



England Coast Path Stretch: Shotley Gate to Felixstowe Ferry

Report SGF 1: Bristol Hill to embankment west of Orwell Bridge

Part 1.1: Introduction

Start Point:	Bristol Hill, (Grid reference TM2458 3361)
End Point:	Embankment west of Orwell Bridge (Grid reference TM1660 4112)
Relevant Maps:	SGF 1a to SGF 1h

1.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Shotley Gate to Felixstowe Ferry.

1.1.2 This report covers length SGF 1 of the stretch, which is the coast between Bristol Hill and the embankment west of Orwell Bridge. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

1.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

1.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 1.2: Proposals Narrative

The trail:

1.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.2 Mainly follows the coastline quite closely and maintains good views of the sea. Other than at two locations where it has to take a route inland around excepted land types.

1.2.3 Includes 5 sections of new path, in 2 locations at Woolverstone and Freston Hill, Freston. See maps 1f and 1h and associated tables below for details.

1.2.4 In one area SGF-1-S049 to SGF-1-S064 a significant inland diversion is necessary to take the trail past Freston Park which is currently inaccessible because it is excepted land (Part 7 of the Overview).

1.2.5 Follows the route of the existing Stour and Orwell Walk but departs from this at Freston in order to create a trail closer to the estuary, improving access on the western side of Freston Hill and giving views of the estuary.

Protection of the environment:

1.2.6 In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

1.2.7 The following designated sites affect this length of coast:

- Stour and Orwell Estuaries SPA
- Orwell Estuary SSSI
- Stour and Orwell Estuaries Ramsar

Map D in the Overview shows the extent of designated areas listed.

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

1.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
Maps SGF 1d	SGF-1-S016 to SGF-1-S0022	<p>The following design features are described elsewhere in this report:</p> <p>Coastal access rights would be excluded under S25A over the saltmarshes marshes and mudflat (see para 1.2.13 – 1.2.14 and Overview Map E).</p> <p>In addition, we will install:</p> <p>Screening through the creation of sections of scrub between points D</p>	<p>The coastal access rights restriction is primarily to protect the public from the inherently dangerous saltmarsh and flats of the area. This safety restriction has the added benefit of protecting the habitat and birds that use it from disturbance.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>and E on Map 5 of the HRA. This vegetation will screen people from birds thus preventing a disturbance impact and will have the added benefit of guiding people and dogs to remain on the trail</p> <p>Short length of scrub to gap up and thereby block open access for dogs at point B on Map 5 of the HRA.</p> <p>Information signs will be placed at the eastern and western approach to the creek explaining the sensitivity of the creek and requesting that dogs are kept on leads.</p> <p>Signs requesting that dogs are kept on leads for the length of the creek will be placed at access points on the PROWs from Orwell Cottages, Colton Cottages, Clamp House and Mill House Farm.</p>	<p>The additional screening from scrub is to prevent disturbance of breeding birds in the intertidal area by recreational users and their dogs.</p> <p>There is evidence to show that the high tide bird roost at Colton Creek has increased in relevance in recent years. Large numbers use the creeks at all states of the tide and upwards of 5000 birds use the site at high tide.</p> <p>Disturbance by walkers and dogs has been recorded with a risk of increased visitor numbers in this area in part due to local housing growth.</p> <p>Sections of the proposed trail will be hidden behind the current scrubby vegetation and enhanced through encouragement of further scrub growth and spread to provide screening accompanied by information signs asking users to keep dogs off the marsh.</p>

1.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

1.2.10 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the seawall, wooded areas and land adjacent to the shore;

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

1.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuaries of the River Stour (Sections SGF-1-S001 to SGF-1-S009 and part of SGF-1-S010FP) and the River Orwell (sections SGF-1-S010FP to SGF-1-080FP and part of SGF-1-S010FP), extending upstream from the open coast.

For the majority of the route, Natural England proposes to exercise its functions as if the sea included the estuarial waters of the river Orwell as far as the Orwell Bridge as indicated by the extent of the trail shown on map SGF 1a to SGF 1h and map A2 in Overview. For the sections aligned along the Stour estuary this is a continuation of the Estuary Discretion described in the Harwich to Shotley Gate Coastal Access Report.

See part 5 of the Overview for a detailed analysis of the options considered for the Orwell estuary and our resulting proposals.

1.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.3.1.

1.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 1.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

1.2.14 **Restrictions and exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat at the Orwell Estuary.

1.2.15 Access to the saltmarsh/flat in the coastal margin seaward of route sections SGF-1-S001 to SGF-1-S080 FP, is to be excluded all year-round by direction under S25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map E in the Overview for further detail.

1.2.16 The S25A restriction is used where it is considered that saltmarsh and flats are unsuitable for public access, notwithstanding any locally tolerated access. Safety is considered as part of the assessment along with the nature of the terrain and any natural risks that exist such as soft mud, hidden

channels, potential to be trapped by rising tides, and suitability for walking. The intention is to prevent those who may be unfamiliar with the risks from using such areas.

