at the Gipsy Lane site including diversion and temporary closure of the level crossing. Willow Walk Public Footpath crossing was extinguished on 7 January 2020. SK gave an overview of the case and led the site visit. SK introduced OW who gave an overview of further access improvements along the Gipping Valley Path.

AWr pointed out incorrect direction of Bollard and lack of road markings.

**ACTION:** SK to contact Highways about signage.

BH thanked SK and OW for leading site visits in the morning.

BH gave an update regarding David Barker and DEFRA. DB is still working on it.

## 2. Minutes of previous meeting

The minutes of the previous meeting held on 26 October 2023 LAF23/29, were reviewed.

Members agreed these and future minutes would be circulated in draft form after the meeting and commented on and agreed at the following meeting. They will then be published after that meeting.

### **3. Declarations of interest**

There were no declarations of interest.

### **4. Welcome new member.**

BH introduced new member Sarah Whitelock to the SLAF meeting. SW is an East Suffolk District Councillor and will represent all district and borough councils in Suffolk.

### **5. Vice Chair Election**

BH introduced an election of vice chair.

GM stated that he would stand down from vice chair election in favour of Chris Bower.

Chris Bower was nominated SLAF vice chair – all agreed.

### **6. Suffolk Energy Schemes**

AW emphasised the number of energy schemes in the SLAF paper. The Energy Schemes in Suffolk are a challenge for Suffolk County Council regarding officer time.

AW stated Suffolk County Council is a centre of excellence regarding energy schemes. Planning and NSIPs are a constant learning process and Suffolk can share best practice with other authorities.

AW stated that SCC has established a programme and a team to manage the processes and look at the energy schemes impact on Green Access.

AW advised that SLAF members can make their voice heard by making decisions and giving feedback. Sizewell has legally commenced.

AW stated that following the formal commencement of Development Consent Order, the council has received £2.8million (£2.5million including interest) in the budget regarding Sizewell. This fund includes a variety of works regarding PRoW and Access. There are a series of projects earmarked for this fund. The list and details of the projects are found in The Sizewell C project 9.113.

**ACTION** – AW to circulate The Sizewell C project 9.113. document to SLAF members.

AW advised that the Rights of Way Working Group will oversee the PRoW fund. The members of the PRoW working group consist of two officers from Sizewell C Co, two officers from SCC and one officer from East Suffolk Council. The 2.8 million will be drawn

down over the years and there is governance and representation from the PRoW working group with regards to how the fund is spent.

AW advised that he and Annette Robinson will be representing SCC in the PRoW working group. Richard Bull will be representing Sizewell and is keen on access and cycling. The fund is governed by The PRoW working group.

RW asked as two people on the working group are from Sizewell, will this influence PRoW?

AW advised the five people of the PRoW working group will agree how the PRoW Fund is committed and there is an element of governance regarding Sizewell SCC budget. If a disagreement between working group members occurs then there is an escalation process to the next tier of governance. The group would have to agree an amendment/variation to any proposal.

Delivering the projects is complex due to the sequencing of SZC and other NSIP works in the area over the next ten years.

SK asked if the current design works AD6 and AD3 as outlined in the Suffolk Energy Schemes SLAF paper are separate?

AW confirmed they are separate but absorbed into the Sizewell DCO

AW outlined the coast defence will impact the footpath and the King Charles III England Coast Path and was one of the most challenging part of the examination and SCC are awaiting detailed draft plan from Sizewell including size/height of defence.

AW advised Lovers Lane surfacing of new cycle path and controlled crossings will start in a couple of weeks.

AW advised no further update about Sunnica. Deferred till March.

AW advised National Grid Bramford to Twinstead is at examination. A separate PRoW management plan will be required along with phasing of PRoW closures and diversionary routes.

AW noted the county council is awaiting meeting with National Grid regarding Norwich to Tilbury.

AW emphasised SCC to make the case for not overlooking PRoW in the NSIP process.

BH stated Aldeburgh to Thorpeness a new substation was going ahead. The field has lots of PRoW.

GM advised he has seen works on that site.

BH stated the case to work towards a response at the next consultation.

**ACTION:** AW to correspond with Sealink to ask if works are taking place.

AW advised members to refer to the Horizon timeline regarding energy schemes. Resulting from the impact of NSIPs, SCC rights of way team restructured in September 2023, a dedicated planning team will deal with the impact of these developments. Sam Bye has been appointed planning manager and will be in post March 2024.

AW advised there will be an advert for another Green Access development officer post and a support officer post.

Suffolk County Council's ROW & Access team may be the only team in the country to have a dedicated planning team for rights of way.

AW stated that Annette Robinson is the Sizewell Specialist regarding PRow and potential for another technical post in Transport Strategy.

JS asked about the Sizewell Working group communication with SLAF regarding local issues.

BH advised that the energy schemes started with Sizewell and has now moved on to a broader title of NSIPs.

BH advised due to time constraints SLAF did not have time to meet. The Sealink letter was a response on behalf of SLAF.

GM acknowledged the wider reach of Energy Schemes in Suffolk not just Sizewell.

AW advised SCC sees a bigger role for the SLAF working groups. Local knowledge and independence of the groups would mean anyone can respond to consultations.

## **7. The King Charles III England Coast Path**

AW advised project officer on the KCIICP is making satisfactory progress. Awaiting new waymarking discs from Natural England.

AW discussed the future management of the KCIICP. SCC is working towards partnership with four other bordering authorities to fund a project officer (75% funded by Natural England). One authority has suspended its input to the partnership due to lack of clarity of Natural England budgets. Trail partnerships must be in place for funding of project officer to be fulfilled.

AW advised he is corresponding with Natural England.

BH confirmed that Sarah Haigh's response to the KCIICP progress was that it was held up by The Planning Inspectorate.

JS asked about discrepancy in report regarding Shotley Gate to Felixstowe commencement.

AW confirmed that as Sarah Haigh advised it is underway, the work is happening.

AW advised that an important aspect of Orwell Bridge is access and users who are at risk.

MP asked would a letter from SLAF to NE about clarity of budgets help support a KCIICP partnership.

CP suggested SLAF contacts NCC and ECC LAF's to gauge opinion and help reach a resolution regarding KCIICP partnership.

AS asked would the doubting authority change their minds about joining the KCIICP partnership if there is clarity on NE budgets?

**ACTION:** BH/SLAF to correspond with the regional LAF to see how KCIICP is going.

## 8. Network Rail Updates

### Gipsy Lane

SK gave an update of the works access to culvert diversionary route. This has been delayed to storm Babet damage to the Landowner's bridge. The landowner's bridge is used as a works access to the culvert.

SK advised fortnightly NR project meeting updates were cancelled from October 2023

SK advised a consultant was hired regarding the Brantham High Bridge level crossing. NR and SCC meeting with consultant took place 7<sup>th</sup> December 2023 to discuss the outcome of NR's consultation with the landowners. Extinguishment of FP6 as in inset on SLAF paper.

NR advised the landowners supported a proposed constructed path within the highway verge on the eastern side of the A137 , with a width of 2 metres. A road safety audit is required for all the A137 section (including highway verge) and NR required to prepare a design for specification including a draft order plan. Officers will look at the proposal in the round.

CP stated that people are forced to walk on the verge. SK advised there will be surfacing and a NR commuted sum to maintain it.

CP noted there has been a temporary closure for a long time.

### Countywide

SK stated that Countywide NR control period 7 releases further funding, there has been limited progress but no other updates on the individual level crossing proposals.

