



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

## Report AHS 5: Pakefield to Lowestoft

### Part 5.1: Introduction

Start Point:	Crazy Mary's Hole, Pakefield (grid reference: TM 5360 8867)
End Point:	Links Road, Lowestoft (grid reference: TM 5503 9531)
Relevant Maps:	AHS 5a to AHS 5d

5.1.1 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.

5.1.2 This report covers length AHS 5 of the stretch, which is the coast between Pakefield and Lowestoft. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

### The trail:

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

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

5.2.3 Includes a section of new path between Crazy Mary's Hole and The Cliffs at Pakefield from section AHS-5-S001 to AHS-5-S008 (Map AHS 5a). See part 5.3 for details.

5.2.4 Follows a route similar to the existing Suffolk Coast Path between Arbor Lane at section AHS-5-S010 (Map AHS 5a) and East Pavilion in Lowestoft (section AHS-5-S020, Map AHS 5c). The Suffolk Coast Path stops at Lowestoft.

### 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.

5.2.5 The following designated sites affect this length of coast:

- Outer Thames Estuary Special Protection Area (SPA)
- Southern North Sea Special Area of Conservation (SAC)

5.2.6 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

5.2.7 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:

5.2.8 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 along the cliff top between sections AHS-5-S001 and AHS-5-S007 (Map AHS 5a);
- there are steps where it would be necessary to cross the seawall near Hamilton Dock (AHA-5-S035, Map AHS 5c).

5.2.9 At Hamilton Dock, the existing steps will be replaced, so as to make them easier to use. We envisage this happening as part of East Suffolk Council's on-going maintenance programme before the new access rights come into force.

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

## Where we have proposed exercising statutory discretions:

### 5.2.10 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 5.3.1 below.

5.2.11 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 5.3.1. 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 5.3.1] 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.**

### 5.2.12 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.

5.2.13 Column 4 of Table 5.3.1 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 5a to 5d as the proposed route of the trail.

5.2.14 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 5.3.1, the route is to be at the centre of the line shown on Maps AHS 5a to 5d as the proposed route of the trail.

### Other future change:

5.2.15 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report. The Bascule Bridge may not be suitable for access in future in which case we will work with partners to establish a suitable alternative - please see Table 5.3.3

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

### Establishment of the trail:

5.2.16 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.

5.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route within Report AHS 5 is £13,325 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.

5.2.18 There are two main elements to the overall cost:

- there will be extensive clearance of vegetation between Pakefield Pontins and Pakefield caravan park (sections AHS-5-S-002 to AHS-5-S008 on Map AHS 5a);
- signage and gates which will make the trail easy to use.

Table 1 shows our estimate of the capital cost within Report AHS 5 for each of the main elements of physical establishment described above.

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£3,727
Clearance of vegetation	£5,520
Gates/removal of barriers/ boundary crossings	£1,500
Project management	£2,578
<b>Total</b>	<b>£13,325 (Exclusive of any VAT payable)</b>

5.2.19 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:**

5.2.20 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).

5.2.21 We estimate that the annual cost to maintain the trail within Report AHS 5 will be £2,035 (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 5.3: Proposals Tables

