



England Coast Path Stretch: Aldeburgh to Hopton-on-Sea

Report AHS 3: Dunwich to Southwold

Part 3.1: Introduction

Start Point:	Dingle Marshes south, Dunwich (grid reference: TM 4735 7074)
End Point:	Southwold Pier (grid reference: TM 5117 7678)
Relevant Maps:	AHS 3a to AHS 3f

3.1.1 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 Aldeburgh and Hopton-on-Sea.

3.1.2 This report covers length AHS 3 of the stretch, which is the coast between Dunwich and Southwold. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

3.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

3.2.3 Is aligned on the beach or foreshore in two locations:

- at Town Salts and the Dunes in Walberswick (sections AHS-3-S035 to AHS-3-S041 on Map AHS 3d); and
- at the Dunes and The Denes at Southwold (sections AHS-3-S068 to AHS-3-S070 on Maps AHS 3e and 3f). See part 3.3 for details.

3.2.4 In some areas (sections AHS-3-001 to AHS-3-S035 on Maps AHS 3a to 3c), a significant inland diversion is necessary to take the trail past an extensive area of saltmarsh and mudflat and shingle ridge beach which is currently inaccessible because the area is crossed by several water bodies and vegetation which blocks the walker's onward route to the sea and the shingle ridge is difficult to walk on. (See Future Change, below and Part 7 of the Overview).

3.2.5 Follows a route similar to the existing Suffolk Coast Path but departs from this in places in order to be closer to the sea.

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.

3.2.6 The following designated sites affect this length of coast:

- Minsmere to Walberswick Heaths and Marshes Special Area of Conservation (SAC)
- Southern North Sea Special Area of Conservation (SAC)
- Minsmere-Walberswick Special Protection Area (SPA)
- Outer Thames Estuary Special Protection Area (SPA)
- Minsmere-Walberswick Ramsar site
- Minsmere-Walberswick Heaths and Marshes Site of Special Scientific Interest (SSSI) for its wildlife interest

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

3.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
<p>AHS 2e and AHS 3a-3c</p>	<p>AHS-3-S001 to AHS-3-S034</p>	<p>Access to the margin between Dunwich and Walberswick, seaward of route sections AHS-2-S055 to AHS-3-S034, will be excluded from fenced areas around breeding birds on the beach from 1 April to 31 August each year. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect ground nesting birds from trampling and disturbance. See Map E for further detail.</p> <p>Little terns use the shingle beach and the folding to breed in colonies. The breeding colonies are fenced and wardened each year to avoid walkers and dogs entering colony nest sites and the seasonal exclusion within fenced areas supports this management. This is explained in the Habitat Regulations Assessment for this site which will be published alongside this report.</p> <p>There is flexibility to accommodate roll back of shingle attracting beach nesters and coastal change. Boundaries will be contiguous with zonation proposed for vegetated shingle. Exclusion areas will be physically marked on the ground with simple post and rope fencing.</p> <p>A post and rope signed guide fence of about 20-30m will encourage walkers continuing northwards from a point about 300m north of the Beach Road car park, to use the intertidal area when available and avoid the vegetated shingle. A safe route for walkers will remain available at high tides.</p>	<p>Protection of ground nesting birds and vegetated shingle</p>

3.2.8 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:

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

- the trail would follow an uneven grass or bare soil path from around the northwest end of Dingle Marshes northwards to the beach at the northern end of Corporation Marshes (sections AHS-3-S004 to AHS-3-S034 on Maps AHS 3b and 3c);
- there is a section of uneven sand and shingle at Walberswick, just south of the River Blyth (sections AHS-3-S035 to AHS-3-S041 on Map 3d) and another at Southwold between the Lifeboat Museum and Gunhill (sections AHS-3-S068 to AHS-3-S071 on Maps AHS 3e and 3f);
- the trail would follow an uneven route on an unsealed surface on the north bank of the River Blyth (between sections AHS-3-S059 and AHS-3-S060 on Maps 3d and 3e).

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

Where we have proposed exercising statutory discretions:

3.2.10 Estuary:

This report proposes that the trail should contain sections aligned on the estuary of the River Blyth, 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 the Bailey Bridge at Walberswick, as indicated by the extent of the trail shown on Maps AHS 3d and AHS 3e.

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

3.2.11 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 3.3.1 below.

3.2.12 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 3.3.1. 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 3.3.1] 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.

3.2.13 Restrictions and/or exclusions:

We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. See Table 3.2.7 above.

3.2.14 Access to the saltmarsh will be excluded all year round seaward of route sections AHS-2-S055 to AHS-3-S034 at Dingle Marshes. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion does not affect the route and will have no legal effect on land where coastal access rights do not apply. See Map E for further detail.