- The areas of saltmarsh are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers.
- The areas of flat are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

1.2.17 The characteristics of the flats near the mouth of the river Orwell are changeable as a result of the dredging regime in the river and Harwich Harbour basin, and the influences of tidal and weather systems. Whilst the flats are predominantly muddy, they are interspersed with firmer areas of shingle and sand. The flats can also have pockets of very soft mud where bait digging holes have refilled. Firmer areas along the shoreline that are traditionally used as beaches are not excluded under S25A:

- Shotley Gate by King Edward VII Drive

1.2.18 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

1.2.19 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation, extensive mudflats and areas of soft mud.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.20 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route between SGF-1-S007 to SGF-1-S0012FP when maintenance takes place on both lock gates at Shotley Marina, usually for approximately two weeks (see SGF-1-A001, Map 1a). The alternative route is to be managed by Shotley Marina, who currently manage the route for the public right of way when the lock gates are unavailable through maintenance. The alternative route is put in place through active areas of the boat yard, landward of the basin, through a gate that remains locked at all other times. This route does not appear on the OS map because of its temporary nature. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

Optional alternative routes

1.2.21 An optional alternative route is to operate as an optional diversion from the ordinary route between SGF-1-S029RD and SGF-1-S033BW when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as SGF-1-OA001FP and SGF-1-OA0004FP on map SGF 1e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.22 By default, an alternative route/optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route/optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either

side. Columns 5a and 5b of this table describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

Coastal erosion

1.2.23 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll-back in direct response to such changes.

1.2.24 Column 4 of table 1.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SGF 1a to SGF 1h as the proposed route of the trail.

1.2.25 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in table 1.3.1, the route is to be at the centre of the line shown on maps SGF 1a to SGF 1h as the proposed route of the trail.

Other future change:

1.2.26 At the time of proposal there is existing pedestrian access on the Orwell Bridge, including the route of the promoted Stour and Orwell Walk. Should there be any change in the future and pedestrian access altered, Natural England will work with Highways England and all other authorities to review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

1.2.27 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

1.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £40,059.50 and is informed by:

- information already held by the access authority, Suffolk County Council.
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.29 There are a few main elements to the overall cost:

- A number of new signs would be needed on the trail, on route sections where the proposed route differs from that of the existing Stour and Orwell Walk
- Signage will also be required to highlight the alternative route options as described above.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£3,365
Steps	£10,894.50
Boardwalks	£5,200
Bridges	£3,300
Fencing	N/A
Gates	£1,500
Clearance	£5,800
Surfacing and traffic management	£10,000
Total	£40,059.50 (Exclusive of any VAT payable)

1.2.30 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Suffolk County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.31 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

1.2.32 We estimate that the annual cost to maintain the trail will be £8,013.03 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

See Part 3 of Overview for guidance on reading and understanding the tables below

