



England Coast Path Stretch: Felixstowe Ferry to Bawdsey

Report FFB 1: Felixstowe Ferry to Sandy Lane, Waldringfield

Part 1.1: Introduction

Start Point:	Felixstowe Ferry (grid reference: TM3285 3734)
End Point:	Sandy Lane, Waldringfield (grid reference: TM2804 4517)
Relevant Maps:	FFB 1a to FFB 1f

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

1.1.2 This report covers length FFB 1 of the stretch, which is the coast between Felixstowe Ferry and Sandy Lane, Waldringfield. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 1.2: Proposals Narrative

The trail:

1.2.1 This length generally follows existing walked routes, including public rights of way, along most of this length and is characterised by the open coast at Felixstowe Ferry and the Deben Estuary between Felixstowe Ferry and Waldringfield. The small hamlet of Hemley is the only other settlement along this length. There is a mixture of land types from the low lying arable land at Falkenham Marshes to a more wooded, elevated section near Hemley.

1.2.2 Mainly follows the shoreline quite closely and maintains good views of the estuary and sea.

1.2.3 Includes one section of new path near Hemley (section FFB-1-S036).

1.2.4 Is aligned on the beach or foreshore at Waldringfield (section FFB-1-S057).

1.2.5 At Hemley, (maps FFB 1d to FFB 1f, sections FFB-1-S028 to FFB-1-S053) an inland diversion is necessary to take the trail past a significant historic breach in the seawall.

1.2.6 Follows a route similar to the existing public right of way but departs from it in places in order to follow the existing walked route (sections FFB-1-S016 to FFB-1-S018, FFB-1-S025 to FFB-1-S027, FFB-1-S044, FFB-1-S047, FFB-1-S048, FFB-1-S054, FFB-1-S055, and FFB-1-S073).

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.

1.2.7 The following designated sites affect this length of coast:

- Deben Estuary SPA
- Deben Estuary SSSI
- Deben Estuary RAMSAR
- Felixstowe Ferry County Wildlife Site
- Kings Fleet County Wildlife Site
- Corporation Marshes County Wildlife Site
- The Mill River County Wildlife Site

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

1.2.8 Measures to protect the environment

Maps	Route section numbers	Design features of the access proposals	Reason included
FFB 1d-1f	FFB-1-S028 to FFB-1-S053	The following design feature is described elsewhere in this report: <ul style="list-style-type: none"> ■ The trail at Hemley is aligned inland. 	This alignment will take walkers away from a highly sensitive area of intertidal habitat near Hemley.
FFB 1c	FFB-1-A001	An alternative route is to operate as a diversion from the ordinary route between route sections FFB-1-S020 and FFB-1-S023 on map FFB 1c between October 1 st and March 31 st .	This measure is proposed to protect roosting avocet from disturbance. Avocet are a qualifying feature of the SPA and roost at and around Falkenham Creek.

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

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

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

Accessibility:

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

- The trail would be subject to tidal flooding at times at Waldringfield (section FFB-1-S057);
- there are eight steps at Felixstowe Ferry where it would be necessary to cross Ferry Road from the sea wall (section FFB-1-S004);

- the trail would follow an uneven grass or bare soil path along the top of the seawall along some existing public rights of way and other walked routes, such as at Felixstowe and Falkenham Marshes (maps FFB 1a and 1b sections FFB-1-S015 to FFB-1-S023).

1.2.11 Near Waldringfield Sailing Club, (map FFB 1f section FFB-1-S050) the existing footbridge will be replaced, so as to make it easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

1.2.12 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Deben, 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 Melton near Woodbridge, where the A1152 crosses the estuary at Wilford Bridge (see report FFB 3).

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

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

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

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

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

Exclusion of access to the saltmarsh and mudflat on the Deben Estuary

1.2.16 Access to the saltmarsh and mudflat in the coastal margin will be excluded all year round, seaward of route sections FFB-1-S012 to FFB-1-S075. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because the land is unsuitable for public access. This exclusion does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply. See map FFB E1 for further detail.

1.2.17 The section 25A restriction is proposed 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 on the river Deben are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers.
- The areas of flat on the river Deben are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.
- Firmer areas along the shoreline that are traditionally used as beaches, including the beach area at Waldringfield, are not excluded under Section 25A.