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

### 5.3.1 Section Details: Maps AHS 5a to AHS 5d: Pakefield to Lowestoft

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.2: 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 5.3.3’ 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 5a	AHS-5-S001*	Not an existing walked route	Yes - normal	No			
AHS 5a	AHS-5-S002*	Not an existing walked route	Yes - normal	No	Tree line	Clarity and cohesion	
AHS 5a	AHS-5-S003*	Not an existing walked route	Yes - normal	No			
AHS 5a	AHS-5-S004*	Not an existing walked route	Yes - normal	No	Tree line	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 5a	AHS-5-S005*	Not an existing walked route	Yes - normal	No			
AHS 5a	AHS-5-S006*	Not an existing walked route	Yes - normal	No	Tree line	Clarity and cohesion	
AHS 5a	AHS-5-S007*	Not an existing walked route	Yes - see table 5.2.3	No			
AHS 5a	AHS-5-S008*	Not an existing walked route	Yes - see table 5.2.3	No	Landward edge of track	Clarity and cohesion	
AHS 5a	AHS-5-S009*	Other existing walked route	Yes - see table 5.2.3	No	Wall or fence	Clarity and cohesion	Curtilage of properties
AHS 5a	AHS-5-S010	Public footpath	Yes - normal	No			
AHS 5a	AHS-5-S011	Public footpath	Yes – see table 5.2.3	No	Path	Clarity and cohesion	
AHS 5b	AHS-5-S012 to AHS-5-S017*	Public footpath	Yes – see table 5.2.3	No	Path	Clarity and cohesion	
AHS 5b	AHS-5-S018*	Other existing walked route	Yes – see table 5.2.3	Yes - barrier			
AHS 5c	AHS-5-S019 and AHS-5-S020	Other existing walked route	Yes – see table 5.2.3	Yes - barrier			
AHS 5c	AHS-5-S021 and AHS-5-S022	Other existing walked route	Yes – see table 5.2.3	No			Trail crosses block paved road
AHS 5c	AHS-5-S023	Public highway	Yes – see table 5.2.3	No			
AHS 5c	AHS-5-S024	Other existing walked route	Yes – see table 5.2.3	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 5c	AHS-5-S025 to AHS-5-S026	Public footway (pavement)	Yes – see table 5.2.3	No	Pavement edge	Clarity and cohesion	
AHS 5c	AHS-5-S027	Multi-use route	Yes – see table 5.2.3	No			Trail crosses road
AHS 5c	AHS-5-S028 to AHS-5-S030	Public footway (pavement)	Yes – see table 5.2.3	No	Pavement edge	Clarity and cohesion	
AHS 5c	AHS-5-S031	Public highway	Yes - see table 5.2.3	No	Pavement edge	Clarity and cohesion	Trail crosses the entrance to a property
AHS 5c	AHS-5-S032	Public footway (pavement)	Yes - see table 5.2.3	No	Pavement edge	Clarity and cohesion	
AHS 5c	AHS-5-S033	Public highway	Yes - see table 5.2.3	No			Road crossing
AHS 5c	AHS-5-S034	Public footway (pavement)	Yes - see table 5.2.3	No	Pavement edge	Clarity and cohesion	
AHS 5d	AHS-5-S035 to AHS-5-S037	Other existing walked route	Yes - see table 5.2.3	Yes - barrier			
AHS 5d	AHS-5-S038	Public highway	Yes - see table 5.2.3	No	Road	Clarity and cohesion	Trail follows road for short distance

### 5.3.2 Other options considered: Maps AHS 5a to AHS 5d: Pakefield to Lowestoft

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
AHS 5a	AHS-5-S001 to AHS-5-S009	We considered aligning the trail along the current route of the Suffolk Coast Path on the A12	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea;</li> <li>■ 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.</li> </ul>
AHS 5a	AHS-5-S001 to AHS-5-S009	We considered using the public right of way	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the cliff top route is needed for when the prow is covered by the sea at high tides;</li> <li>■ walkers can easily become cut off as there are few places for walkers to get off the beach to safety</li> </ul>
AHS 5a	AHS-5-S007 and AHS-5-S008	We considered aligning the trail along the cliff top at the seaward edge of Pakefield caravan park.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The option we were considering was lost to erosion following a series of high spring tides and 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.</li> </ul>
AHS 5b	AHS-5-S017 to AHS-5-S018	We considered aligning the trail on the upper promenades and esplanades	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ 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;</li> </ul>

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.

### 5.3.3 Roll-back implementation – more complex situations: Maps AHS 5a to AHS 5d: Pakefield to Lowestoft

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
AHS 5a	AHS-5-S007 to AHS-5-S008	Pakefield caravan park	<ul style="list-style-type: none"> <li>■ If it is no longer possible to find a viable route seaward of Pakefield caravan park, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site or (b) if this is not practicable, to pass somewhere on the landward side of it.</li> <li>■ 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.</li> </ul>
AHS 5a	AHS-5-S009	The Cliffs, buildings and their curtilage	<ul style="list-style-type: none"> <li>■ 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.</li> <li>■ 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.</li> </ul>
AHS 5a to AHS 5d	AHS-5-S011 to AHS-5-S038	Buildings and their curtilage, Lowestoft Denes caravan park, including the Bascule Bridge	<ul style="list-style-type: none"> <li>■ If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens and bridge etc.), we will choose a route landward of it, following discussions with all relevant parties.</li> <li>■ If it is no longer possible to find a viable route seaward of Lowestoft Denes caravan park, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it.</li> <li>■ In reaching these judgements 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.</li> </ul>

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 5.4: Proposals Maps

### 5.4.1 Map Index

Map reference	Map title
AHS 5a	Crazy Mary's Hole to Grand Avenue, Pakefield
AHS 5b	Grand Avenue, Pakefield to Claremont Pier
AHS 5c	Claremont Pier to Ness Point
AHS 5d	Ness Point to Links Road, Lowestoft