SK advised that James Pickeri met NR and awaiting designs, initial timeline unchanged and no further updates.

### Bacton FP13

SK advised that BMSC had received an application from NR to extinguish FP13. The BMSC ROW officer considers it more appropriate for the highway authority to administer the Rail Crossing Extinguishment Order. The risk profile has increased at the level crossing due to trespass onto the railway to retrieve footballs that are kicked over the fence. SK advised SCC were not minded to deal with the application as materially, nothing has changed since this crossing was included in the TWAO, to which both SCC and SLAF objected. SK advised SCC would be writing to BMSC to advise the same. SK stated that there is a 'drip feeding' of previous proposals contained in the TWAO that are coming back from NR and it is having an impact on officer time.

AW stated that consideration is being given to hire a consultant to deal with a programme of order making, which could include NR applications.

AS endorsed a proactive consultant approach to NR.

On morning site visit, AWr noted that the blue cycling bollard is facing the wrong way and there are no markings/warning signs at the access road where this crosses the footway at the new development on Stowmarket Road.

**ACTION:** SK to contact highways about the signage and markings

## **9. Ipswich BY38/RB38A – New Cut West**

SK stated that Andrew Cook wrote a letter to Graham Verrier (EA) regarding the unacceptable delay in opening up the Public Open Space (POS) to the public, together with a request to expedite the Service Level Agreement for access and maintenance of the POS.

SK attended a site meeting with ABP on 19<sup>th</sup> January 2024. In attendance were Kevin Fosbury (ABP), Ian Wilson (IBC) and representatives from the EA. IBC to maintain Public Open Space and EA to maintain flood barrier. Kevin Fosbury apologised for not responding to SLAF letter back in 2022 and said he would respond, setting out the reasons why the Port Authority are not in a position to progress a Harbour Revisions Order, as part of the permanent solution.

CP stated that 9 February is the 5<sup>th</sup> anniversary of the flood defence opening and BBC Radio Suffolk are interested in reporting it. CP advised someone from SLAF would need to speak to BBC Radio Suffolk if requested.

All agreed that SLAF have been patient regarding the delayed opening of the public open space.

SK advised the good news that all parties had agreed to open the POS and that in advance of removing the hoarding, ABP are drafting a joint press release with IBC. ABP reported that BBC Radio Suffolk contacted ABP.

SK advised consideration should be given regarding a more robust type of fencing. The concrete blocks will be retained as a deterrent for vehicles.

SK advised that the street lighting is ready to be switched on.

JS congratulated SK.

AS advised to send correspondence to ABP after a verbal discussion.

**ACTION:** SK to write to ABP for copy of draft press release.

**ACTION:** SK to chase letter follow up letter from SLAF to ABP.

**ACTION:** SK/SLAF to seek confirmation of the date of the opening of POS.

## 10. Definitive Map Cut Off Date 2032

MG gave an update of the Definitive Map cut-off date 2031 - The proposed closing of the definitive map and statement to historic rights of way. The original cut of date was 2026 this has now changed to 2031.

MG advised the last update on the reform was 26th October 2023 at the IPROW annual conference. DEFRA representative did not attend so no further guidance available. Several IPROW members are members of the stakeholder working group.

MG advised that there are potential exemptions to extinguishment. The secretary of state intends to make all PROW recorded on the list of streets exempt from extinguishment at the cut-off date. Concerns raised (country wide) that the unrecorded width of PROW maybe extinguished. The exemption of PROW on list of streets would address this concern.

MG advised there may be a time limit for authorities to determine formal applications after cut-off date.

MG stated that there is a backlog of undetermined DMMO applications. The British Horse Society submitted 53 applications. The SCC definitive map also has several hundred anomalies The Deregulation Act 2015 included a streamlined provision for resolving errors.

MG advised that once the new regulations and guidance commence then there will be additional workload for the surveying authority and Planning Inspectorate to implement the changes.

RW stated Suffolk Ramblers are ahead of other counties on lost ways due to the hard work of John Andrews, and stated his concern about clearing the DMMO backlog.

SLAF members asked if any applications lodged are exempt from cut-off date and can the forum help?



MG stated the right to apply statutory duty giving landowners the right to, for example, apply to divert a footpath appears to be further ahead than the Dereg provisions. Currently landowners are directed to apply to the district councils for a PPO.

The update was well received and the forum thanked MG.

## 11. Open Access Review.

DF gave an update on the statutory review of seasonal closures and restrictions on Open Access sites across Norfolk and Suffolk. A meeting was held with Natural England on Wednesday 17 January 2024. The statutory review is every 5 years.

DF stated that ground nesting birds are breeding and the seasonal closures are working in terms of conservation.

DF advised that restrictions would remain in place.

DF also advised that there is £5,000 funding available from NE to fund improving sites where fencing and signage is poor. An audit is required to identify these improvements. SCC has this in hand.

DF suggested promoted trails would encourage the public to follow a route. This would facilitate managing public access on OA land.

JS requested more information about OA and restrictions.

GM asked about dog ownership and control on OA land.

DF advised that restrictions with dogs on leads are advertised at every entry point. Importance of signage.

**ACTION:** DF to prepare briefing note/short presentation at next SLAF meeting.

## 12. SLAF Working Groups

BH asked the forum members to think about membership in a working group.

BH advised that energy schemes started with Sizewell and now the name has changed to NSIPs to cover all energy schemes.

JS asked about the role of working group, Sizewell needs more attention from members.

AW agreed and advised that working groups can be independent.

MH asked would minutes be required. AW responded probably not but working groups should report any business to the next meeting of the forum.

JS asked who would organise a working group, who contacts who?  
RW suggested to agree a meeting to keep officers in the loop.

The working groups were reviewed as follows.

Topic	Membership
PRoW severance, including NR and Highways England	Barry Hall, Clare Philips, Roley Wilson
NSIPs	Suzanne Bartlett, Barry Hall, Roley Wilson, Anthony Wright, Gordon Merfield, Sarah Whitelock
England Coast Path	Barry Hall, Susan Mobbs, Roley Wilson
Planning and development	Roley Wilson, Monica Pipe, Anthony Wright, Margaret Hancock

The following working groups are now obsolete: Open Access, Agri-Environment access schemes and East Suffolk Line Community Rail Group.

JS requested that when working groups meet, can they report back to the forum.

**ACTION:** Working groups to report back at next SLAF meeting.

### 13. Suffolk Local Access Terms of Reference.

AW introduced the Term of Reference for Forum members to refer to.

JS stated that the ToR is fine but needs updating.

**ACTION:** JS to draft a suggested ToR and circulate. [Post meeting note – changes to the ToR may require approval by the county council.]

### 14. Public Question Time

### 15. Any Other Business

RW asked did we send letter to NR about gates and furniture?

**ACTION:** AW to follow up on the counsel the county council has already sought on lineside furniture.

### 16. Date of Next Meetings:

25<sup>th</sup> April 2024  
25<sup>th</sup> July 2024  
24<sup>th</sup> October 2024

END

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Suffolk Energy Schemes</b>
<b>Paper:</b>	<b>LAF 24/10</b>
<b>Author/Contact:</b>	<b>Andrew Woodin</b>
<b>Meeting:</b>	<b>25th April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

## 1. Sizewell C

Sizewell C triggered the formal commencement of the DCO on Monday 15<sup>th</sup> January with a visit from the Nuclear Minister, Andrew Bowie meeting the project team, local business leaders and representative from local authorities.

This activates the £250m funding package which includes a £2.9 million fund for a variety of works and initiatives for green access. See [here](#) for details of the PRow Fund.