The marshes between Dunwich and Walberswick have a network of deep channels and pools across the marsh area. The marsh is also highly vegetated in places, which can then hide smaller channels and pools, making this difficult terrain to walk on.

3.2.15 Access to the margin between Dunwich and Walberswick, seaward of route sections AHS-2-S055 to AHS-3-S034 will be excluded from fenced areas around breeding birds on the beach from 1 April to 31 August each year. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect ground nesting birds from trampling and disturbance. See Map E for further detail.

Little terns use the shingle beach and the folding to breed in colonies. The breeding colonies are fenced and wardened each year to avoid walkers and dogs entering colony nest sites and the seasonal exclusion within fenced areas supports this management. This is explained in the Habitat Regulations Assessment for this site which will be published alongside this report.

Additionally "national restrictions" apply to coastal access rights as set out in Schedule 2 of the Countryside and Rights of Way Act (2000) (and amended by the Marine and Coastal Access Act 2009)

3.2.16 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.

3.2.17 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 nature of the terrain.

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

3.2.18 Other factors affecting access:

At route section AHS-3-S055 (Map AHS 3e) public access may be interrupted from time to time for short periods to allow essential maintenance works to be carried out on the Bailey Bridge at Walberswick. Walkers will have access to the ferry during its operating times between sections AHS-3-S050 and AHS-3-S060 (Maps AHS 3d and 3e). This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

3.2.19 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.

3.2.20 Column 4 of table 3.3.1 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 AHS 3a to AHS 3f as the proposed route of the trail.

3.2.21 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 table 3.3.1, the route is to be at the centre of the line shown on Map AHS 3f as the proposed route of the trail.

Other future change:

3.2.22 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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

Establishment of the trail:

3.2.23 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.

3.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route within Report AHS 3 is £19,732 and is informed by:

- information already held by the access authority, Suffolk County Council, in relation to the management of the existing Suffolk Coast Path and public rights of way;
- 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.

3.1.25 There are two main elements to the overall cost:

- All signs and information boards with outdated information about existing routes will be replaced.
- 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 and boardwalks 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 within Report AHS 3 for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£2,796
Boardwalks	£4,128
Bridges	£3,200
Clearance of vegetation	£160
Surfacing works	£6,576
Gates/removal of barriers/ boundary crossings	£500
Project management	£2,372
Total	£19,372 (Exclusive of any VAT payable)

3.2.26 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:

3.2.27 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).

3.2.28 We estimate that the annual cost to maintain the trail within Report AHS 3 will be £4,940 (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 3.3: Proposals Tables

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

3.3.1 Section Details: Maps AHS 3a to AHS 3f: Dunwich to Southwold

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: 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 3.3.3’ 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
AHS 3a	AHS-3-S001*	Public bridleway	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes fence line, gate, hedgerow, tree line
AHS 3a	AHS-3-S002*	Public footpath	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes fence line, gate, hedgerow, tree line