1.3.1 Section Details – Maps SGF 1a to SGF 1h: Bristol Hill to embankment west of Orwell Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1a	SGF-1-S001	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
SGF 1a	SGF-1-S002 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 1a	SGF-1-S003 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 1a	SGF-1-S004 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 1a	SGF-1-S005 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1a	SGF-1-S006	Other existing walked route	No	No			
SGF 1a	SGF-1-S007*	Other existing walked route	No	No			
SGF 1a	SGF-1-S008*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SGF 1a	SGF-1-S009*	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	
SGF 1a	SGF-1-S010 FP	Public footpath	No	Yes			
SGF 1a	SGF-1-S011 FP	Public footpath	No	Yes			
SGF 1a	SGF-1-S012 FP	Public footpath	Yes - normal	Yes			
SGF 1b	SGF-1-S013 FP	Public footpath	Yes - normal	Yes			
SGF 1b	SGF-1-S014 FP	Public footpath	Yes - normal	Yes			
SGF 1b	SGF-1-S015 FP	Public footpath	Yes - normal	No			
SGF 1c	SGF-1-S016 FP	Public footpath	Yes - See table 1.3.9	Yes			
SGF 1d	SGF-1-S017 FP	Public footpath	Yes - See table 1.3.9	No			
SGF 1d	SGF-1-S018 FP	Public footpath	Yes - normal	No	Track	Clarity and cohesion	Landward edge of track
SGF 1d	SGF-1-S019 FP	Public footpath	Yes - normal	No	To edge of new boardwalk (to be installed).	Clarity and cohesion	
SGF 1d	SGF-1-S020 FP	Public footpath	Yes - normal	No	Track	Clarity and cohesion	
SGF 1d	SGF-1-S021 FP	Public footpath	Yes - normal	No	Track	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1d	SGF-1-S022 FP	Public footpath	Yes - See table 1.3.9	No			
SGF 1d	SGF-1-S023 FP	Public footpath	Yes - See table 1.3.9	No			
SGF 1e	SGF-1-S024 FP*	Public footpath	Yes - See table 1.3.9	No	To fence and / or edge of CROW land	Clarity and cohesion	
SGF 1e	SGF-1-S025 FP	Public footpath	Yes - normal	No	Fence	Clarity and cohesion	
SGF 1e	SGF-1-S026 FP	Public footpath	No	No	Fence	Clarity and cohesion	
SGF 1e	SGF-1-S027 FP	Public footpath	No	No			
SGF 1e	SGF-1-S028 FP	Public footpath	No	No	Edge of steps	Clarity and cohesion	
SGF 1e	SGF-1-S029 RD	Public highway	Yes - See table 1.3.9	No			
SGF 1e	SGF-1-S030 RD	Public highway	Yes - See table 1.3.9	No			
SGF 1e	SGF-1-S031 FP	Public Bridleway	Yes - See table 1.3.9	No	Road	Clarity and cohesion	Landward edge of road
SGF 1e	SGF-1-S032 BW	Public Bridleway	Yes - See table 1.3.9	No	Track	Clarity and cohesion	Landward edge of track
SGF 1e	SGF-1-S033 BW	Public Bridleway	Yes - See table 1.3.9	No	Track	Clarity and cohesion	Landward edge of track
SGF 1f	SGF-1-S034 FP	Public footpath	Yes - normal	No			
SGF 1f	SGF-1-S035 FP	Public footpath	Yes - normal	No			
SGF 1f	SGF-1-S036 FP	Public footpath	Yes - normal	No			
SGF 1f	SGF-1-S037 FP	Public footpath	Yes - normal	No			
SGF 1f	SGF-1-S038 FP	Public footpath	Yes - normal	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1f	SGF-1-S039 FP	Public footpath	Yes - normal	No			
SGF 1f	SGF-1-S040	Other existing walked route	Yes - normal	No			
SGF 1f	SGF-1-S041	Not an existing walked route	Yes - normal	No			
SGF 1f	SGF-1-S042	Not an existing walked route	Yes - normal	No			
SGF 1f	SGF-1-S043	Other existing walked route	Yes - normal	No			
SGF 1f	SGF-1-S044	Other existing walked route	Yes - See table 1.3.4	No			
SGF 1f	SGF-1-S045 FP	Public footpath	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SGF 1f	SGF-1-S046	Other existing walked route	Yes - See table 1.3.4	No			
SGF 1f	SGF-1-S047	Other existing walked route	Yes - See table 1.3.4	No	To raised bank, landward of trail	Clarity and cohesion	
SGF 1f	SGF-1-S048	Other existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SGF 1f	SGF-1-S049	Other existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SGF 1f	SGF-1-S050 FP	Public footpath	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SGF 1f	SGF-1-S051	Other existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SGF 1f	SGF-1-S052 FP	Public footpath	Yes - See table 1.3.4	No			
SGF 1f	SGF-1-S053 FP	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1f	SGF-1-S054	Other existing walked route	No	No	Track	Clarity and cohesion	
SGF 1g	SGF-1-S055 FP	Public footpath	No	No	Hedgerow	Clarity and cohesion	
SGF 1g	SGF-1-S056 FP	Public footpath	No	No			
SGF 1g	SGF-1-S057 FP	Public footpath	No	No			
SGF 1g	SGF-1-S058 FP	Public footpath	No	No	Track	Clarity and cohesion	
SGF 1g	SGF-1-S059 FP	Public footpath	No	No	Track	Clarity and cohesion	
SGF 1g	SGF-1-S060 FP	Public footpath	No	No			
SGF 1g	SGF-1-S061 FP	Public footpath	No	No	Track	Clarity and cohesion	
SGF 1g	SGF-1-S062 FP	Public footpath	No	No			
SGF 1g	SGF-1-S063 FP	Public footpath	No	No	Fence line	Clarity and cohesion	
SGF 1g	SGF-1-S064 FP	Public footpath	No	No	Hedgerow	Clarity and cohesion	
SGF 1g	SGF-1-S065 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 1g	SGF-1-S066 FW	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SGF 1h	SGF-1-S067 FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	
SGF 1h	SGF-1-S068 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 1h	SGF-1-S069 FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	
SGF 1h	SGF-1-S070 FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	
SGF 1h	SGF-1-S071	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SGF 1h	SGF-1-S072	Not an existing walked route	Yes - See table 1.3.4	No			
SGF 1h	SGF-1-S073	Not an existing walked route	Yes - See table 1.3.4	No			
SGF 1h	SGF-1-S074 FP	Public footpath	Yes - See table 1.3.4	No			
SGF 1h	SGF-1-S075 RD	Public highway	No	No			
SGF 1h	SGF-1-S076 FP	Public footpath	No	No			
SGF 1h	SGF-1-S077 FP	Public footpath	No	No	Fence line	Clarity and cohesion	
SGF 1h	SGF-1-S078 FP	Public footpath	No	No			
SGF 1h	SGF-1-S079 FP	Public footpath	No	No			
SGF 1h	SGF-1-S080 FP	Public footpath	No	No			

