



England Coast Path Stretch: Shotley Gate to Felixstowe Ferry

Report SGF 4: Shore Lane, Nacton to Sea Road, Felixstowe

Part 4.1: Introduction

Start Point:	Shore Lane (Grid reference TM2195 3907)
End Point:	Sea Road (Grid reference TM2950 3336)
Relevant Maps:	SGF 4a to SGF 4g

4.1.1 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.

4.1.2 This report covers length SGF 4 of the stretch, which is the coast between Shore Lane, Nacton and Sea Road, Felixstowe. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

Follows existing walked routes, including public rights of way, along most of this length.

4.2.1 Mainly follows the river bank/wall quite closely and maintains good views of the estuary.

4.2.2 Follows a route similar to the existing Stour and Orwell Walk

Protection of the environment:

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.

4.2.3 The following designated sites affect this length of coast:

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

Map C 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.

4.2.4 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SGF 4b to 4c	SGF-4-S005 to SGF-4-S031FP	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ The trail is aligned on the existing Public Right of Way/Stour and Orwell Walk.■ At the Trimley realignment site the route has been proposed in the folding using the bridleway not on the Public Right of Way on the top of the seawall.■ In addition:■ We will work with Suffolk Wildlife Trust to improve the existing screening at Levington Lagoon, to protect the lagoons on the landward side of the trail.	<p>To prevent the potential for disturbance of overwintering birds, information panels will inform the public of bird sensitivities and ask that the preferred trail is followed to reduce this disturbance risk.</p> <p>To provide a clear preferred option at the Trimley realignment site to reduce the potential for disturbance over wintering birds.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> ■ We will install new signage at Trimley Marshes/Fagbury Point to provide information about overwintering birds and their sensitivities to walkers and dogs. 	
SGF 4a to SGF 4d	SGF-4-01FP to SGF-4-31FP	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ 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). 	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.

4.2.5 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:

4.2.6 There are a 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:

- At Levington there are existing steps on the seawall.
- At Trimley Marshes new steps are proposed to give access onto the seawall (Public Right of Way). However a bridleway runs adjacent to this in the folding at this location providing a route for those who cannot negotiate the steps.

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

Where we have proposed exercising statutory discretions:

4.2.7 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Orwell, extending upstream from the open coast. Natural England proposes to exercise its

functions as if the sea included the estuarial waters of that river as far as Orwell Bridge, as indicated by the extent of the trail shown on map(s) SGF 4a to SGF 4g and map A2 in Overview.

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

4.2.8 Landward boundary of coastal margin: Landward Boundary of 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 4.3.1 below.

4.2.9 At section SGF-4-S001FP, Shore Lane, Nacton, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast as this area is already used as a picnic area. The owner of this land is content for us to propose this.

4.2.10 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 4.3.1. 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 4.3.1] 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.

4.2.11 **Restrictions and exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) on this section of coast.

Exclusion of access at Suffolk Yacht Harbour, Levington

4.2.12 Access to the coastal margin will be excluded all year round at Suffolk Yacht Harbour, seaward of route sections SGF-4-S018 FP to SGF-4-S021 FP. This is proposed under of Section 24 and 25(1)b the Countryside and Rights of Way Act (2000) to prevent disturbance to ongoing commercial activities and to protect public safety. This exclusion will not affect the route itself. See map E2 in the Overview for further detail.

Suffolk Yacht Harbour provides services for cruising, racing and boat maintenance, with most of its area of operation located in the coastal margin. The boatyard lifts out and re-launches approximately 1,500 vessels each year for annual maintenance and has a range of operational equipment on the hard standing space, including boat hoists, cranes and fork lifts. To avoid any risk to public safety from the use of heavy machinery, and to avoid disruption to ongoing commercial activities around the marina, we are proposing to exclude access all year round from margin within Suffolk Yacht Harbour's area of operation.

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

4.2.13 Access to the saltmarsh/flat in the coastal margin seaward of route sections SGF-4-S001FP to SGF-4-S032BW 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 E1 in the Overview for further detail.

4.2.14 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 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.

4.2.15 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:

- Shore adjacent to the picnic area at Shore Lane
- Upper part of the shore from Shore Lane to area west of Levington Creek
- Loompit Lake to shore adjacent to Sleighton Hill

4.2.16 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.