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
AHS 3b	AHS-3-S003*	Other existing walked route	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes hedgerow, track, tree line
AHS 3b	AHS-3-S004*	Public footpath	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes hedgerow, track, tree line
AHS 3b	AHS-3-S005*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3b	AHS-3-S006*	Other existing walked route	Yes - see table 3.2.3	No	Fence line	Clarity and cohesion	
AHS 3b	AHS-3-S007* and AHS-3-S008*	Other existing walked route	Yes - see table 3.2.3	No	Ditch	Clarity and cohesion	
AHS 3c	AHS-3-S009* to AHS-3-S011*	Public footpath	Yes - see table 3.2.3	No	Ditch	Clarity and cohesion	
AHS 3c	AHS-3-S012*	Public footpath	Yes - see table 3.2.3	No	Steps	Clarity and cohesion	
AHS 3c	AHS-3-S013*	Public footpath	Yes - see table 3.2.3	No	Bridge	Clarity and cohesion	
AHS 3c	AHS-3-S014*	Public footpath	Yes - see table 3.2.3	No	Boardwalk	Clarity and cohesion	
AHS 3c	AHS-3-S015*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S016*	Other existing walked route	Yes - see table 3.2.3	No	Boardwalk	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
AHS 3c	AHS-3-S017*	Other existing walked route	Yes - see table 3.2.3	No	Steps	Clarity and cohesion	
AHS 3c	AHS-3-S018*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S019*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S020*	Public footpath	Yes - see table 3.2.3	No	Boardwalk	Clarity and cohesion	
AHS 3c	AHS-3-S021*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S022*	Public footpath	Yes - see table 3.2.3	No	Boardwalk	Clarity and cohesion	
AHS 3c	AHS-3-S023*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S024*	Public footpath	Yes - see table 3.2.3	No	Boardwalk	Clarity and cohesion	
AHS 3c	AHS-3-S025*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S026* and AHS-3-S027*	Other existing walked route	Yes - see table 3.2.3	No	Boardwalk	Clarity and cohesion	
AHS 3c	AHS-3-S028*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S029* and AHS-3-S030*	Public footpath	Yes - see table 3.2.3	No			
AHS 3c	AHS-3-S031*	Other existing walked route	Yes - see table 3.2.3	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
AHS 3c	AHS-3-S032*	Other existing walked route	Yes - see table 3.2.3	No	Bridge	Clarity and cohesion	
AHS 3c	AHS-3-S033* and AHS-3-S034*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3d	AHS-3-S035* to AHS-3-S037*	Other existing walked route	Yes - see table 3.2.3	Yes - dune			
AHS 3d	AHS-3-S038* and AHS-3-S039*	Other existing walked route	Yes - see table 3.2.3	Yes - beach			
AHS 3d	AHS-3-S040* and AHS-3-S041*	Other existing walked route	Yes - see table 3.2.3	Yes – beach			
AHS 3d	AHS-3-S042* and AHS-3-S043*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3d	AHS-3-S044* and AHS-3-S045*	Public footpath	Yes - see table 3.2.3	No			
AHS 3d	AHS-3-S046*	Public footpath	Yes - see table 3.2.3	No	Bridge	Clarity and cohesion	
AHS 3d	AHS-3-S047*	Other existing walked route	Yes - see table 3.2.3	No			
AHS 3d	AHS-3-S048*	Public highway	Yes - see table 3.2.3	No			
AHS 3d	AHS-3-S049*	Public footpath	Yes - see table 3.2.3	No	Path	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
AHS 3d	AHS-3-S050* to AHS-3-S053*	Public footpath	Yes - see table 3.2.3	Yes - bank			
AHS 3e	AHS-3-S054*	Public footpath	Yes - see table 3.2.3	Yes – bank			
AHS 3e	AHS-3-S055*	Public footpath	Yes - see table 3.2.3	No	Bridge	Clarity and cohesion	
AHS 3e	AHS-3-S056* to AHS-3-S058*	Public footpath	Yes - see table 3.2.3	Yes – bank			
AHS 3e	AHS-3-S059*	Other existing walked route	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes track and walls
AHS 3e	AHS-3-S060*	Restricted byway	Yes - see table 3.2.3	No	Various	Clarity and cohesion	Landward boundary of margin includes track and walls
AHS 3e	AHS-3-S061* and AHS-3-S062*	Other existing walked route	Yes - see table 3.2.3	No	Track	Clarity and cohesion	
AHS 3e	AHS-3-S063*	Other existing walked route	Yes - see table 3.2.3	No	Path	Clarity and cohesion	
AHS 3e	AHS-3-S064*	Public footway (pavement)	Yes - see table 3.2.3	No	Pavement edge	Clarity and cohesion	
AHS 3e	AHS-3-S065*	Public highway	Yes - see table 3.2.3	No			
AHS 3e	AHS-3-S066*	Public footway (pavement)	Yes - see table 3.2.3	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
AHS 3e	AHS-3-S067*	Multi-use route	Yes - see table 3.2.3	No			
AHS 3e	AHS-3-S068*	Other existing walked route	Yes - see table 3.2.3	Yes - dune			
AHS 3f	AHS-3-S069* and AHS-3-S070*	Other existing walked route	Yes - see table 3.2.3	Yes - dune			
AHS 3f	AHS-3-S071	Restricted byway	No	No	Path	Clarity and cohesion	
AHS 3f	AHS-3-S072	Other existing walked route	No	No	Path	Clarity and cohesion	
AHS 3f	AHS-3-S073	Other existing walked route	No	No	Wall	Clarity and cohesion	
AHS 3f	AHS-3-S074	Other existing walked route	No	No	Various		Landward boundary of margin includes roads and walls
AHS 3f	AHS-3-S075	Multi-use route	No	No			
AHS 3f	AHS-3-S076	Public footpath	No	No	Path	Clarity and cohesion	
AHS 3f	AHS-3-S077	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
AHS 3f	AHS-3-S078*	Other existing walked route	Yes – see Table 3.2.3	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
AHS 3f	AHS-3-S079*	Multi-use route	Yes – see Table 3.2.3	No			
AHS 3f	AHS-3-S080*	Pavement	Yes – see Table 3.2.3	No	Fence line	Clarity and cohesion	