1.2.18 Because this area of the margin will have coastal access rights excluded from it under section 25A of the CROW Act, we do not expect there to be any impact on nature conservation features from new coastal access rights. Should the exclusion under section 25A become unnecessary at any time in the future we will consider the need for further measures to protect the designated features of interest, which may include restrictions or exclusions on coastal access rights under section 26(3)(a) to protect sensitive wildlife.

1.2.19 This direction will not prevent or affect:

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

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

1.2.20 The directions we give are intended to avoid any new public rights being created over the area in question in view of the difficult terrain of saltmarsh and mudflats.

1.2.21 **Alternative route:** An alternative route is to operate as a diversion from the ordinary route between route sections FFB-1-S020 and FFB-1-S023 on map FFB 1c between October 1st and March 31st. This measure is proposed to protect roosting avocet from disturbance. Avocet are a qualifying feature of the SPA and roost at and around Falkenham Creek. The alternative route is to be at the centre of the line shown as route section number FFB-1-A001 on map FFB 1c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

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

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

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

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

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

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

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

Other future change:

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

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

Establishment of the trail:

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

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

1.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route between Felixstowe Ferry and Sandy Lane, Waldringfield is £2,500 and is informed by:

- information already held by the access authority, Suffolk County Council, in relation to the management of existing 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.

1.2.28 There are two main elements to the overall cost:

- A number of new waymarking signs would be needed, in particular on route sections where other public rights of way intersect the trail.
- 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 infrastructure 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	£1,500
Bridges	£300
Gap creation	£200
Gates	£500
Project management	£400
Total	£2,900 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

1.2.31 We estimate that the annual cost to maintain the trail between Felixstowe Ferry and Sandy Lane, Waldringfield will be £6,400 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Section Details: Maps FFB 1a to FFB 1f - Felixstowe Ferry to Sandy Lane, Waldringfield

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: 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 1.3.3 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
Maps	Route section numbers	Current status of route sections	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
FFB 1a	FFB-1-S001	Public footpath	Yes - see table 1.3.3	No	Fence Line	Clarity and cohesion	
FFB 1a	FFB-1-S002	Public footpath	Yes - see table 1.3.3	Yes S15			
FFB 1a	FFB-1-S003	Public footpath	Yes - see table 1.3.3	No			
FFB 1a	FFB-1-S004	Public footpath	Yes - see table 1.3.3	No	Wall	Clarity and cohesion	
FFB 1a	FFB-1-S005	Public footway (pavement)	Yes - see table 1.3.3	Yes S15			
FFB 1a	FFB-1-S006	Public highway	Yes - see table 1.3.3	Yes S15			
FFB 1a	FFB-1-S007	Public footway (pavement)	Yes - see table 1.3.3	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
FFB 1a	FFB-1-S008	Public highway	Yes - see table 1.3.3	No			
FFB 1a	FFB-1-S009	Public highway	Yes - see table 1.3.3	No	Fence line	Clarity and cohesion	
FFB 1a	FFB-1-S010	Other existing walked route	Yes - see table 1.3.3	No			
FFB 1a	FFB-1-S011	Public footway (pavement)	Yes - see table 1.3.3	No			
FFB 1a	FFB-1-S012	Public footpath	Yes - see table 1.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1a	FFB-1-S013	Public footpath	Yes - see table 1.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1a	FFB-1-S014	Public footpath	Yes - see table 1.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1a	FFB-1-S015	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1a	FFB-1-S016	Other existing walked route	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1b	FFB-1-S017	Other existing walked route	No	Yes - bank			The margin extends to the toe of the landward slope, by default.