Current works that affect public rights of way and green access includes

- AD6 – Changes to the road network and the construction of the alternative bridleway at Lovers Lane , Abbey Road and the B1122 including the main site entrance roundabout at the Eastbridge Road junction. The county council is awaiting the revised designs including the new bridge over the Leiston drain within the Aldhurst Farm site.
- AD3 Sizewell Link Road – the new road will bisect 12 public rights of way between Kelsale to Theberton, stop up some minor roads to motorised traffic and create new links to the B1122 and B1125. All the PRow will be permanently diverted to at grade crossings of the new road and we are pressing the designers for quality design for the access network including creating new access where possible using proposed underpasses and new links alongside the road to connect existing PRow. The council is also pressing for quality landscaping and best use of land adjacent to the new road as wildlife corridors providing biodiversity net gain.
- Benhall Fen meadow – work will recommence on site at the end of April 2024 with soil being removed from mid may till July. Following a site meeting with the project manager, the council is currently awaiting the plans for the restoration of the land over which the footpath runs and for the surfacing scheme to create a dry path.
- Coast Defences – The public footpath and King Charles III England Coast Path are directly impacted by the construction of the coastal defences. A sheet piled wall with a security fence off set by 10m will be constructed

approximately 30m-50m seaward of the current position of FP21. SCC is negotiating the location and the surfacing works necessary for compliance with the DCO that will protect the access along the coast. The details will be covered in the public rights of way implementation plan which will be submitted to SCC in order to discharge requirement 10 of the DCO.

- Rail schemes – There are plans to make safety improvements to the level crossings on the Leiston branch line plus initial plans for the construction of the green rail route, linking the branch line to the main development site. The green rail route will result in the diversion of 3 public footpaths and a new level crossing on Abbey Road which will incorporate the proposed bridleway.
- Southern park and ride site – initial site works are proposed for this site and the council has been consulting on plans in order to ensure that the public bridleway and its users are protected during these works.

The Deed of Obligation fund for PRow has been triggered by the commencement and funds have been paid to SCC. These will be index linked for the duration of the 10 year period protecting the fund in real terms. There are a number of projects and works earmarked for the fund – see [here](#) for details of the PRow Fund. This aspect is overseen by the Rights of Way Working Group with representatives from SCC (1 from Highways team, 1 from the Public Rights of Way Team), ESC and 2 from SZC. Recruiting a delivery officer to manage and implement the many schemes in the fund is underway.

## **2. Sunnica**

The Examination for Sunnica concluded at the end of March 2023. The county council and other interested parties await the examiners' decision, the deadline for which has been extended again to 20<sup>th</sup> June 2024

An over view of the Sunnica application can be found here - [Sunnica Energy Farm | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://infrastructure.planninginspectorate.gov.uk/projects/eastern/sunnica-energy-farm/?ipcsection=overview)  
<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/sunnica-energy-farm/?ipcsection=overview>

## **3. National Grid Bramford to Twinstead**

The examination for Bramford to Twinstead concluded on 15<sup>th</sup> March 2024. The county council and other interested parties now await the examiners decision, this is expected in September 2024.

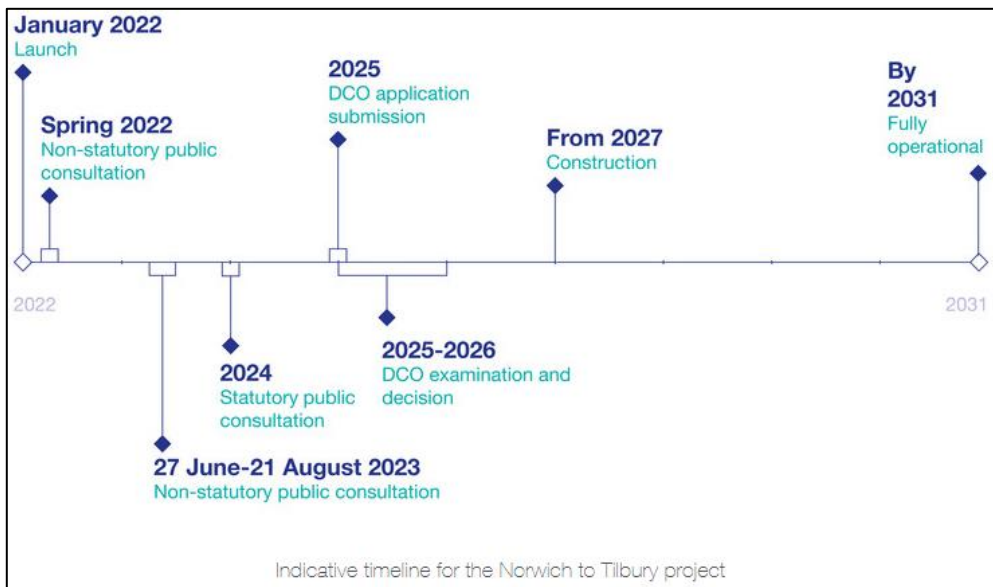
An over view of the Bramford to Twinstead application can be found here - [Bramford to Twinstead | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://infrastructure.planninginspectorate.gov.uk/projects/eastern/bramford-to-twinstead/)  
<https://infrastructure.planninginspectorate.gov.uk/projects/eastern/bramford-to-twinstead/>

Further details can be found on the National Grid website here - [Bramford to Twinstead | National Grid ET](https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/bramford-twinstead)  
<https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/bramford-twinstead>

#### 4. Norwich to Tilbury (formally East Anglia Green)

This scheme affects a vast number of routes in Norfolk, Suffolk and Essex. The scheme remains at pre application stage and it is now anticipated the application being submitted in late 2024.

Liaison between the National Grid and county council continues to be at a high level and the last meeting was held on 7<sup>th</sup> November 2023. The timetable published by National Grid is shown below.



Further details on the Norwich to Tilbury scheme can be found on the National Grid website here – [Norwich to Tilbury | National Grid ET](https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury).  
<https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury>

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

Work on the main site is expected to start in 2024 with ground infiltration tests and archaeology surveys. SPR have permission for a site office and compound to the west of Leiston in order to reduce the traffic movements on the minor roads at the Friston site. Discussions are ongoing with SPR and the local parish council regarding the proposed route of the diverted public footpath at the Friston site and the design of the accesses with respect to public rights of way onto the construction sites and haul roads.

#### 6. East Anglia 3 offshore windfarm with onshore infrastructure

SPR are working through discharging the numerous requirements in preparation for starting construction of compounds and haul roads for the cable pulling using the

ducts laid by EA1 project. The first stages include the checking of the cable ducts for blockages or other problems and SCC has been commenting on the numerous management plans including the public rights of way management plan. There are numerous rights of way that will be crossed by the haul roads, but most will remain open with short term minor temporary diversions during the construction of the roads and then remain open using management measures.

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

Sealink are holding a series of topic workshops to address responses raised by SCC to the statutory consultation. The council continues to raise the concern that the impact on the access network and the amenity value for its users has been overlooked. In response, Sealink have acknowledged this and are now producing a technical note providing greater detail on PRow methodology with a view to further discussion.

This shows the scale of a single converter station compared to Sizewell B and the House in the Clouds at Thorpeness. Note that up to 3 converter stations are proposed for the site on the eastern edge of Saxmundham.