3.3.2 Other options considered: Maps AHS 3a to AHS 3f: Dunwich to Southwold

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
AHS 3a to AHS 3c	AHS-3-S001 to AHS-3-S034	We considered aligning the trail along the shingle ridge between Beach Road car park in Dunwich to Walberswick.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the surface of the route is easier to walk than the shingle ridge; ■ 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; ■ under our proposals, the beach would remain available for people to use as part of the spreading room.
AHS 3b to AHS 3d	AHS-3-S007 to AHS-3-S011 and AHS-3-S012 to AHS-3-S049	We considered aligning the trail on public rights of way and tracks landward of the proposed trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains better opportunities for sea views; ■ 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.
AHS 3d and AHS 3e	AHS-3-S049 to AHS-3-S060	We considered proposing the use of the ferry across the River Blyth	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a continuous walking route around the coast in a simple and cost effective way which is easier for people with reduced mobility to use rather than having to board and disembark from a small row-boat ferry; ■ the ferry is limited in its operational timings and is constrained by the time of the year, days of the week and times during the day that it operates. These times are also subject to further constraint during extreme weather and/ or tide conditions; ■ we would secure permanent legal access along the whole of the north bank of the Blyth up to the Bailey Bridge: there is currently a break in public right of way provision at section AHS-3-S059. ■ the proposed route is a cost effective use of public funds. It offers more recreational benefits and the ferry would remain available for people to use under its current terms, but would not form part of the designated trail. <p>For further information see section 5.v of the Overview.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
AHS 3e to AHS 3f	AHS-3-S060 to AHS-3-S074	We considered proposing the existing route of the Suffolk Coast Path on the “Ferry Path” between Southwold Harbour to Longisland Cliff	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains better opportunities for sea views; ■ 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.

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.

3.3.3 Roll-back implementation – more complex situations: Maps AHS 3a to AHS 3f: Dunwich to Southwold

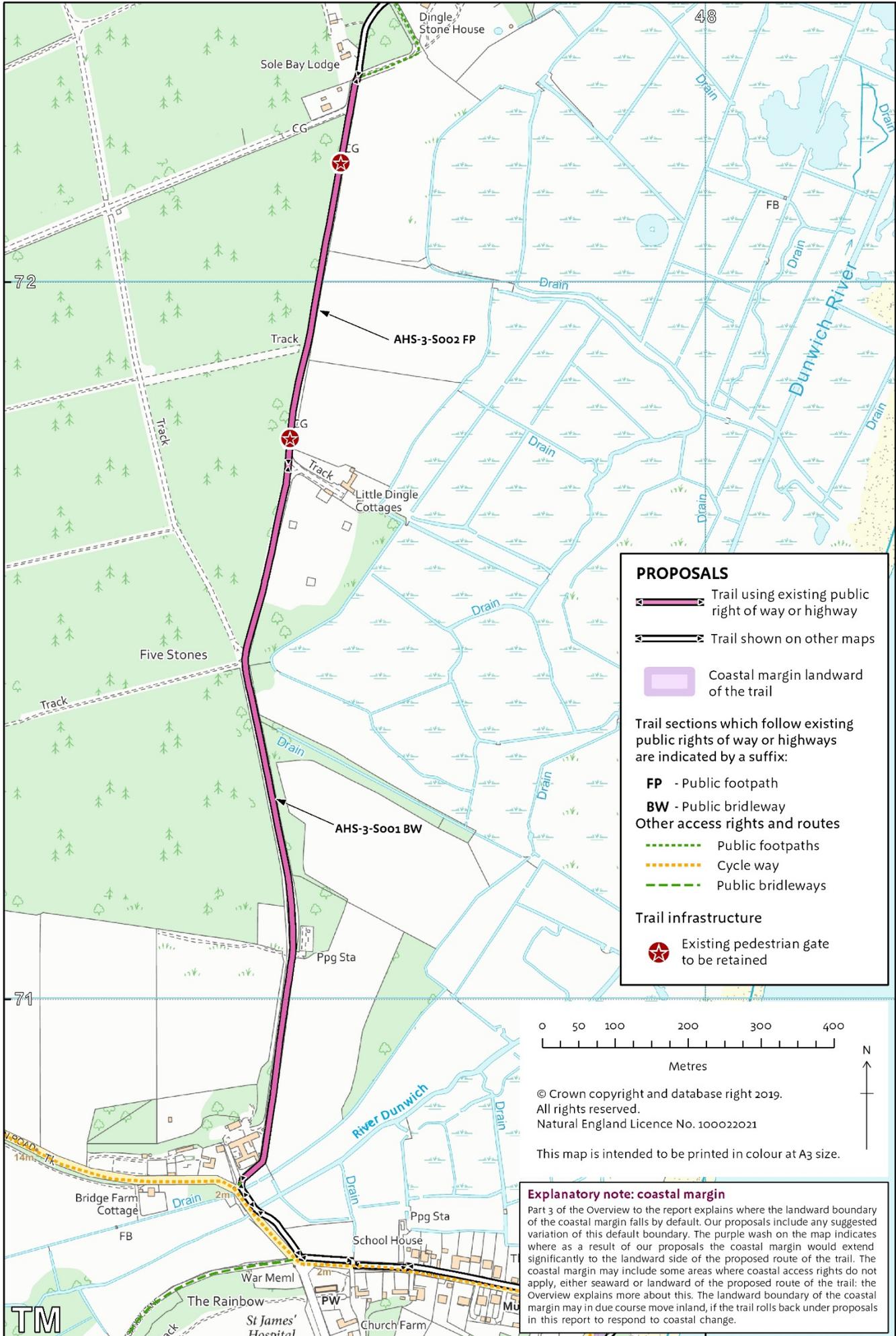
Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
AHS 3a	AHS-3-S001	Business premises: buildings and their curtilage	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc.), we will choose a route landward of it, following discussions with owners and occupiers. ■ 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.
AHS 3a and AHS 3b	AHS-3-S002 to AHS-3-S003	Dunwich Forest	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it. ■ 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.
AHS 3b to AHS 3f	AHS-3-S004 to AHS-3-S071	Minsmere-Walberswick Heaths and Marshes SSSI, SAC, SPA, Ramsar	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the designated site or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it. ■ 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.
AHS 3f	AHS-3-S078 to AHS-3-S080	Seafront properties and Reydon Common Marshes	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc.), we will choose a route landward of it, following discussions with owners and occupiers. ■ 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.