4.2.17 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. They also prevent new public rights being created where public access might impact on commercial activities or present a safety risk. See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

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4.2.18 **Other factors affecting access:** At route section SGF-4-S037 BW between Fagbury Cliff and Fagbury Road, landward of the Port of Felixstowe, public access over the level crossing is interrupted from time to time to allow freight trains entering and leaving the Port to pass.

Level crossing gates for pedestrians remain closed at all times, for security and health and safety reasons. Local signage indicates that walkers are required to contact the Port of Felixstowe control office using the phone provided or the number listed on the gates (via mobile phone) to gain access to cross. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

The route sections SGF-4-S091/SGF-4-S092 at Beach Station Road/Langer Road junction will pass through flood gates (V6) that remain open during the winter months. However public access may be interrupted from time to time for short periods when these flood gates are closed. This arrangement would continue and the local organisations managing the flood gates (East Suffolk Council and the Environment Agency) have agreed to ensure that any signage or instructions indicating suitable

alternatives routes will be given to the general public and walkers on the England Coast Path. Signage will be placed at the two flood gates requesting that walkers follow local instructions given by these authorities.

Coastal erosion

4.2.19 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.

4.2.20 Column 4 of tables 4.3.1 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 4a to SGF 4e as the proposed route of the trail.

4.2.21 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 tables 4.3.1, the route is to be at the centre of the line shown on maps SGF 4e to SGF 4g as the proposed route of the trail.

Other future change:

4.2.22 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:

4.2.23 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.

4.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £16939 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.

4.2.25 There is one main element to the overall cost:

- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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	£15,276
Steps	£1,660
Boardwalks	N/A
Bridges	N/A
Fencing	N/A
Gates	N/A
Clearance	N/A
Surfacing and traffic management	N/A
Total	£16,936 (Exclusive of any VAT payable)

4.2.26 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:

4.2.27 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).

4.2.28 We estimate that the annual cost to maintain the trail will be £7884.29 (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 4.3: Proposals Tables

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

4.3.1 Section Details – Maps SGF 4a to SGF 4g: Shore Lane, Nacton to Sea Road, Felixstowe

Key notes on table:

1. 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.
2. Column 4 – ‘Yes – see table 4.3.2’ 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.
3. 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.
4. 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 4a	SGF-4-S001 FP	Public footpath	Yes - normal	No	Fence line	Clarity and cohesion	To include the picnic area
SGF 4a	SGF-4-S002 FP	Public footpath	Yes - normal	No	Fence line	Clarity and cohesion	Distance to fence various from 2m to 6m
SGF 4a	SGF-4-S003 FP	Public footpath	Yes - normal	No	Fence line	Clarity and cohesion	Distance to fence various from 2m to 6m

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 4a	SGF-4-S004 FP	Public footpath	Yes - normal	No	Fence line	Clarity and cohesion	Distance to fence various from 2m to 6m
SGF 4b	SGF-4-S005 FP	Public footpath	Yes - normal	Yes			
SGF 4b	SGF-4-S006 FP	Public footpath	Yes - normal	Yes			
SGF 4b	SGF-4-S007 FP	Public footpath	Yes - normal	Yes			
SGF 4b	SGF-4-S008 FP	Public footpath	Yes - normal	No			
SGF 4b	SGF-4-S009 FP	Public footpath	Yes - See table 4.3.2	Yes			
SGF 4b	SGF-4-S010 FP	Public footpath	Yes - See table 4.3.2	Yes	Temporary fencing and scrub vegetation	Clarity and cohesion	
SGF 4b	SGF-4-S011 FP	Public footpath	Yes - See table 4.3.2	Yes	Fence line	Clarity and cohesion	
SGF 4b	SGF-4-S012 FP	Public footpath	Yes - See table 4.3.2	Yes			
SGF 4b	SGF-4-S013 FP	Public footpath	Yes - See table 4.3.2	Yes			
SGF 4b	SGF-4-S014 FP	Public footpath	Yes - See table 4.3.2	Yes			