**8. LionLink (formerly EUROLINK) – interconnector between Suffolk and Belgium**

The scheme involves the construction of an onshore cable corridor linking to a new converter station that will link to an expanded National Grid substation at Friston (approved under the EA1n & 2 DCO consent). The options for the proposed cable corridor is focused on landfall sites in either Southwold or Walbersick and not

sharing the cable corridor proposed by Sealink. The county council is pressing for a co-ordinated approach both for the cable corridors and the design of the proposed converter station site on the east edge of Saxmundham.

A detailed response on public rights of way, access and amenity on the Lionlink Scoping Report has been submitted, focusing on the very concerning cumulative effects of this project in conjunction with the other east coast NSIPs.

### **9. NSIP Forward Programme**

The county council project management team is developing guidance documents for applicants including for highways and PRow. This will complement the existing suite of guidance notes produced by the PRow & Access service for both applicants and internal use.

The latest estimated timeline for existing and future NSIPs is attached at appendix 2. Members will see it is a very full and will impact heavily on both Suffolk's green access network and staff resource.

The programme is attached at appendix 1.

END  
AW/SCC Apr 2024

Appendix 1



NSIP horizon  
timeline gantt (1...

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>The King Charles III England Coast Path</b>
<b>Paper:</b>	<b>LAF 24/11</b>
<b>Author/Contact:</b>	<b>Andrew Woodin</b>
<b>Meeting:</b>	<b>25<sup>th</sup> April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

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

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

<b>Stretch name</b>	<b>Progress</b>
<a href="#">Harwich to Shotley Gate</a>	Four out of six reports at Stage 4, two at Stage 5
<a href="#">Shotley Gate to Felixstowe Ferry</a>	Stage 5: Approved (not yet available for public use – work to establish the route is currently taking place)
<a href="#">Felixstowe Ferry to Bawdsey</a>	Two reports at Stage 5; four reports at Stage 4
<a href="#">Bawdsey to Aldeburgh</a>	Four out of five reports at Stage 4 and one at Stage 5
<a href="#">Aldeburgh to Hopton-on-Sea</a>	One out of six reports at Stage 4, others at Stage 5 (not yet available for public use – work to establish the route is currently taking place)
<a href="#">Hopton-on-Sea to Sea Palling</a>	Open to the public

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

#### **Stage 4: Determine**

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

- anyone who wishes to comment can make a representation on the report
- owners or occupiers can submit an objection relating to particular aspects of the proposals

See the guidance about how to comment for more information.



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

### **Stage 5: Open**

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

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

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

Further information on the England Coast Path can be found [here](https://www.gov.uk/government/collections/england-coast-path-improving-public-access-to-the-coast).  
<https://www.gov.uk/government/collections/england-coast-path-improving-public-access-to-the-coast>

## 2. The Stretches in More Detail

Natural England has provided the following updates around the Suffolk coast stretches. Members will note the continuing delays with the planning inspectorate.

### **The Five Suffolk Stretches**

#### **Harwich to Shotley Gate** – Jonathan Clarke. Last updated 15.4.24

No change since previous report

- Stage 4 and 5 (Determine and Open)
- The proposals were published on 22 January 2020 and received 7 objections.
- Reports 4, 5 and 6 are in Suffolk.
- Coastal Access Reports 1 and 4 have been approved by the Secretary of State. Work to establish the route can now take place on these lengths.
- The Planning Inspector undertook a further visit in July 2022 and 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. Last updated 15.4.24

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

#### **Felixstowe Ferry to Bawdsey** – Jonathan Clarke. Last updated 15.4.24

No change since previous report

- Stage 4 (Determine)
- Natural England published proposals on 9th December 2020
- 7 objections were received.
- Two reports (Sections 2 and 3) where no objections were received were approved in May 2023.
- A Planning Inspector visited the sites in November 2022 and has considered the 7 objections. Now awaiting decisions by the Secretary of State.

**Bawdsey to Aldeburgh** – Jonathan Clarke. Last updated 15.4.24

No change since previous report

- Stage 4 and 5 (Determine and Open)
- The report was published on 3<sup>rd</sup> of February 2021.
- Report 3 has been approved by the Secretary of State but work has not started.
- The Planning Inspector visited the stretch in July 2022 to consider the objections, and we are waiting to hear the decision from the Secretary of State.

**Aldeburgh to Hopton-on-Sea** – Jonathan Clarke. Last updated 15.4.24

- Stage 4 and 5 (Determine and Open)
- Natural England published proposals on 29th January 2020.
- 23 objections were received – all on one of the 6 individual reports.
- Coastal Access Reports 1,2,3,5 and 6 were approved in June 2022 by the Secretary of State.
- A route Variation Report is being prepared for the approved route in Corton where lodges have been built across the route but the landowner has already opened a replacement path.
- The Planning Inspector did site visits in April 2024.

The King Charles III England Coast Path commencement of new access rights between Priory Park and Shore Lane, Nacton, is included as appendix 1. The commencement started on 28/2/24 and the documents were sent to members. The purpose of the direction is to dedicate the route of the ECP and to clarify any future liability for future use of the route by pedestrian to the Orwell Park Estate.

### 3. Suffolk Progress

The project officer has continued to predominantly focus on the establishment works on the Shotley Gate to Felixstowe Ferry stretch. All works will be funded by Natural England by applying for grants from them. The breadth of the establishment works is broad, ranging from tree safety surveys, design and construction of structures such as steps and culverts, 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 had been put out to tender, namely:

- Materials for signing works,
- Installation of signs and waymarking from Shotley to the Orwell bridge – grant application approved,
- Structures (bridges) and minor works from Shotley to the Orwell bridge – grant application approved,
- Tree survey and tree surgery on the Orwell Park Estate,
- Clearance and fencing on the Orwell Park Estate.

Following successful completion of tenders and grant applications, works commenced in early January 2024 on the Shotley Gate to Felixstowe Ferry section, with the majority of the works completed by early April 2024. Some works are outstanding due to the winter ground conditions, these are due to be completed during the early Summer months. This includes the remaining culvert works within the Orwell Park Estate.

On 28<sup>th</sup> February 2024, Natural England confirmed the commencement of new access rights between Priory Park and Shore Lane, Nacton. This was following the completion of several works by the County Council. The confirmation included a note that the route is currently undergoing final construction and will require a secondary legal process to create access through the parkland of this stretch. These works are in relation to delayed works due to winter ground conditions.

The project officer has also verified the infrastructure required on the Aldeburgh to Hopton stretch which was surveyed by Natural England (with SCC) in 2017/18, starting with the confirmed reports from Aldeburgh to Southwold and from Pakefield to Hopton. A number of grant applications have been submitted for approval.

The planning inspectorate visit the Southwold to Pakefield stretch in late March to consider objections. The Operations Manager attended the site visits as an advisory role. We now await a decision from the Secretary of State, we do not anticipate receiving this within the next few months.

The new waymark discs for the King Charles III England Coast Path have been received from Natural England, this will now enable the project officer to commence the signing work can start on the ground.

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. The county council is liaising with National Highways and Natural England on agreeing establishment works (the steps and resting point up the A14 embankment) and the design of information signs.

Natural England have advised that funding is available for a second project officer. Unfortunately, due to there being no further progress on approvals we are not in a position to progress with a second officer. Implementation work is progressing on the approved sections.