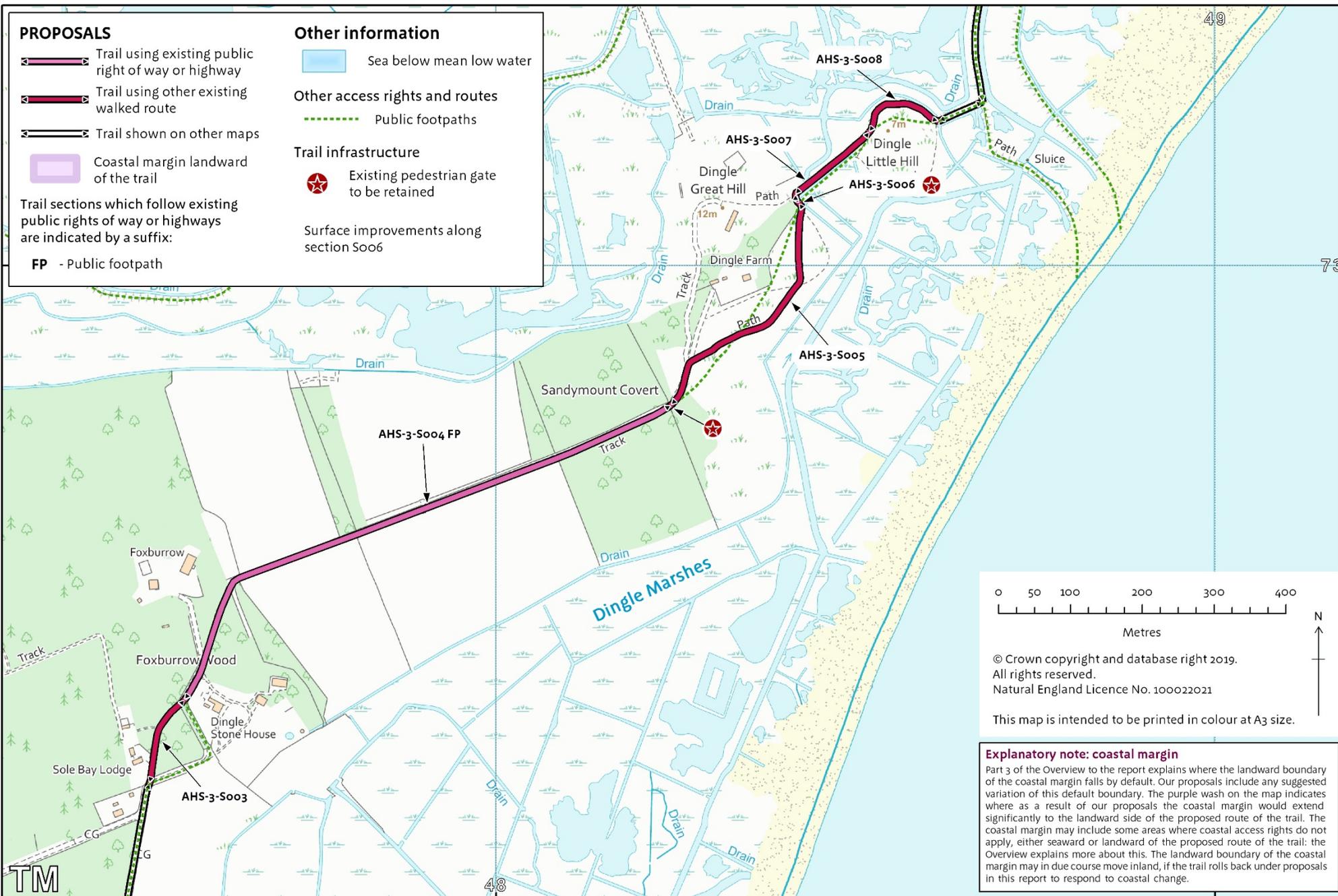
In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 3.4: Proposals Maps