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 4b	SGF-4-S015 FP	Public footpath	Yes - normal	Yes			
SGF 4b	SGF-4-S016 FP	Public footpath	Yes - normal	Yes			
SGF 4b	SGF-4-S017 FP	Public footpath	Yes - normal	No			
SGF 4b	SGF-4-S018 FP	Public footpath	Yes - normal	No			
SGF 4b	SGF-4-S019 FP	Public footpath	Yes - normal	No			
SGF 4b	SGF-4-S020 FP	Public footpath	Yes - normal	No			
SGF 4c	SGF-4-S021 FP	Public footpath	Yes - normal	No			
SGF 4c	SGF-4-S022 FP	Public footpath	Yes - normal	No	To top of landward edge of seawall	Clarity and cohesion	
SGF 4c	SGF-4-S023 BW	Public bridleway	Yes - normal	No	Width of path to vegetation	Clarity and cohesion	
SGF 4c	SGF-4-S024 BW	Public bridleway	Yes - normal	No	Width of path to vegetation	Clarity and cohesion	
SGF 4c	SGF-4-S025 BW	Public bridleway	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 4c	SGF-4-S026 BW	Public bridleway	Yes - normal	No	Tree line	Clarity and cohesion	
SGF 4c	SGF-4-S027 BW	Public bridleway	Yes - normal	No	Hedge	Clarity and cohesion	
SGF 4c	SGF-4-S028 BW	Public bridleway	Yes - normal	No	Across folding to hedge, fence and borrow dyke.	Clarity and cohesion	
SGF 4c	SGF-4-S029	Other existing walked route	Yes - normal	No	Landward edge of track	Clarity and cohesion	
SGF 4d	SGF-4-S030 FP	Public footpath	Yes - normal	No	Landward edge of track	Clarity and cohesion	
SGF 4d	SGF-4-S031 FP	Public footpath	Yes - normal	No	Landward edge of track	Clarity and cohesion	
SGF 4e	SGF-4-S032 BW	Public bridleway	Yes - normal	No	Track	Clarity and cohesion	
SGF 4e	SGF-4-S033 BW	Public bridleway	No	No	Track	Clarity and cohesion	
SGF 4e	SGF-4-S034 BW	Public bridleway	No	No	Field 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 4e	SGF-4-S035 BW	Public bridleway	No	No	Field edge	Clarity and cohesion	
SGF 4e	SGF-4-S036 BW	Public bridleway	No	No	Tree line	Clarity and cohesion	Fence and trees alongside the track
SGF 4e	SGF-4-S037 BW	Public bridleway	No	No			
SGF 4f	SGF-4-S038 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S039 BW	Public bridleway	No	No			
SGF 4f	SGF-4-S040 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S041 RD	Public highway	No	No			
SGF 4f	SGF-4-S042 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S043 RD	Public highway	No	No			
SGF 4f	SGF-4-S044 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 4f	SGF-4-S045 RD	Public highway	No	No			
SGF 4f	SGF-4-S046 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S047 RD	Public highway	No	No			
SGF 4f	SGF-4-S048 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S049 RD	Public highway	No	No			
SGF 4f	SGF-4-S050 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S051 RD	Public highway	No	No			
SGF 4f	SGF-4-S052 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S053 RD	Public highway	No	No			
SGF 4f	SGF-4-S054 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S055 RD	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 4f	SGF-4-S056 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S057 RD	Public highway	No	No			
SGF 4f	SGF-4-S058 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S059 RD	Public highway	No	No			
SGF 4f	SGF-4-S060 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S061 RD	Public highway	No	No			
SGF 4f	SGF-4-S062 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S063 RD	Public highway	No	No			
SGF 4f	SGF-4-S064 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S065 RD	Public highway	No	No			
SGF 4f	SGF-4-S066 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 4f	SGF-4-S067 RD	Public highway	No	No			
SGF 4f	SGF-4-S068 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S069 RD	Public highway	No	No			
SGF 4f	SGF-4-S070 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4f	SGF-4-S071 RD	Public highway	No	No			
SGF 4g	SGF-4-S072 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S073 RD	Public highway	No	No			
SGF 4g	SGF-4-S074 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S075 RD	Public highway	No	No			
SGF 4g	SGF-4-S076 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S077 RD	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 4g	SGF-4-S078 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S079 RD	Public highway	No	No			
SGF 4g	SGF-4-S080 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S081 RD	Public highway	No	No			
SGF 4g	SGF-4-S082 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S083 RD	Public highway	No	No			
SGF 4g	SGF-4-S084 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S085 RD	Public highway	No	No			
SGF 4g	SGF-4-S086 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S087 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S088 RD	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 4g	SGF-4-S089 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S090 RD	Public highway	No	No			
SGF 4g	SGF-4-S091 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SGF 4g	SGF-4-S092	Public highway	No	No			