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
FFB 1b	FFB-1-S018	Other existing walked route	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1b	FFB-1-S019	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1c	FFB-1-S020	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1c	FFB-1-S021	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1c	FFB-1-S022	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1c & FFB 1d	FFB-1-S023	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1d	FFB-1-S024	Public footpath	No	No			
FFB 1d	FFB-1-S025	Other existing walked route	Yes - normal	No			
FFB 1d	FFB-1-S026	Other existing walked route	Yes - normal	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
FFB 1d	FFB-1-S027	Other existing walked route	Yes - normal	No			
FFB 1d	FFB-1-S028*	Public footpath	Yes - normal	No			
FFB 1d	FFB-1-S029*	Public footpath	No	No			
FFB 1d	FFB-1-S030*	Public footpath	No	No	Fence line	Clarity and cohesion	
FFB 1d	FFB-1-S031*	Public footpath	No	No			
FFB 1d	FFB-1-S032*	Public footpath	No	No			
FFB 1d	FFB-1-S033*	Public highway	No	No			
FFB 1e	FFB-1-S034	Public highway	No	No			
FFB 1e	FFB-1-S035	Public bridleway	No	No			
FFB 1e	FFB-1-S036	Other existing walked route	No	No	Fence line	Clarity and cohesion	
FFB 1e	FFB-1-S037	Public bridleway	No	No	Landward edge of path	Clarity and cohesion	
FFB 1e	FFB-1-S038	Public bridleway	No	No			
FFB 1e	FFB-1-S039	Public bridleway	No	No			
FFB 1e	FFB-1-S040	Public bridleway	No	No			
FFB 1e	FFB-1-S041	Public bridleway	No	No			
FFB 1e	FFB-1-S042	Public bridleway	No	No			
FFB 1e	FFB-1-S043	Public bridleway	No	No			
FFB 1e	FFB-1-S044	Other existing walked route	No	No	Fence line	Clarity and cohesion	
FFB 1e	FFB-1-S045	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
FFB 1f	FFB-1-S046	Public footpath	Yes - normal	No			
FFB 1f	FFB-1-S047	Other existing walked route	Yes - normal	No	Hedgerow	Clarity and cohesion	
FFB 1f	FFB-1-S048	Other existing walked route	Yes - normal	No			
FFB 1f	FFB-1-S049	Public footpath	Yes - normal	No	Ditch	Clarity and cohesion	
FFB 1f	FFB-1-S050	Public footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S051	Public footpath	Yes - normal	No			
FFB 1f	FFB-1-S052	Public footpath	Yes - see table 1.3.3	No			
FFB 1f	FFB-1-S053	Public footpath	Yes - see table 1.3.3	No			
FFB 1f	FFB-1-S054	Other existing walked route	Yes - see table 1.3.3	No	Hedge bank	Clarity and cohesion	
FFB 1f	FFB-1-S055	Other existing walked route	Yes - see table 1.3.3	No	Hedge bank	Clarity and cohesion	
FFB 1f	FFB-1-S056	Public footpath	No	No			
FFB 1f	FFB-1-S057	Public bridleway	No	No	Fence line	Clarity and cohesion	
FFB 1f	FFB-1-S058	Public bridleway	No	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S059	Public bridleway	No	No			
FFB 1f	FFB-1-S060	Public footpath	No	No			
FFB 1f	FFB-1-S061	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S062	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S063	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S064	Public footpath	No	No	Wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
FFB 1f	FFB-1-S065	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S066	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S067	Public footpath	No	No	Wall	Clarity and cohesion	
FFB 1f	FFB-1-S068	Public footpath	No	No	Fence line	Clarity and cohesion	
FFB 1f	FFB-1-S069	Public footpath	Yes - normal	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1f	FFB-1-S070	Public footpath	Yes - normal	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 1f	FFB-1-S071	Public footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S072	Public footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S073	Other existing walked route	Yes - normal	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S074	Public footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
FFB 1f	FFB-1-S075	Public footpath	Yes - normal	No			

1.3.2 Alternative route details: Map FFB 1c – Falkenham Marshes to Kirton Marshes

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 1.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
3. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map	Route section number	Current status of route section	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
FFB 1c	FFB-1-A001	Not an existing walked route	No	Landward base of sea wall		Alternative route is only available annually between October 1 st and March 31 st .

1.3.3 Other options considered: Maps FFB1a to FFB1f - Felixstowe Ferry to Sandy Lane, Waldringfield

Map	Route section numbers	Other options considered	Reasons for not proposing this option
1d	FFB-1-S028 to FFB-1-S033	We considered aligning the trail along the existing public footpath that runs along the shore between Kirton Creek and High House Farm at Hemley.	<p>We opted for the proposed more inland route because:</p> <ul style="list-style-type: none"> ■ the public footpath which runs along the shore is often inundated at high tide and has a poor surface. The route we have opted for has a more suitable surface and will be available to walkers at all stages of tide; ■ 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.

1.3.4 Roll-back implementation – more complex situations: Maps FFB 1a to FFB 1f - Felixstowe Ferry to Sandy Lane Waldringfield

Maps	Route section numbers	Features or sites potentially affected	Our likely approach to roll-back
FFB 1a to FFB 1d	FFB-1-S001 to FFB-1-S014	Buildings and their curtilage. Gardens.	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.
FFB 1a	FFB-1-S001 to FFB-1-S006 and FFB-1-S011 to FFB-1-14	Golf course.	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.