1.3.2 Alternative routes and optional alternative route details –

Map SGF 1e: The Clamp to Bridleway, Pin Mill

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SGF 1a	SGF-1-A001	Not an existing walked route	No			Alternative route is only available during the approx. 2 weeks of the year when the lock gates at Shotley Marina are unavailable to walk across due to maintenance.
SGF 1e	SGF-1-OA001 FP	Public footpath	No	Fence		
SGF 1e	SGF-1-OA002 FP	Public footpath	No	Edge of Public Footpath	Various - To garden hedges and fences	

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SGF 1e	SGF-1-OA003 FP	Public footpath	No		Various -To garden hedges and fences	
SGF 1e	SGF-1-OA004 FP	Public footpath	No	Track	Track	

1.3.3 Other options considered:

Maps SGF 1a to SGF 1h: Bristol Hill to embankment west of Orwell Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SGF 1a	SGF-1-S007 to SGF-1-S009	We considered aligning the trail over both sets of lock gates to create two routes at this location.	<p>We opted for the proposed route because:</p> <p>The other lock gate falls within the coastal margin and will be accessible whenever the landward lock gate is closed to pedestrian use because it is open for the functioning of the lock</p> <p>we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>
SGF 1e	SGF-1-S024 FP	We considered aligning the trail along the existing public footpath that runs closer to the shore and seaward of the Butt and Oyster Pub as shown on the map.	<p>We opted for the proposed route because:</p> <p>it does not flood at high tides</p> <p>it provides variety giving views of the estuary from higher ground</p> <p>we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

1.3.4 Roll-back implementation – more complex situations:

Maps SGF 1c to SGF 1h: Bristol Hill to embankment west of Orwell Bridge

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
1c and 1d	SGF-1-S016FP to SGF-1-S017FP to	Hill House Farm	The trail is likely to be adjusted to follow the landscape when the existing one is breached or no longer viable as a walking route.
1d and 1e	SGF-1-S022 FP to SGF-1-S024 FP	Private house and garden at Clamp House	If it is no longer possible to find a viable route seaward of the buildings, curtilage and gardens we will choose a route landward of it, following discussions with owners and occupiers.
1e	SGF-1-S029 RD to SGF-1-S033 BW	Pin Mill – road passing seaward of the boatyards and Common	If it is no longer possible to find a viable route seaward of the boatyards and Common we will choose to make the proposed Optional Alternative route (SGF-1-OA001 FP to SGF-1-OA004 FP) the main route.
1f	SGF-1-S044 to SGF-1-S052 FP	Royal Harwich Yacht Club	If it is no longer possible to find a viable route seaward of the Yacht Club (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
1h	SGF-1-S072 to SGF-1-S074 FP	Freston	Roll-back would only be considered necessary if future decisions are made regarding the road that require the ECP route to move. In that case we will choose a route following discussions with the relevant authorities, owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Maps

1.4.1 Map Index

Map reference	Map title
SGF 1a	Bristol Hill to Shotley Marshes
SGF 1b	Shotley Marshes to Crane's Hill
SGF 1c	Crane's Hill to Hare's Creek, Colton Marshes
SGF 1d	Hare's Creek, Colton Marshes to The Clamp
SGF 1e	The Clamp to Bridleway, Pin Mill
SGF 1f	Bridleway, Pin Mill to St Michael's Church
SGF 1g	St Michael's Church to Freston Hill
SGF 1h	Freston Hill to embankment west of Orwell Bridge

PROPOSALS

Trail Sections

-  Trail using existing public right of way or highway
-  Trail using other existing walked route
-  Trail not using existing walked route
-  Alternative route
-  Trail shown on other maps
-  Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

-  Trail using existing South West Coast Path
-  Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

-  Coastal margin landward of the trail
-  Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

-  Public bridleways
-  Public byways
-  Public footpaths
-  Restricted byways
-  South West Coast Path
-  Sustrans national routes
-  Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

-  Clapper bridge
-  Footbridge
-  Quad bike bridge
-  Sleeper bridge
-  Vehicle bridge

Stiles:

-  Ladder stile
-  Lift-up stile
-  Squeeze stile
-  Step stile
-  Stone stile

Gates:

-  Bristol gate
-  Field gate
-  Gateway with no gate
-  Kissing gate
-  Pedestrian gate
-  Wheelchair gate

Miscellaneous:

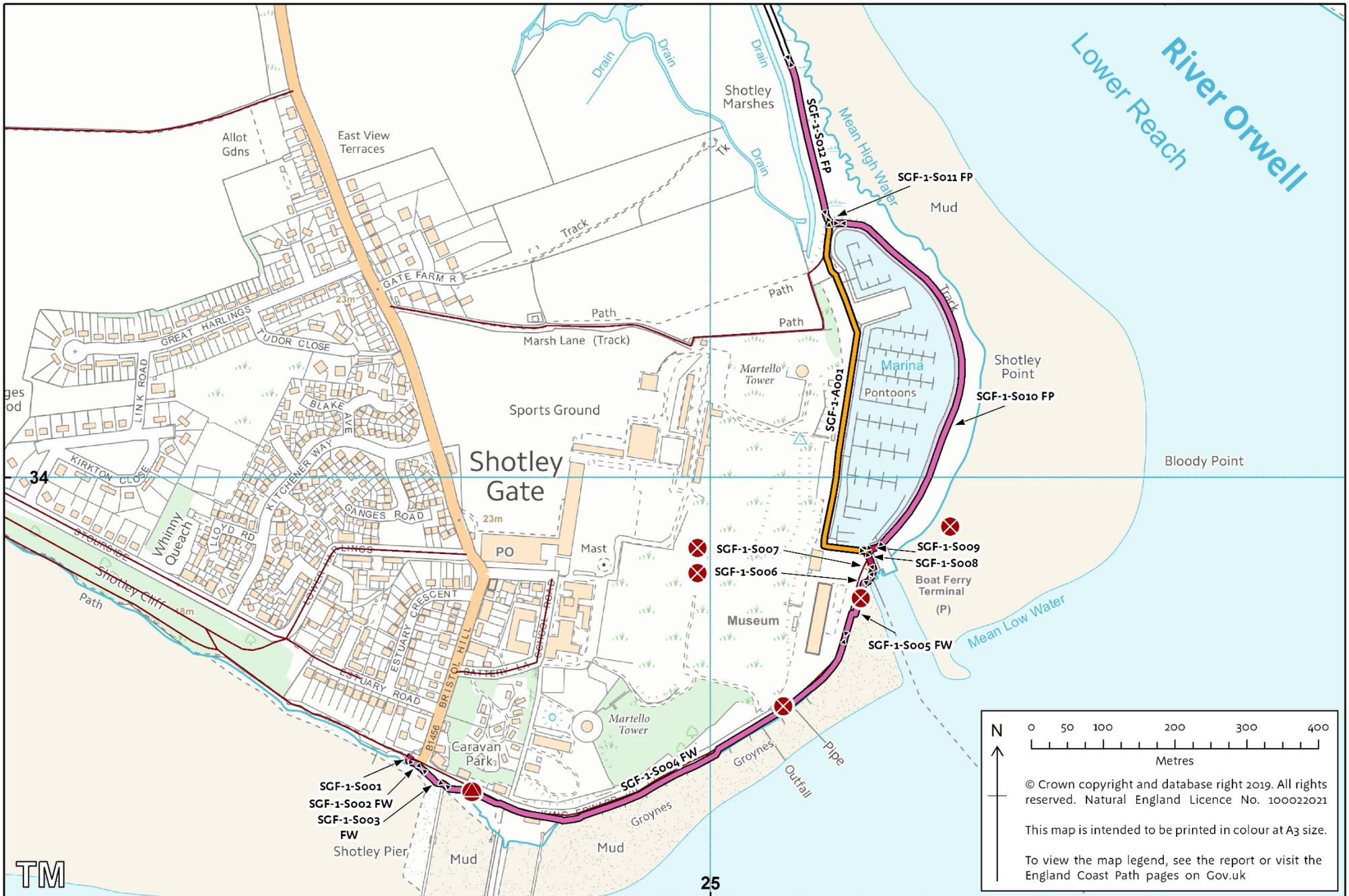
-  Barrier
-  Boardwalk
-  Bollard
-  Cattle grid
-  Culvert
-  Cycle chicane
-  Drainage
-  Drop-kerb
-  Gap in fence
-  Hurdle
-  Interpretation panel
-  Ramp
-  Revetment
-  Stepping stones
-  Steps

Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

-  Existing steps to be retained
-  New steps required
-  Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.