4.3.2 Roll-back implementation – more complex situations: Map SGF 4b: Levington Creek

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SGF 4b	SGF-4-S009FP to SGF-4-S014FP	Sea bank between Levington Creek and Levington Lagoon	If it is no longer possible to find a viable route seaward of Levington Lagoon we will choose a new route on the landward side of the lagoon after detailed discussions with all relevant interests. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

Part 4.4: Maps

4.4.1 Map Index

Map reference	Map title
SGF 4a	Shore Lane, Nacton to Sewage Works, Levington Creek
SGF 4b	Levington Creek to Stratton Cliff
SGF 4c	Stratton Cliff to Trimley Marshes
SGF 4d	Trimley Marshes to Fagbury Point
SGF 4e	Fagbury Point to Level Crossing
SGF 4f	Level Crossing to Roundabout on Walton Avenue
SGF 4g	Roundabout on Walton Avenue to Sea Road, Felixstowe

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

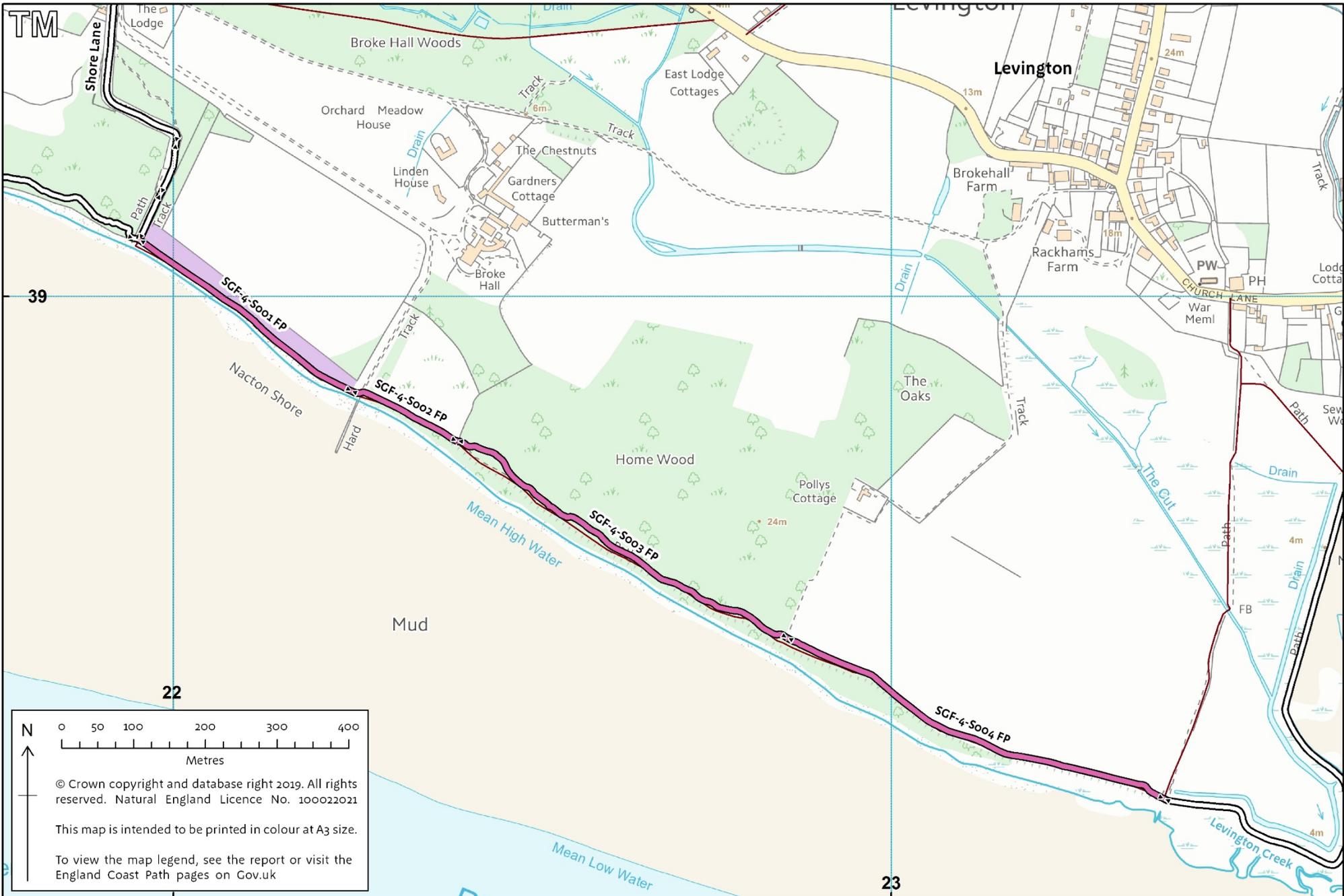
Infrastructure status

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.