Maps	Route section numbers	Features or sites potentially affected	Our likely approach to roll-back
FFB 1f	FFB-1-S052 to FFB-1-S055	Buildings and their curtilage. Gardens.	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 relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
FFB 1a	Felixstowe Ferry to Falkenham Marshes
FFB 1b	Falkenham Marshes
FFB 1c	Falkenham Marshes to Kirton Marshes
FFB 1d	Kirton Marshes to White House Cottage, Hemley
FFB 1e	White House Cottage, Hemley to Church Farm, Waldringfield
FFB 1f	Church Farm, Waldringfield to Sandy Land, Waldringfield
FFB E1	Proposed direction under S25A CROW

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 FFB 1a - Felixstowe Ferry to Falkenham Marshes



Map FFB 1a - Felixstowe Ferry to Falkenham Marshes

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 Metres

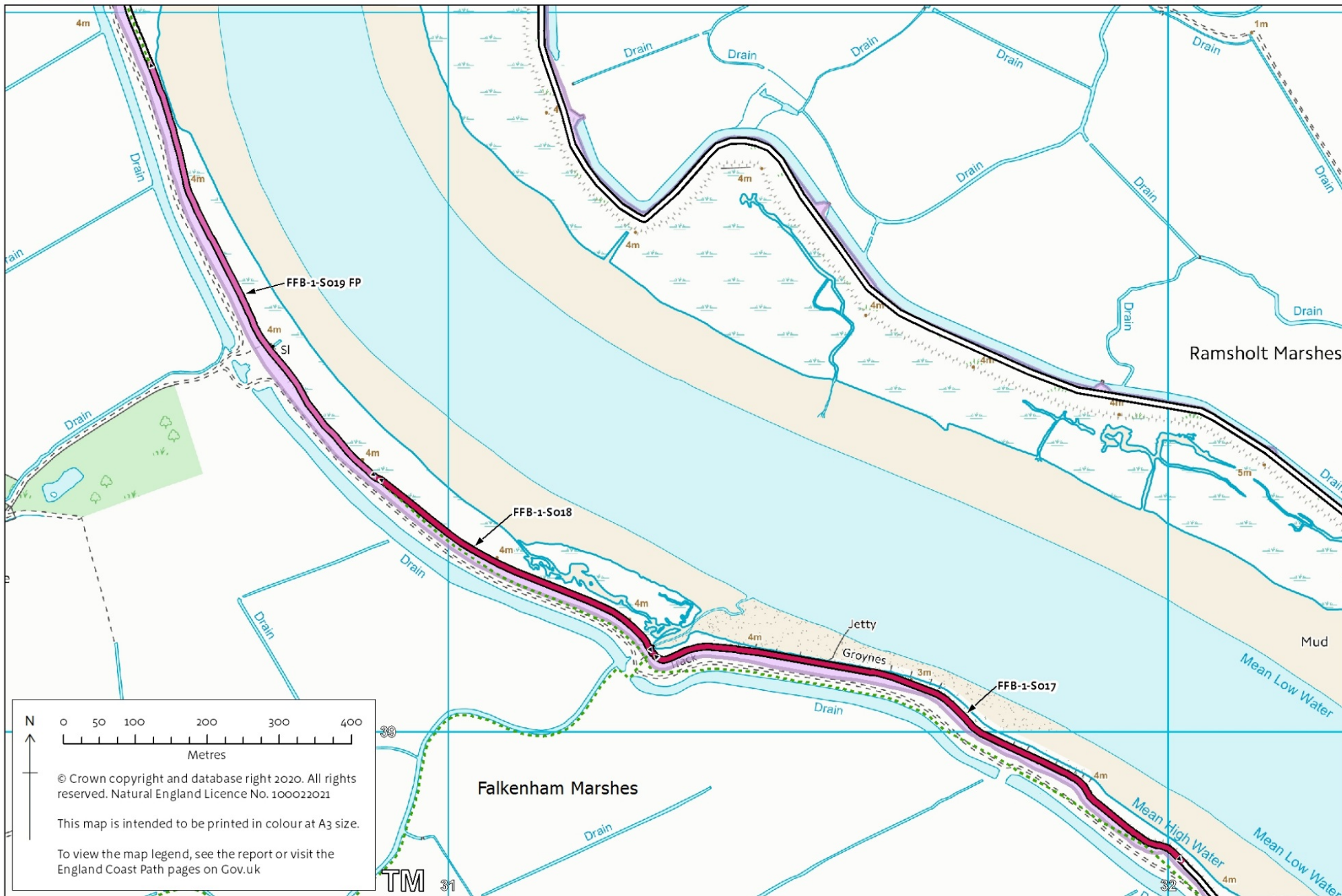
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This map is intended to be printed in colour at A3 size.