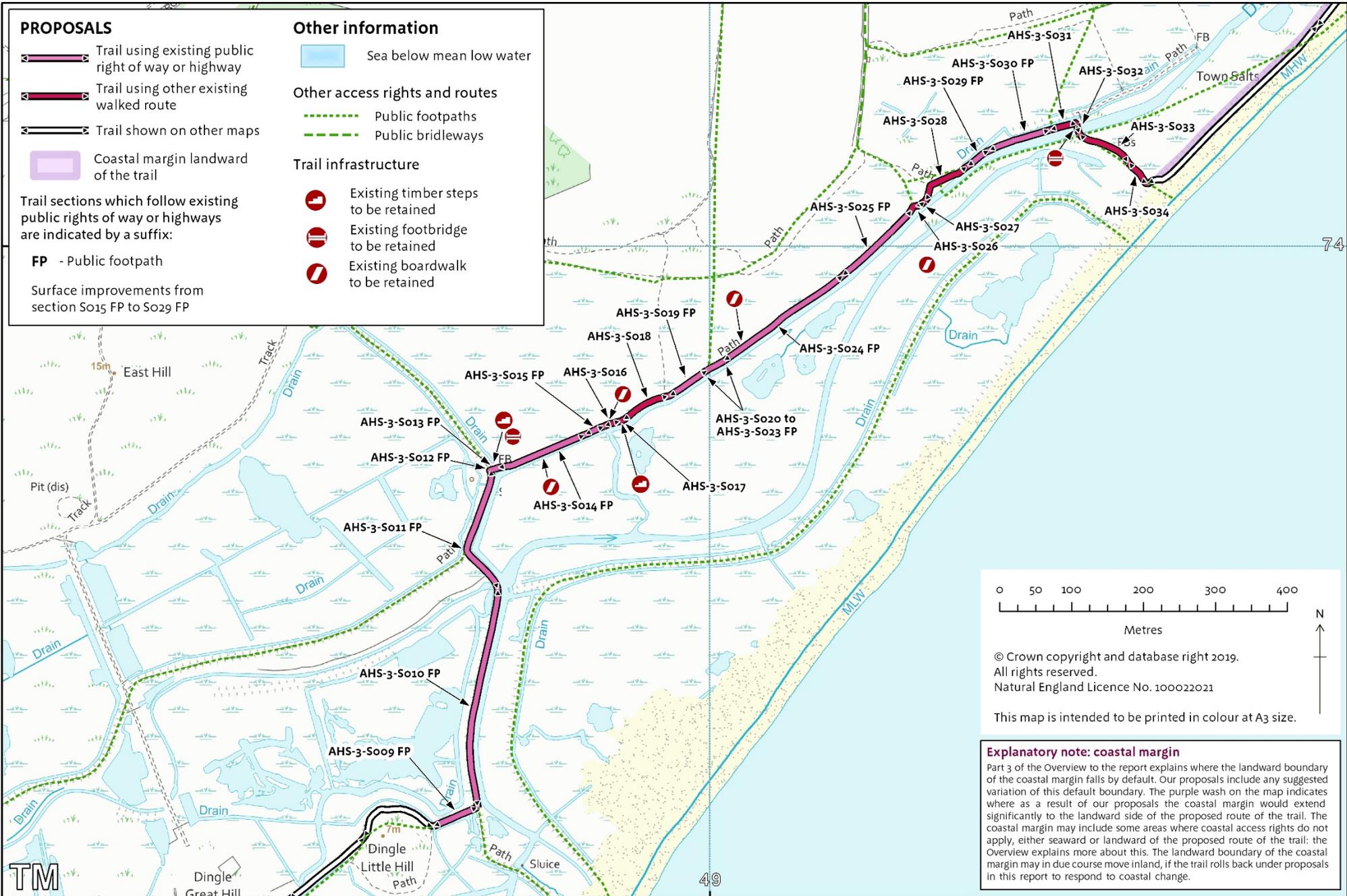
3.4.1 Map Index

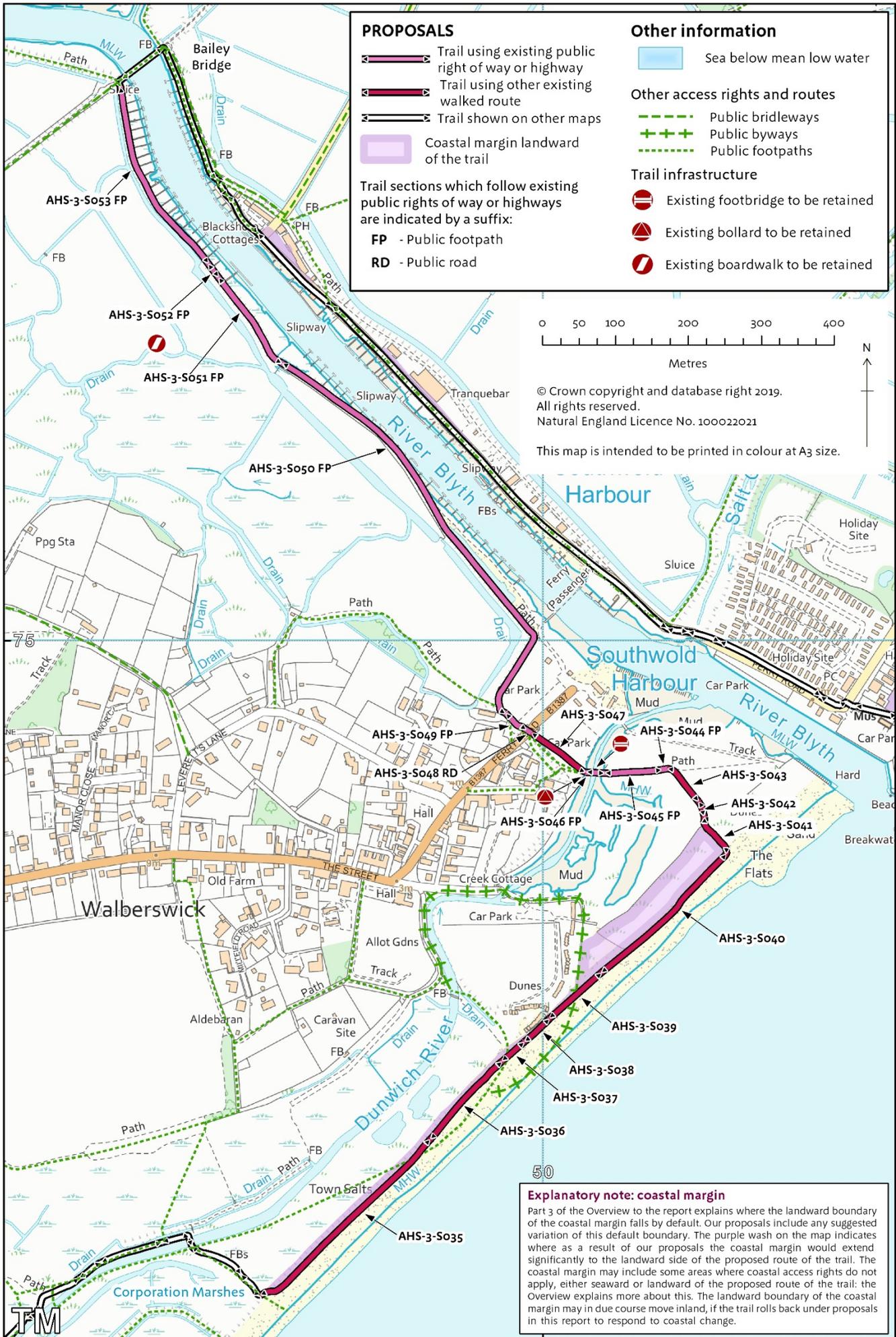
Map reference	Map title
AHS 3a	Dingle Marshes south
AHS 3b	Dingle Marshes north
AHS 3c	Dingle Little Hill to Corporation Marshes
AHS 3d	Corporation Marshes to Bailey Bridge
AHS 3e	Bailey Bridge to The Denes
AHS 3f	The Denes to Southwold Pier
Map E	Margin between Dunwich and Walberswick: Proposed directions to exclude access