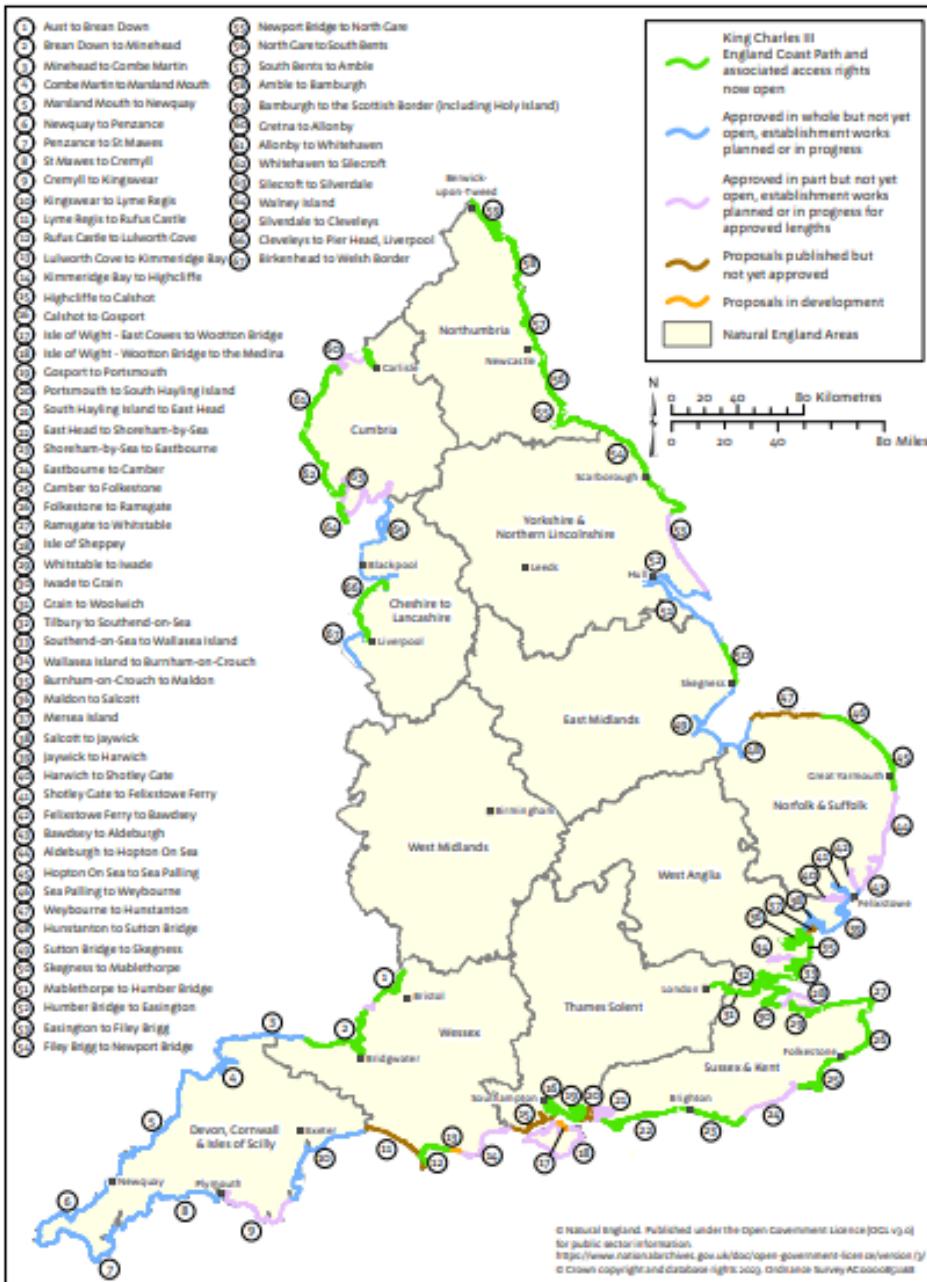
The Operations Team have established fortnightly meetings with Natural England representatives. A two-day planned site visit with Natural England, concentrating on the Aldeburgh to Hopton section, is scheduled for late April. This will enable us to discuss any delivery issues and to meet with third parties on interpretation and works requirements.

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

Following the withdrawal of one of the regional councils from the creation of a regional trail and partnership, the county council will review the best way of maintaining and marketing the King Charles III England Coast Path in Suffolk.

The amount of national trail maintenance grant access authorities and trail partnerships receive from Natural England is worked out using a funding formula. The formula is reviewed every 3 years and as the last one was 2021 Natural England are preparing to carry out a review this financial year. This review will not affect 24/25 grant offers. A working group will be established to work with Natural England on this review and members will be updated at key stages.

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



END  
AW/SCC Apr 2024

Appendix 1

SGF Commencement Oder Feb 24:



SGF3 - Stage 5 - Commencement lett  
SuffolkCC S25A SGF3 Direction Noti  
SuffolkLAF S25A SGF3 Direction Noti

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Network Rail Updates</b>
<b>Paper:</b>	<b>LAF 24/12</b>
<b>Author/Contact:</b>	<b>Steve Kerr / Andrew Woodin</b>
<b>Meeting:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

## **Introduction**

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

## **Needham Market Gipsy Lane and FP6 Needham Market**



Further to the update provided in January there has been no further contact from NR on their negotiations with the landowner or how the project is to be taken forward in the context of the new Control Period 7 funding period.

The landowners have recently been in contact with county council officers to outline their frustrations with the lack of engagement on the part of the railway operator. Officers will shortly be contacting NR for a progress update.

## **General/Countywide**

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

Since the Forum's last meeting, at the request of the railway operator, officers held a meeting with NR's Project Team on 12 March. At the meeting, the county council was advised that the draft detailed design for the works relating to the diversion of FP12



Elmswell (S29 Hawk End Lane) would be sent to the highway authority for review by the 22 March, which would then be followed by FP18 Bentley (S04 Island) two weeks later, and then S30 Lords 29/S17 Paynes/S16 Gislingham by the end of June (see below). To date, no draft designs of any kind have been received, although officers have been recently informed that the Project Manager has subsequently left her post.

- S30 Lords 29 – FP9 Elmswell
- S17 Paynes - FPs 22 and 26 Gislingham
- S16 Gislingham – BR10 Finningham
- S04 Island – FP18 Bentley

### Current and future NR priorities at PROW level crossings

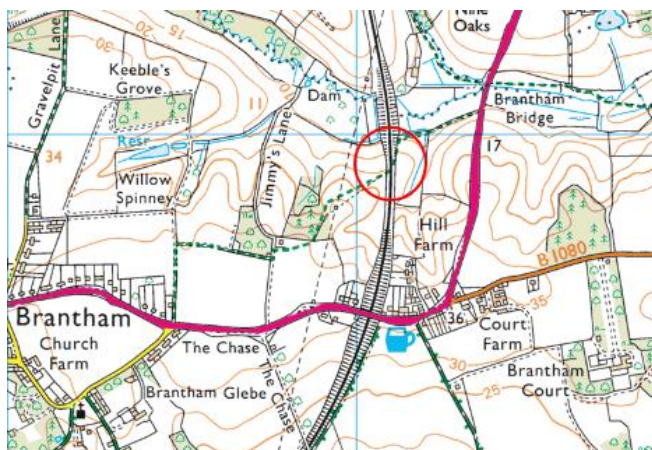
The Rights of Way and Access Team held its Business Planning Day (BPD) meeting on 3 April, to review the service’s achievements in 2023/4 and agree its priorities and actions for 2024/5.

Due to the significant amount of backlog priority order making cases, and in order to have a better understanding of NR’s future potential pipeline of order making requests, officers requested the railway operator provide a list of its priorities in advance of the BPD.