N

0 50 100 200 300 400

Metres

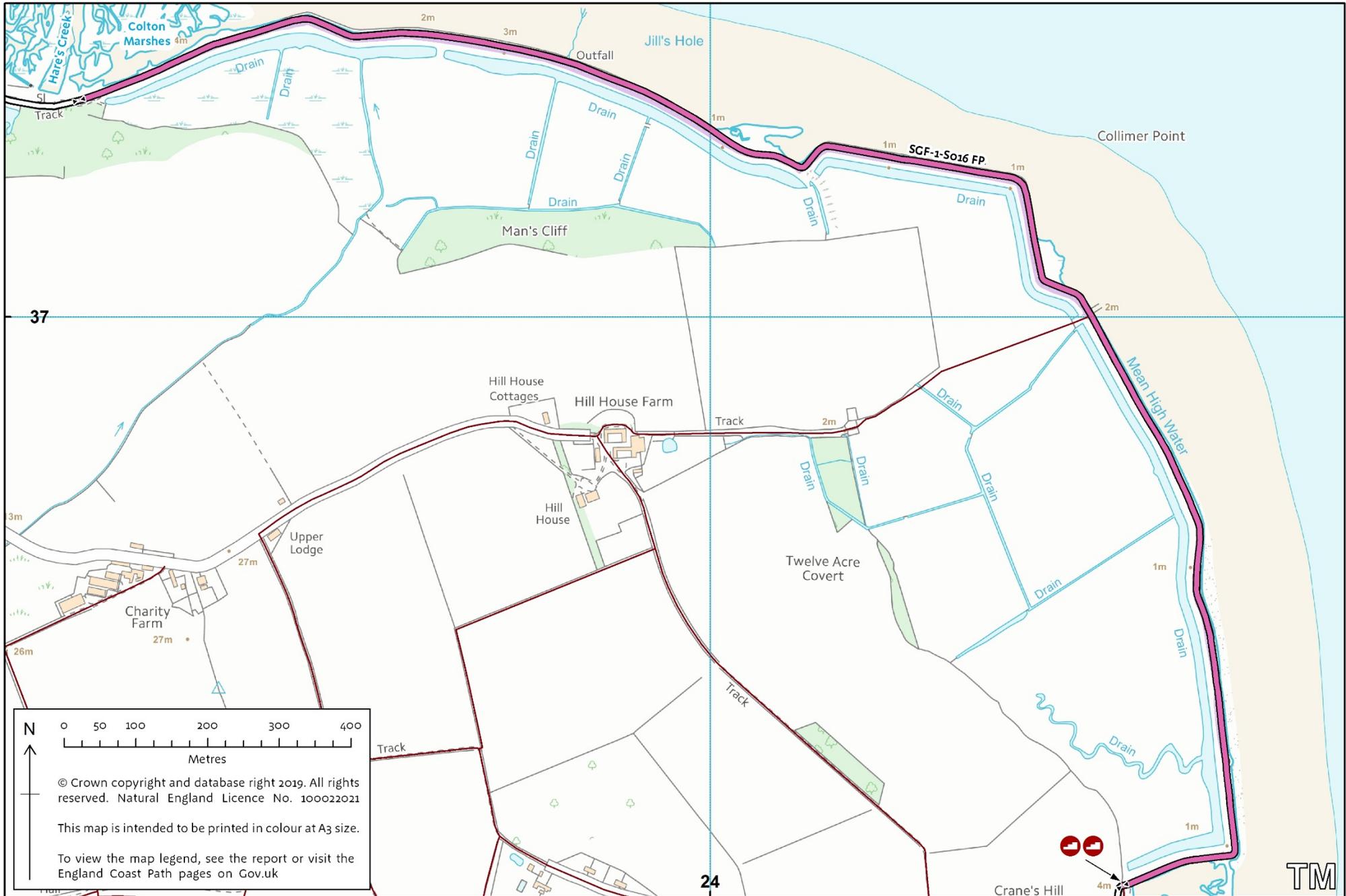
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This map is intended to be printed in colour at A3 size.

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



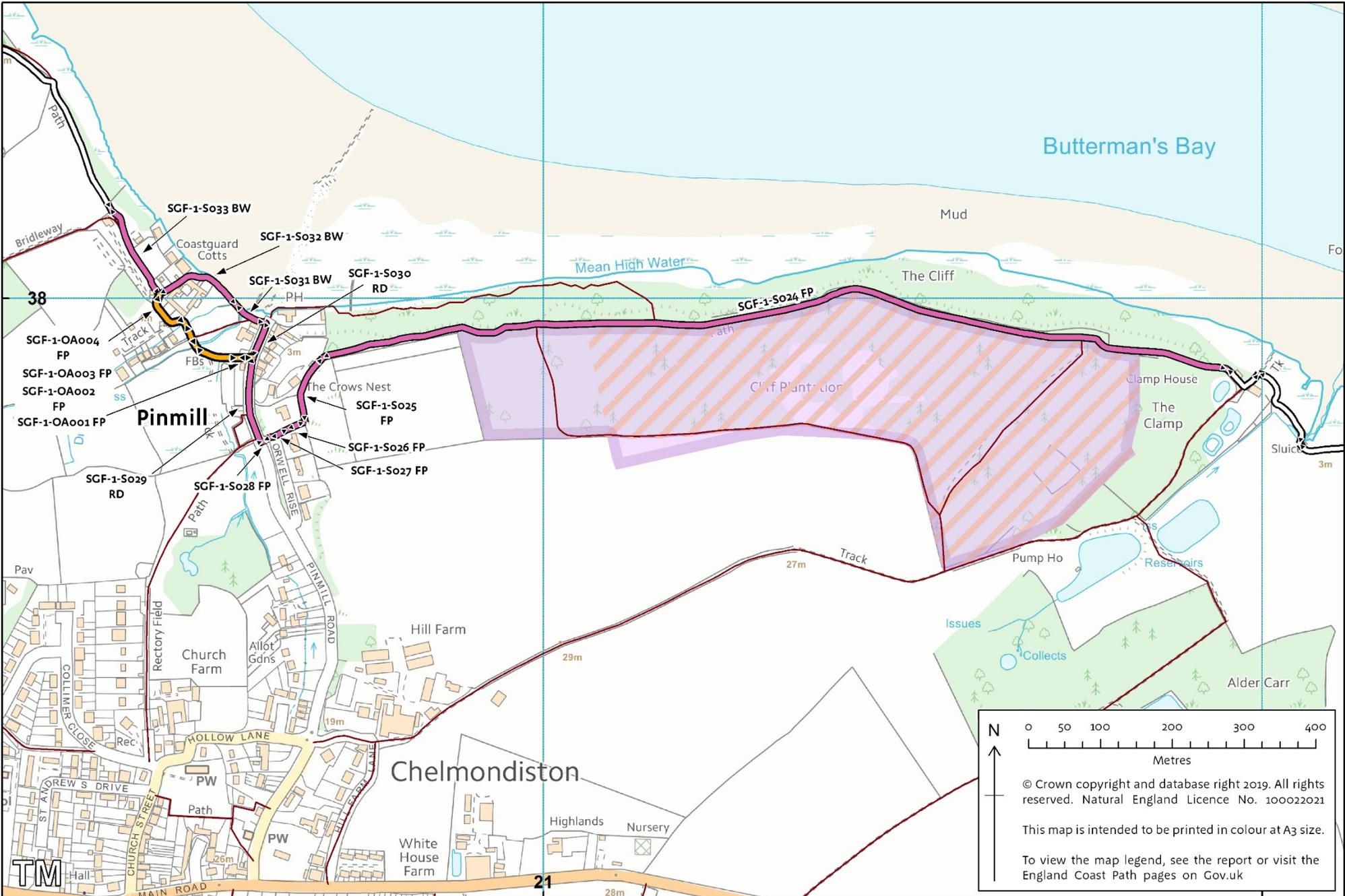
Map SGF 1c: Crane's Hill to Hare's Creek, Colton Marshes