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

TM

Map FFB 1b - Falkenham Marshes



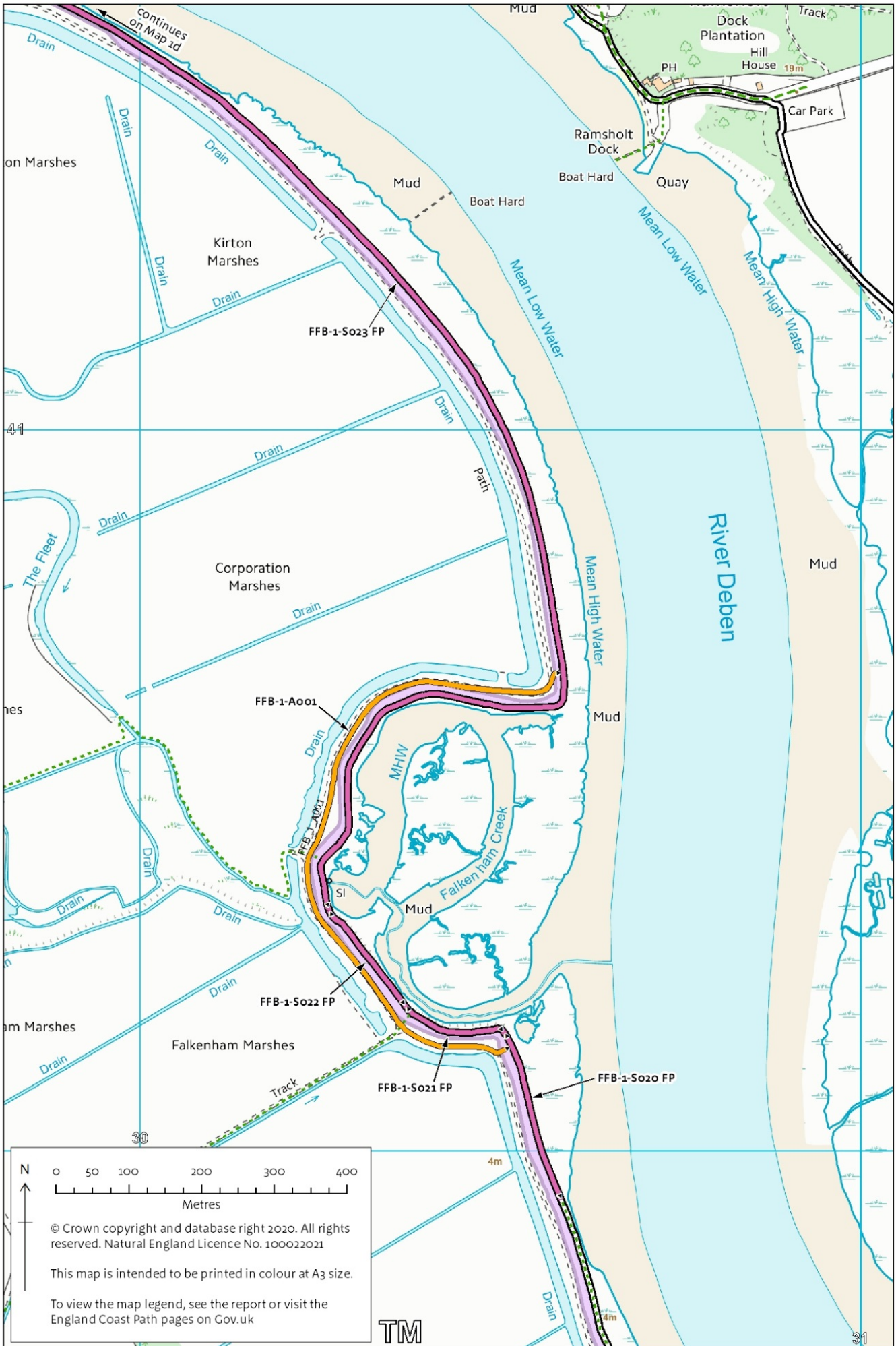
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 Metres