Map SGF 4a: Shore Lane, Nacton to Levington Creek



Map SGF 4a: Shore Lane, Nacton to Levington Creek

N
↑

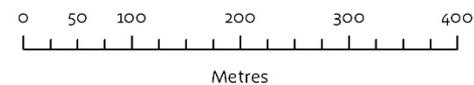
0 50 100 200 300 400
Metres

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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 4c: Stratton Cliff to Trimley Marshes



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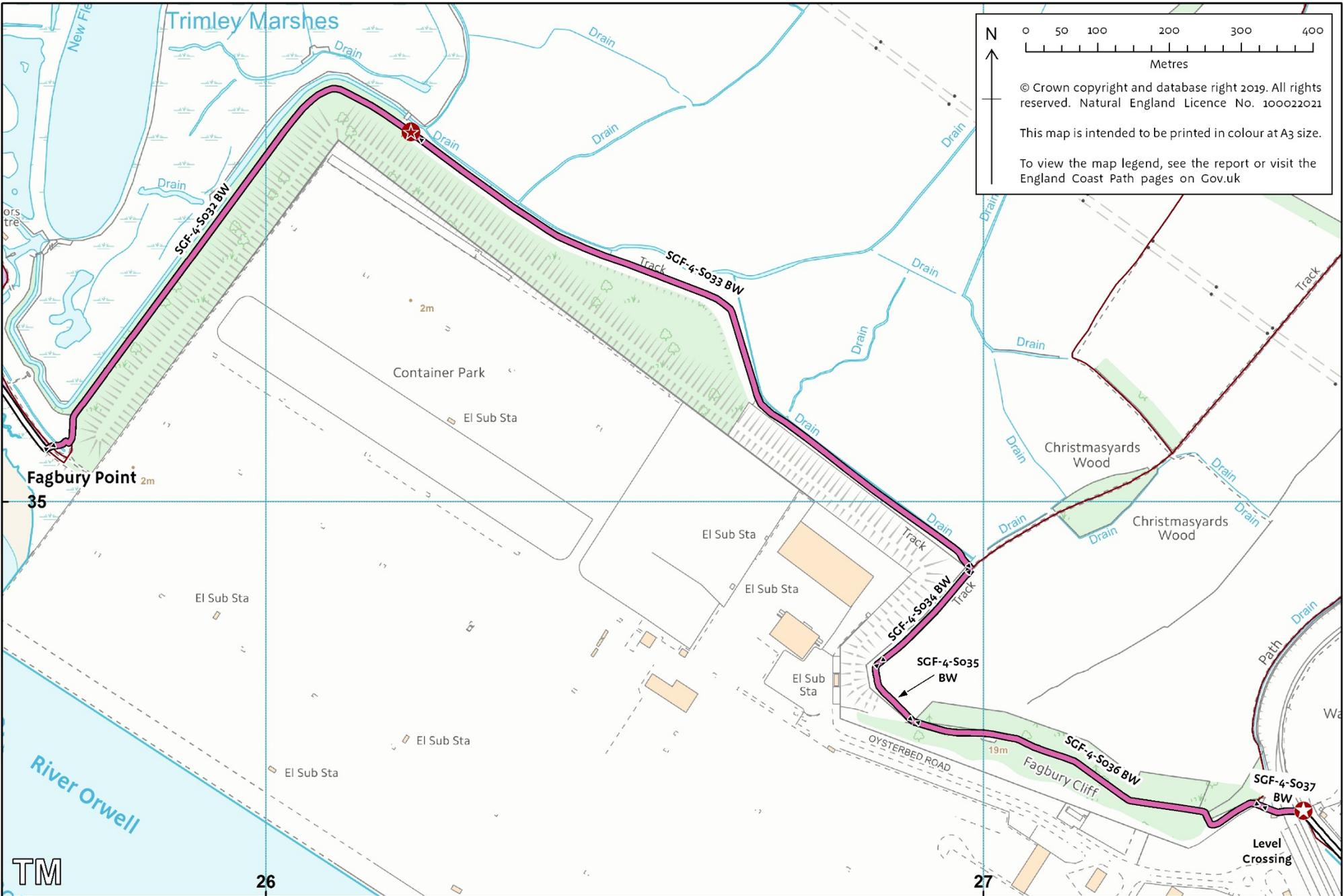
This map is intended to be printed in colour at A3 size.