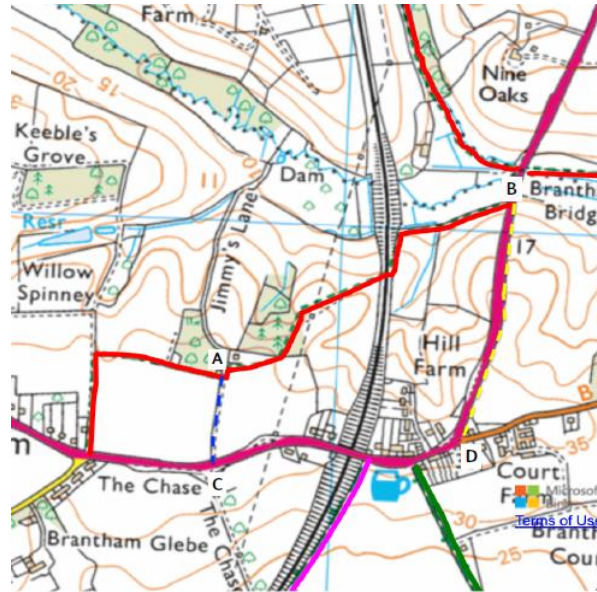
NR have agreed this priority list could be shared with Forum members, and this is reproduced at Appendix A. The list includes the TWAO level crossings referred to in this report, as well as current Highways Act rail crossing orders and potential new cases.

Officers are currently considering the contents of the list and will be discussing this further with the railway operator.

### Footpath 6 Brantham (High Bridge)



Since the last update provided at the Forum’s January meeting, the county council has now received NR’s revised proposed works relating to the improvement for pedestrians of the A137 highway verge, in lieu of the extinguishment of part of FP6. The works, which also include undertaking a Road Safety Audit due to the need to cross the A137, will need commissioning from Suffolk Highways. Officers will be meeting NR again in due course to start the commissioning process, which will require NR funding upfront.



**Footpath 13 Bacton**

Further to the update at the Forum’s last meeting, Babergh Mid Suffolk have organised a meeting with SCC PROW and Planning officers for the 23 April, as it has since been established there is a more involved planning history to this case, which included recommendations for safety mitigation measures at the level crossing.



**Suffolk Road Rail Partnership (SRRP)**

By way of an update, NR have now resurrected the SRRP meetings with county council officers, which will be held on a quarterly basis. The last SRRP meeting was held in 2019 but was subsequently impacted by the pandemic. The group includes highways and rights of way officers and is designed to be a forum to engender closer partnership working, discuss safety concerns/priorities and share good practice. The group met on 12 April and the minutes of the meeting will be circulated to SCC in due course.

END  
SK/SCC April 2024



<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Ipswich BY38 / RB38A – New Cut West</b>
<b>Paper:</b>	<b>LAF 24/13</b>
<b>Author/Contact:</b>	<b>Steve Kerr</b>
<b>Meeting Date:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

Further to the update provided to the Forum in January, officers are pleased to report that the Public Open Space (POS) at Griffin Wharf was finally opened to the public on Friday 16 February. The hoardings were removed, leaving the concrete plinths in situ to act as a deterrent to motor vehicles. As per the temporary fencing solution, more robust Heras fencing was erected along each side of the railway corridor, up to its junction with Bath Street.

Although the parties had previously agreed to issue a press release in advance of the site being opened up, in the end this was issued by ABP and the Borough Council on 21 February (see below).

Associated British Ports (ABP) in conjunction with Ipswich Borough Council and Suffolk County Council has opened up the public open space at New Cut East, Ipswich. This area, which is owned by the Environment Agency, will enable everyone to see the barrier close up and enjoy the panoramic views of the Orwell Bridge.

**Paul Ager, Divisional Port Manager, ABP** said: “We are pleased to have been able to support the safe opening of Griffin Wharf. Safety is a core value for our company and as owners of the railway line, which is adjacent to the site, we have been working with local stakeholders to agree a solution for creating safe public access to the space.

“The temporary fencing solution ensures safe public access to the area and has involved the removal of the timber hoardings and an upgrade to the heras fencing. This means that there is now a robust rail corridor which safeguards public access from the rail gate to the junction with Bath Street.

“ABP is actively engaging with stakeholders to implement a permanent fencing solution.”

The viewing platform itself is owned by the Environment Agency, which is responsible for the tidal barrier. On the opening, **Environment Agency Project Executive, Andrew Osborne**, said: “The Environment Agency is delighted to see Griffin Wharf open to the public. The space was created as part of the tidal project, which protects more than 1,600 homes and 400 business from flooding, and benefits from seating and river views.”

On the morning of 22 February, a BBC Radio Suffolk podcast included a piece on the POS at Griffin Wharf.

Below are photos provided by ABP, showing contractors working on the site a day or so before the public were allowed in.



END  
SK/SCC April 2024

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>National Highways A11 Fiveways Junction</b>
<b>Paper:</b>	<b>LAF 24/14</b>
<b>Author/Contact:</b>	<b>Barry Hall</b>
<b>Meeting:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

The following email exchange was had by the SLAF Chair with National Highways seeking an update on proposals for A11 Fiveways Junction.

**From:**  
**Received:** Tue Jan 16 2024 13:20:47 GMT+0000 (Greenwich Mean Time)  
**To:** <[a11fiveways@nationalhighways.co.uk](mailto:a11fiveways@nationalhighways.co.uk)>;  
**Cc:** David Falk <[david.falk@suffolk.gov.uk](mailto:david.falk@suffolk.gov.uk)>;  
**Subject:** A11 Fiveways remodeling attention Tom Rankin

Dear Tom

Before our last meeting, the Suffolk Local Access Forum had a site visit to the Fiveways A11 junction at Barton Mills. David Falk outlined possible options that Highways England were looking at to improve the traffic flow and safety at this busy junction. We have another meeting coming up next week and I wonder whether there is any progress that you could share with the Forum or whether any dates have been finalized for a possible public consultation on options.

Regards

Barry Hall

Chair Suffolk Local Access Forum.

The response was:

**From:** A11 Fiveways <[A11Fiveways@nationalhighways.co.uk](mailto:A11Fiveways@nationalhighways.co.uk)>

**Sent:** Wednesday, January 17, 2024 11:56 AM

**To:** Barry Hall

**Subject:** National Highways response – Your enquiry about the A11 Fiveways Junction project – ref CAS-61272-B7L8K5 CRM:0634014

**Importance:** High

Dear Mr Hall

Thank you for your email of 16 January, regarding an update in relation to the A11 Fiveways Junction project.

I've spoken to the project team about your questions. They've advised me that we completed early analysis to identify potential scheme options in February 2023. We've submitted our analysis to the Department for Transport (DfT) and await direction from them on next steps. While we await their feedback and direction on next steps, we won't be carrying out any further technical assessments.

Unfortunately, we can't advise on a date for a potential public consultation at this time. The DfT is ultimately responsible for deciding which projects within the Third Road Investment Strategy (RIS3) are taken forward. This includes deciding on when and whether projects will hold a public consultation.

In March 2023 the government announced that the schemes planned for the RIS3 period 2025-30 will continue to be developed but considered for delivery as part of RIS4 in the period beyond 2030. This includes the A11 Fiveways Junction project.

As many of the schemes we're working on were expected to be delivered towards the end of RIS3, this will give us extra time to ensure well-planned and efficient schemes across the RIS programme can be deployed in the future.

However, it's important to reiterate that we're awaiting the DfT's guidance. A decision on the future of the A11 Fiveways Junction project has not been made.