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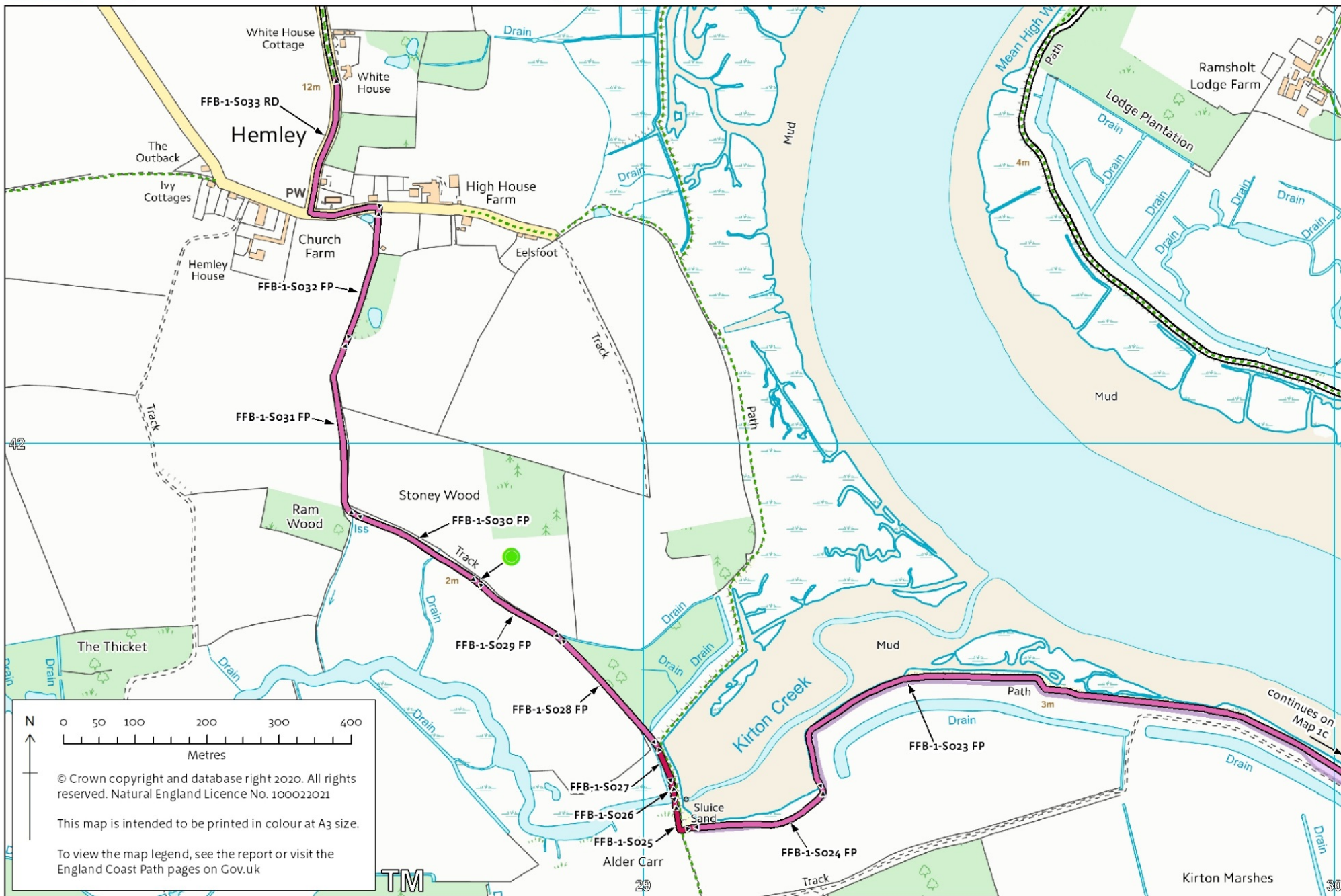
This map is intended to be printed in colour at A3 size.