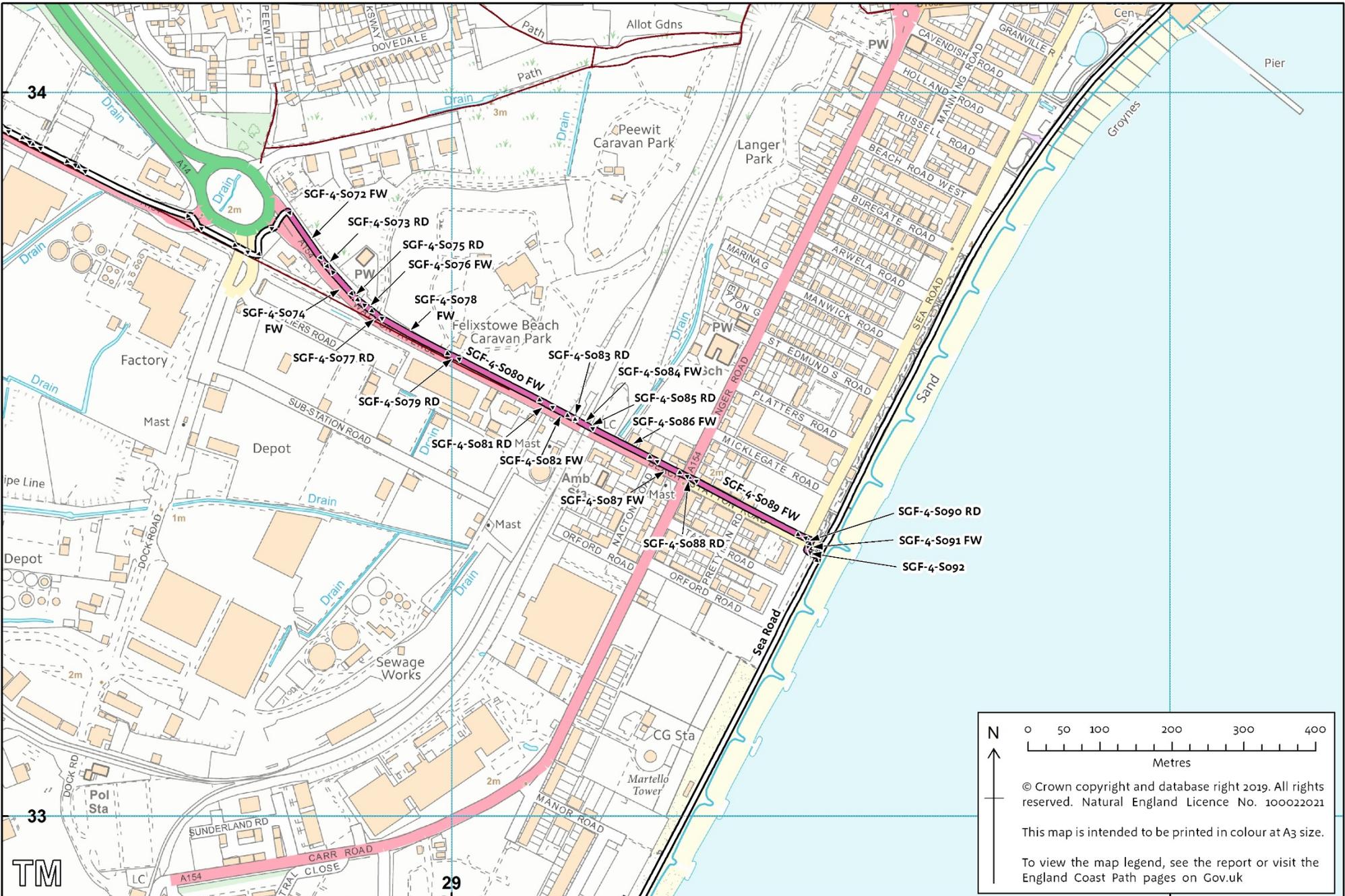
Map SGF 4d: Trimley Marshes to Fagbury Point



Map SGF 4e : Fagbury Point to Level Crossing



Map SGF 4g: Roundabout on Walton Avenue to Sea Road, Felixstowe



Map SGF 4g: Roundabout on Walton Avenue to Sea Road, Felixstowe