Thank you for taking the time to contact us. If you have any further questions or concerns, please don't hesitate to get in touch on 0300 123 5000 or email [A11Fiveways@nationalhighways.co.uk](mailto:A11Fiveways@nationalhighways.co.uk).

Kind regards

**David Dunthorne**

Correspondence Officer

National Highways | Temple Quay House | 2 The Square | Temple Quay | Bristol | BS1 6HA

**Web:** [www.nationalhighways.co.uk](http://www.nationalhighways.co.uk)

END  
BH/SLAF April 2024

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Consolidation Progress Report</b>
<b>Paper:</b>	<b>LAF 24/15</b>
<b>Author/Contact:</b>	<b>Steve Kerr</b>
<b>Meeting:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

## **Introduction**

This paper updates the forum on progress with a long running project to consolidate Suffolk's Definitive Maps and Statements (DM&Ss).

Under the Wildlife and Countryside Act 1981, surveying authorities are under a duty to keep the definitive map and statement under continuous review, and to make modification orders as necessary to keep the map and statement up-to-date as an accurate record of the public's rights. Modification orders have to be kept with the map where it is available for public inspection, but to make the map itself more complete, surveying authorities can 'consolidate' it from time to time by incorporating the effects of modification orders on to the map.

Consolidation is the process of preparing new DM&Ss, incorporating all legal changes since the previous DM&Ss were sealed and published. These changes are referred to as 'legal events' and include orders made under the Highways Act 1980, Town and Country Planning Act 1990 and other legislation such as the Transport and Works Act. Definitive Map Modification Orders (DMMOs) do not need to be included in the consolidation process.

Each definitive map and statement is sealed and has a 'relevant date' when it becomes the legal record. From that date onwards any confirmed orders are recorded on a working copy definitive map.

Historically, Suffolk's DM&Ss were prepared on the basis of old rural and old urban districts.

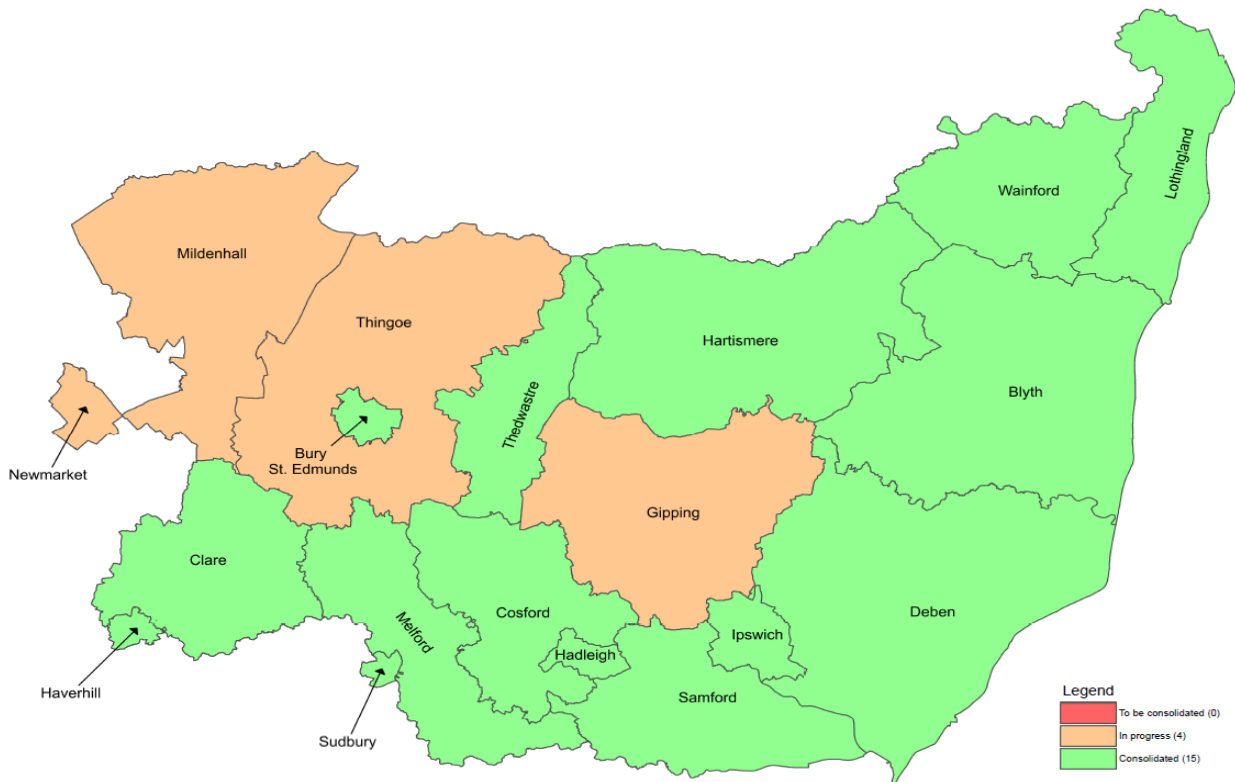
## **Progress**

Since 2010 the county council has been undertaking a project to consolidate its DM&Ss from a digital database, using modern Ordnance Survey mapping. This means digital PROW data can easily be shared with other parties.

Below are examples of an 'unconsolidated' parish (Ashfield, in the old rural district of Gipping) and the parish of Woodbridge, in the old rural district of Deben, which was consolidated in 2015.







March 2024 – Suffolk DM&Ss Consolidation RAG map

The RAG map above shows the areas of Suffolk that have been consolidated and those that remain outstanding.

The last district to be consolidated was the urban district of Bury St Edmunds in October 2023. As at the end of March, 93% of the 2582 legal events had been included in the requisite Legal Event Modification Order (LEMO) for the relevant rural/urban district, and 95% of the county’s 10,627 individual routes checked. A legal event can, for instance, include a straightforward standalone creation agreement or be a package of diversion, extinguishment and creation orders covering several parishes, with multiple effects.

With the pressures surrounding order making, at the beginning of April, the officer resource allocated to the consolidation project was reduced from 3.48 fte to just under 1 fte, allowing the freed-up resource to concentrate on order making priorities.

With this reduced resource, the projected end date for the completion of the outstanding rural/urban districts (Gipping, Thingoe, Mildenhall and Newmarket) is May 2025.

Once this consolidation phase is complete, officers will continue with rolling consolidation, initially targeting those rural/urban districts with the largest number of legal events since the previous DM&S was published. The other main objective of this second phase of the project will be to address the mismatches between the Definitive Map and local administrative parish boundaries.

END  
SK/SCC April 2024

<b>Suffolk Local Access Forum</b>	
<b>Title:</b>	<b>Brandon PRow Consultation</b>
<b>Paper:</b>	<b>LAF 24/16</b>
<b>Author/Contact:</b>	<b>Steve Kerr</b>
<b>Meeting:</b>	<b>25 April 2024, 2:00-4:00pm</b>
<b>Venue:</b>	<b>The Orwell Hotel, Felixstowe</b>

The following consultation has been sent to the forum for a response.

**From:** Steve Kerr <Steve.Kerr@suffolk.gov.uk>

**Sent:** Friday, March 15, 2024 1:50 PM

**To:** Suffolk Local Access Forum <slaf@suffolk.gov.uk>

**Subject:** Highways Act 1980 section 26 Creation Order - Proposed upgrading of Public Footpath Nos 1 and 18 (part) Brandon and creation of new bridleways

Dear Sir or Madam,

Please find attached a consultation letter and plan in relation to the above proposed public bridleway creation order.