Map SGF 1d: Hare's Creek, Colton Marshes to The Clamp

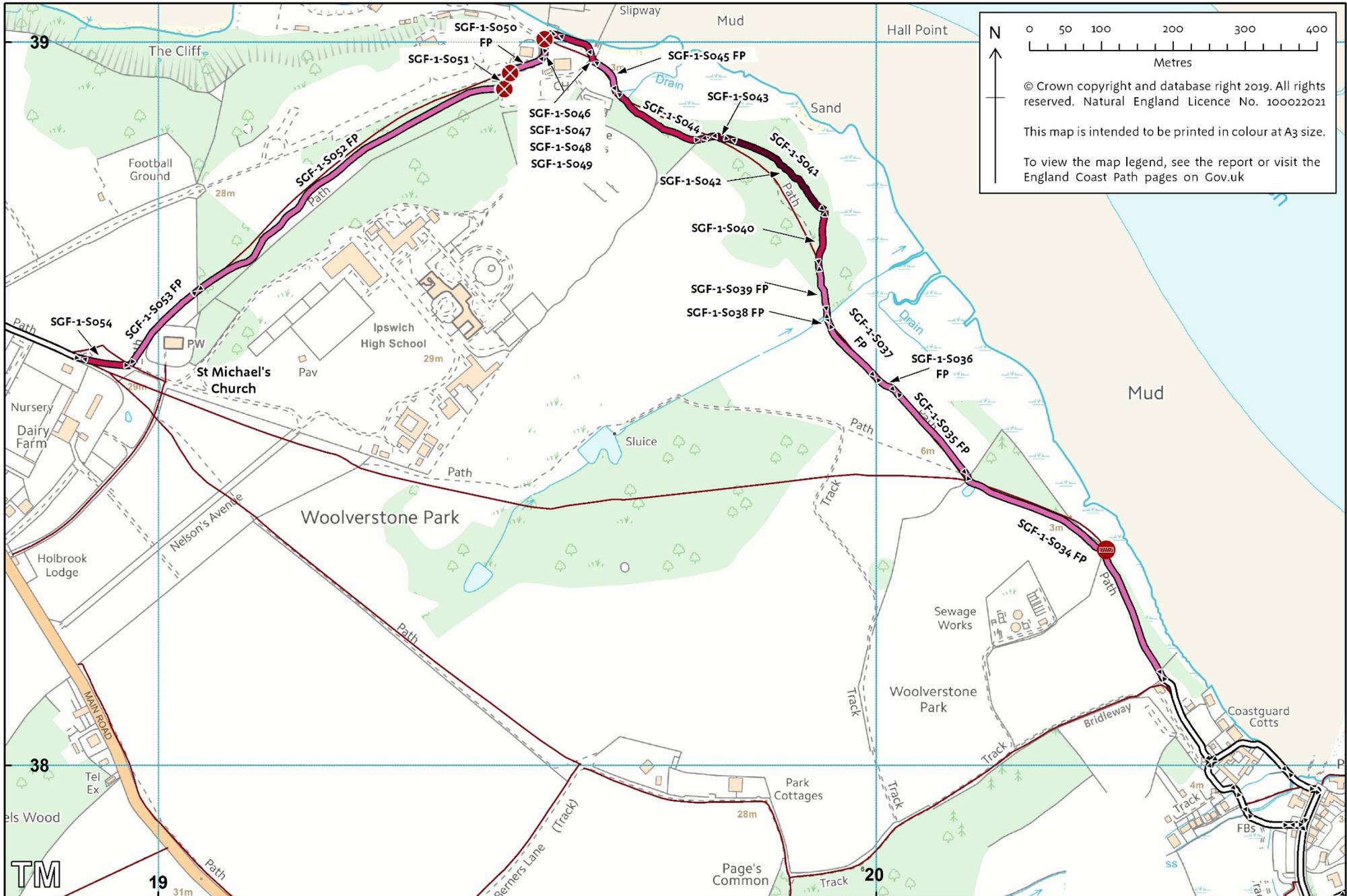


N
 0 50 100 200 300 400
 Metres
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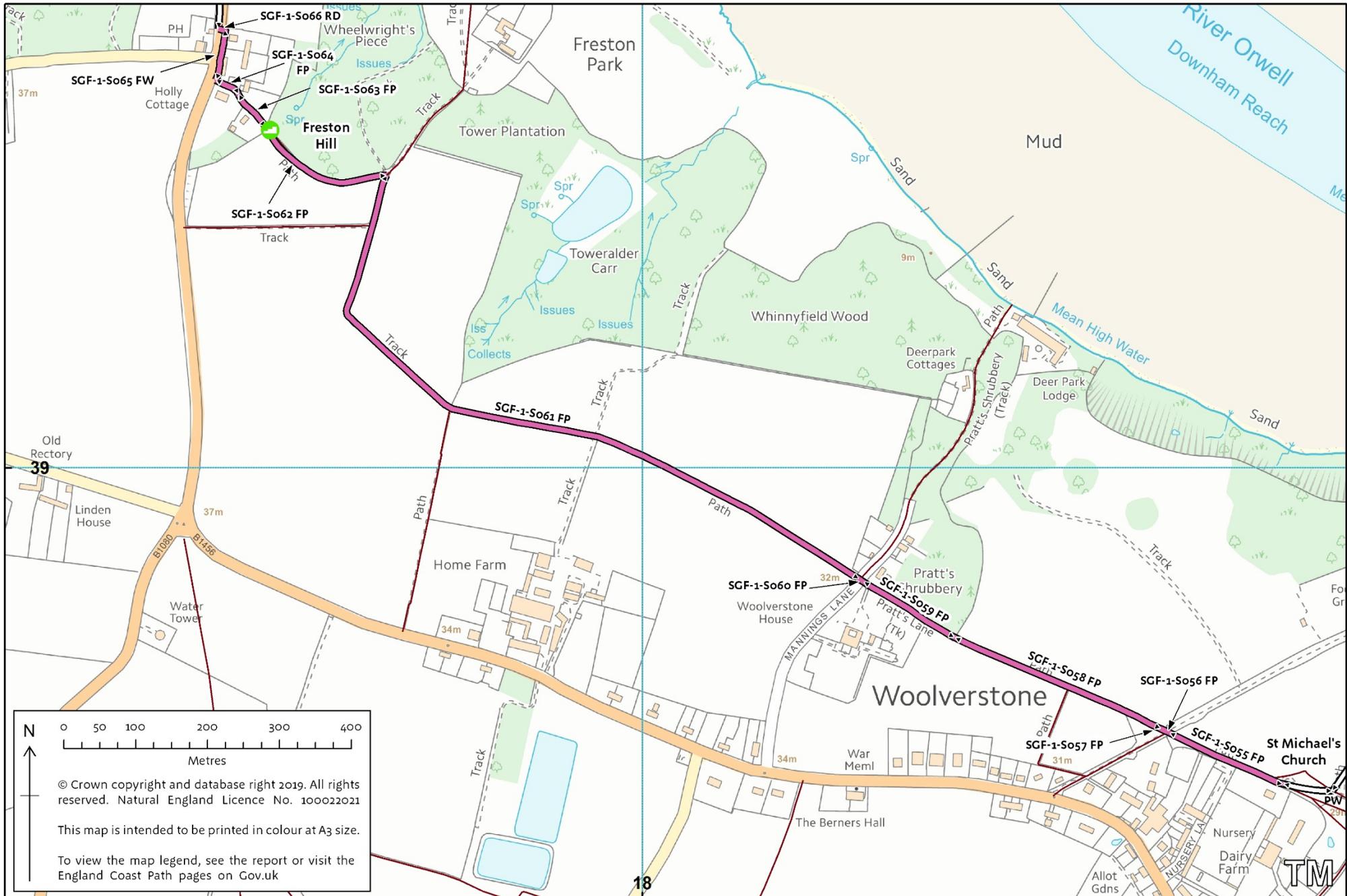
Map SGF 1e: The Clamp to Bridleway, Pin Mill

Map SGF 1f: Bridleway, Pin Mill to St Michael's Church



Map SGF 1f: Bridleway, Pin Mill to St Michael's Church

Map SGF 1g: St Michael's Church to Freston Hill



Map SGF 1g: St Michael's Church to Freston Hill

Map SGF 1h: Freston Hill to embankment west of Orwell Bridge

Map SGF 1h: Freston Hill to embankment west of Orwell Bridge