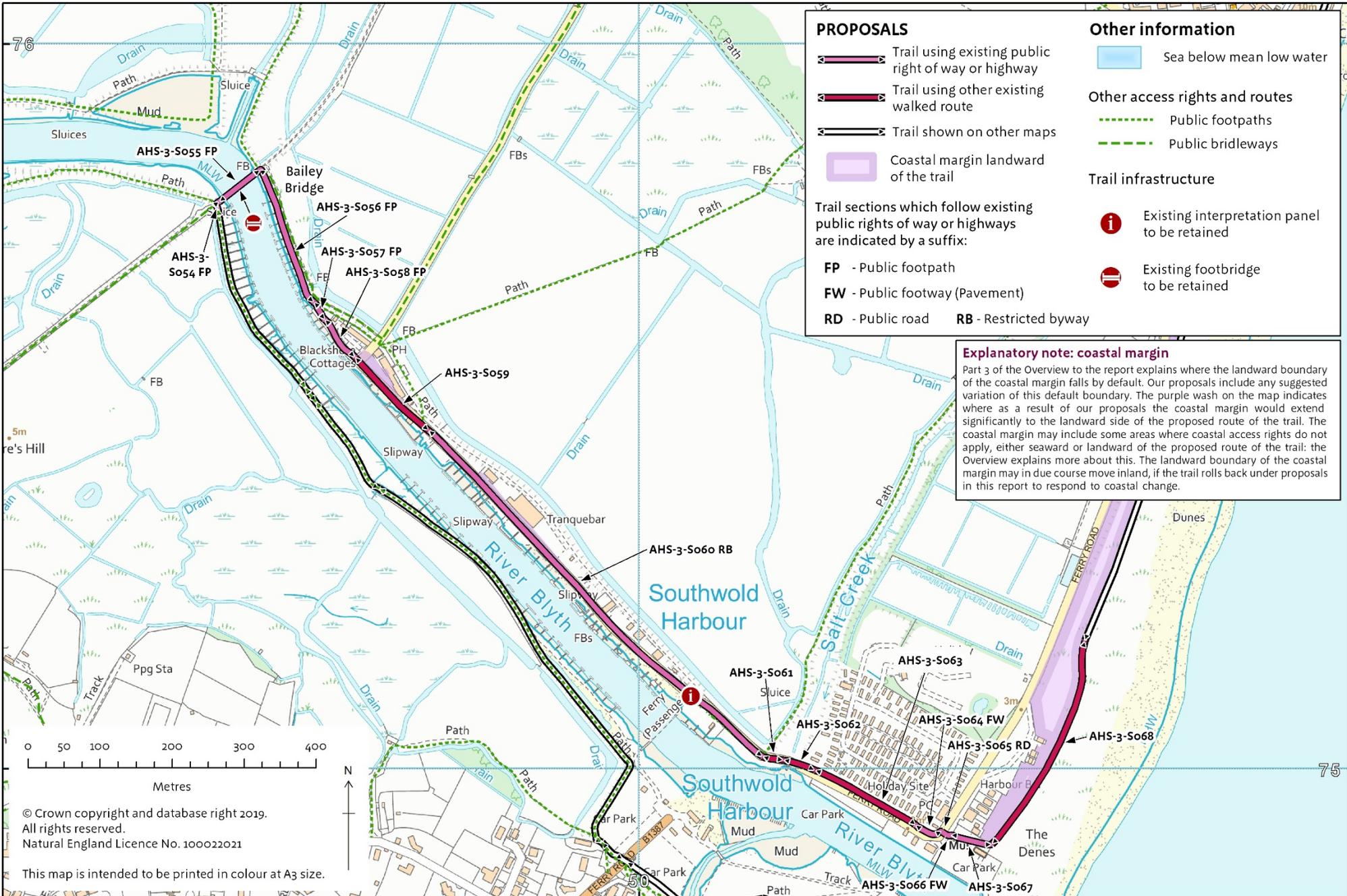




Map AHS 3c - Dingle Little Hill to Corporation Marshes







PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

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

- FP** - Public footpath
- FW** - Public footway (Pavement)
- RD** - Public road
- RB** - Restricted byway

Other information

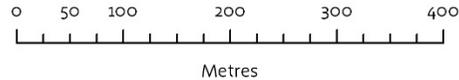
- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Public bridleways

Trail infrastructure

- Existing interpretation panel to be retained
- Existing footbridge to be retained

Explanatory note: coastal margin

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.



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



Map E: Margin between Dunwich and Walberswick

Proposed directions to exclude access

Report AHS 3: Dunwich to Southwold