If I have not received a reply within 28 days from the date of the letter, I will assume that you have no objections or other comments to make.

If you are unclear on any aspect or require more information, please do not hesitate to contact me.

Yours sincerely

Stephen Kerr (he/him)  
 Definitive Map Manager  
 Rights of Way and Access  
 Growth, Highways & Infrastructure Directorate  
 Suffolk County Council

01473 264745

E-mail: [steve.kerr@suffolk.gov.uk](mailto:steve.kerr@suffolk.gov.uk)

[www.suffolk.gov.uk](http://www.suffolk.gov.uk)



Your Ref:  
Our Ref: CPM1048/SDK  
Date: 15 March 2024  
Enquiries to: Steve Kerr  
Tel: 01473 264745  
Email: [steve.kerr@suffolk.gov.uk](mailto:steve.kerr@suffolk.gov.uk)



Barry Hall, SLAF Chairman  
c/o of SLAF Secretariat  
Public Rights of Way and Access  
Suffolk County Council  
Phoenix House,  
3 Goddard Road  
Ipswich, IP1 5NP

By email only to [slaf@suffolk.gov.uk](mailto:slaf@suffolk.gov.uk)

Dear Barry,

**Highways Act 1980 section 26 Creation Order  
Proposed upgrading of Public Footpath Nos 1 and 18 (part) and creation of  
Bridleways 23 and 24 Brandon, Suffolk**

I am currently dealing with the above creation order proposal to upgrade FP1 and part of FP18 Brandon to bridleway status, together with the creation of new bridleways.

The river path forms a continuous route alongside the Little Ouse but as a result of the location of the county boundary and the small scale of the first definitive maps prepared in the 1950s, the sections in Norfolk are recorded as bridleways, whilst those in Suffolk are currently recorded as footpaths and part of FP18 north of the river is also recorded as a cul-de-sac. The discontinuity in the status of public rights and the missing section of FP18 are both recorded as definitive map errors/anomalies.

The county council proposes to make an order, which if confirmed, will resolve these long-standing definitive map anomalies and provide a continuous bridleway between Brandon High Street and BR 13 Weeting-with-Broomhill.

The proposed order would be made under the Highways Act 1980 section 26 and its effect would be to upgrade FP1 and part of FP18 Brandon to bridleway status, together with the creation of new bridleways, to connect to Bridleway 15 Weeting-with-Broomhill and Bridleways Weeting-with-Broomhill 14 and 13 in the county of Norfolk.

In addition, part of FP18 is also wrongly recorded on the south side of the river. This is considered to result from a draughtsman's error when the first Definitive Map and Statement were prepared and the county council intends to remove this from the legal record in due course.

The proposed bridleway upgrades are shown on the attached plan between points A-B and C-D, and the new bridleway creations between points D-E and F-G. The river path is already being used by the public and the creation order is being made in the interests of the public to regularise the situation and provide a continuous bridleway in both counties.

Phoenix House, 3 Goddard Road, Ipswich, Suffolk, IP1 5NP  
[www.suffolk.gov.uk](http://www.suffolk.gov.uk)

The proposal meets several priorities in Suffolk County Council's 'Rights of Way Improvement Plan 2020 – 2030'. This includes the provision and maintaining of a joined up and continuous network and to increase the number of recorded public rights of way.

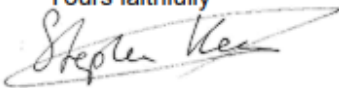
The width of the proposed bridleway upgrades and creations will be 3 metres throughout, except at points A and A1, where the width is restricted to 1.1 metres due to the existence of gates. The routes will have a natural surface.

Please accept this letter as formal consultation on the proposed public bridleway creation order. If I have not received a reply to my letter within 28 days from the date of my letter/email I will assume that you have no objections or other comments to make.

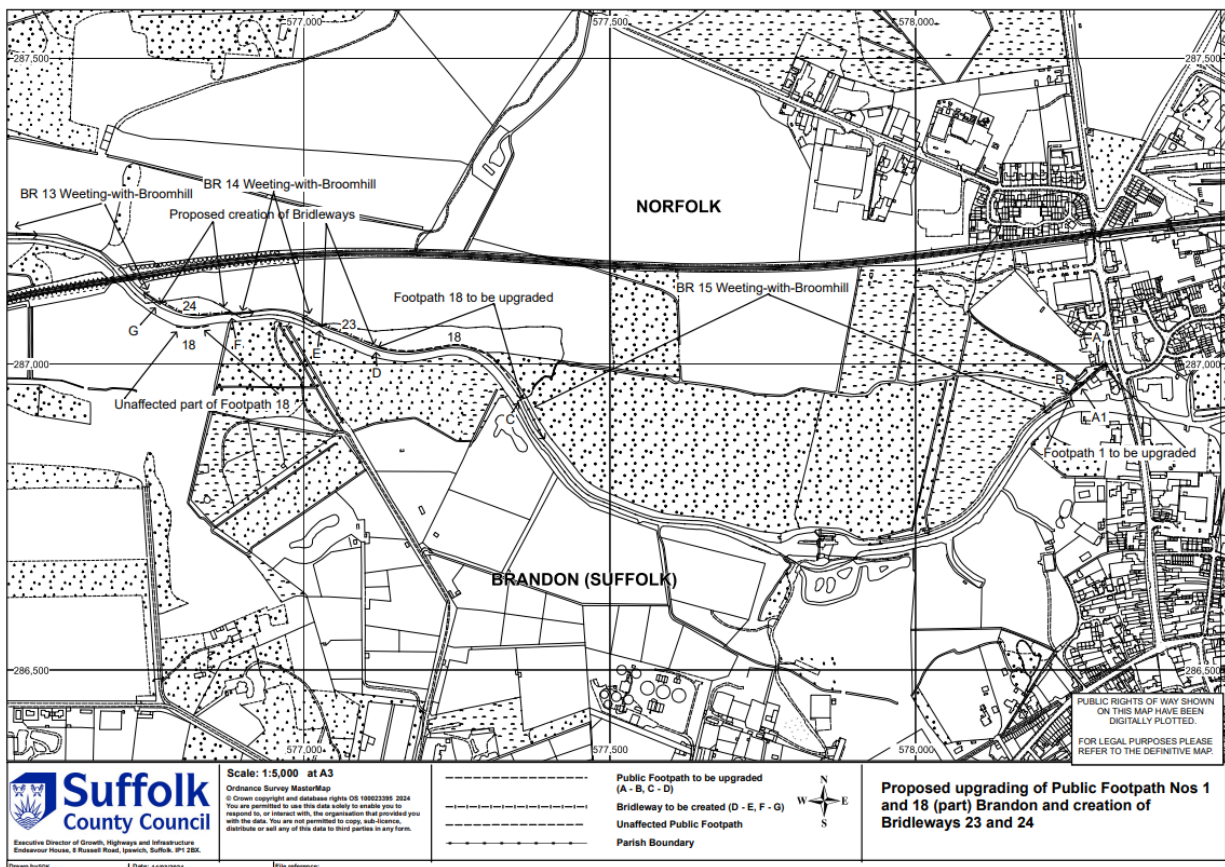
In accordance with the council's constitution, if objections are received at the consultation stage, these will need to be reported to its Development & Regulation Committee.

If you have any questions, or require further information, please do not hesitate to contact me.

Yours faithfully



**Stephen Kerr**  
**Definitive Map Manager**  
**Rights of Way and Access**  
**Growth, Highways and Infrastructure Directorate**  
**Suffolk County Council**



**END**  
 SK/SCC April 2024