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TM 31



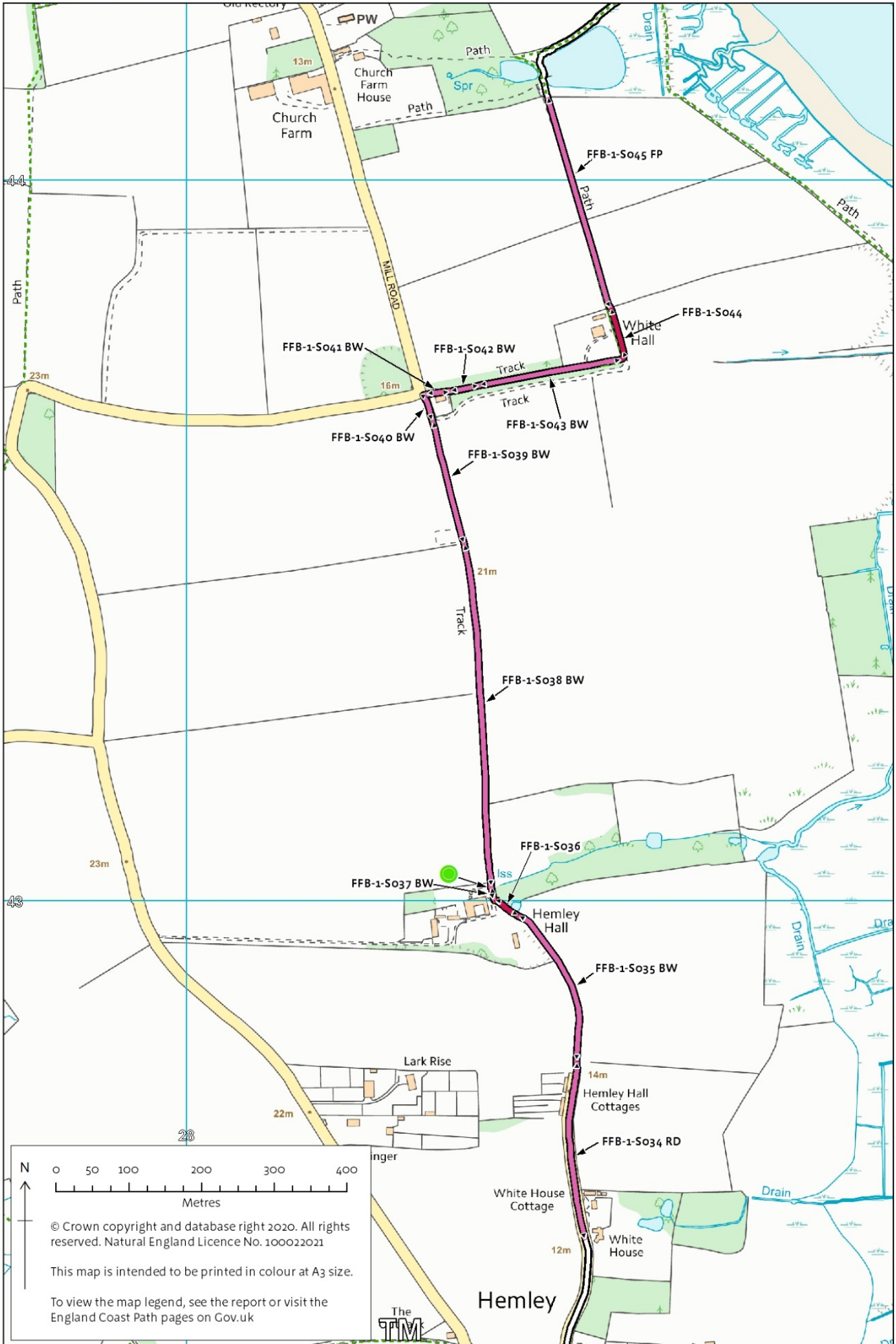
Map FFB 1d - Kirton Marshes to White House Cottage, Hemley



Map FFB 1d - Kirton Marshes to White House Cottage, Hemley

Map FFB 1e - White House Cottage, Hemley to Church Farm, Waldringfield

Map FFB 1e - White House Cottage, Hemley to Church Farm, Waldringfield



Map FFB 1f - Church Farm, Waldringfield to Sandy Lane, Waldringfield

Map FFB 1f - Church Farm, Waldringfield to Sandy Lane, Waldringfield



Map FFB E1:

Directions to exclude/restrict access - as proposed for area covered by Report FFB1

