



England Coast Path Stretch: Bawdsey to Aldeburgh

Report BSA 1: Bawdsey Quay (picnic site) to Butley Ferry (west side)

Part 1.1: Introduction

Start Point:	Bawdsey Quay (picnic site) (TM 3313 3788)
End Point:	Butley Ferry (west side) (TM 3917 4811)
Relevant Maps:	BSA 1a to BSA 1g

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 Bawdsey to Aldeburgh.

1.1.2 This report covers length BSA 1 of the stretch, which is the coast between Bawdsey Quay (picnic site) to Butley Ferry (west side). 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:

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

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

1.2.2 Includes thirteen sections of new path, BSA-1-S003 to BSA-1-S015 at Bawdsey Cliff. See maps BSA 1a and 1b and associated tables below for details.

1.2.3 Is aligned on the beach or foreshore on sections BSA-1-S036 to BSA-1-S057 on map BSA 1d.

1.2.4 Follows a route similar to the existing Suffolk Coast Path but departs from this in places in order to be closer to the sea and offer sea views such as at sections BSA-1-S006 to BSA-1-S017 on maps BSA 1a to 1b and section BSA-1-S070 on maps BSA 1e and 1f.

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.

1.2.5 The following designated sites affect this length of coast:

- Alde-Ore Estuary Site of Special Scientific Interest (SSSI)
- Alde-Ore and Butley Estuaries Special Protection Area (SPA)
- Alde-Ore and Butley Estuaries Special Area of Conservation (SAC)
- Alde-Ore Estuary Ramsar
- Bawdsey Cliff SSSI
- Martello tower at Rose Cottage Scheduled Monument (SM)
- Martello tower by Bawdsey Beach SM
- Martello tower southeast of Buckanay Farm SM
- Martello tower at Shingle Street SM

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

1.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
BSA 1c and 1d	BSA-1-S027 to BSA-1-S060	<p>We have aligned the trail so as to minimise the impact on vegetated shingle. In addition we will install:</p> <ul style="list-style-type: none"> ■ Signage to clearly mark the route ■ Improvements to the route surface (revetment work and surfacing material) to make the trail easy to use 	To protect vegetated shingle on the designated site which is vulnerable to trampling.

1.2.7 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:

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

- The trail would follow an uneven grass or bare soil path along the cliff top and seawall;
- There are steps where it would be necessary to link the track from the car park at BSA-1-S018 to the seawall at BSA-1-S021 (map BSA 1b);
- The trail is on shingle for short stretches.

1.2.9 At Boyton Marshes the existing stile will be replaced with a gate, so as to make it easier to use. We envisage this happening 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:

1.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the Alde-Ore estuary complex, 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 Mill Lane and The Street, Chillesford, as indicated by the extent of the trail shown on maps BSA 1d to 1g and Map A2 of the Overview

See part 5 of the Overview for a detailed analysis of the options considered for the Alde-Ore estuary complex and our resulting proposals.

1.2.11 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 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.

Restrictions and exclusions

1.2.12 **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/flat between Hollesley and Butley Ferry (west side)

Access to the saltmarsh and flat in the coastal margin between Hollesley and the Butley Ferry crossing (west side), seaward of route sections BSA-1-S061 to BSA-1-S073, will be excluded all year round. 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 E1 for further detail.

Most of the saltmarsh on the rivers of the Alde-Ore estuary complex is 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 rivers of the Alde-Ore estuary complex are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

In the vicinity of Barthorp's Creek, tidal processes have changed the character of the flats and saltmarsh quite significantly when compared to recent Ordnance Survey maps; the restriction boundary seeks to reflect this.

Between Hollesley and the mouth of the River Butley, the saltmarsh is often wet underfoot with creeks and channels across it in places, but is also fringed and interspersed by areas of shingle and sand. Firmer areas along the shoreline that are traditionally used for recreational access are not excluded under Section 25A.

1.2.13 These directions will not prevent or affect:

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

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

1.2.14 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 mudflats and saltmarsh.

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

Coastal erosion

1.2.15 **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.

1.2.16 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 BSA 1a to BSA 1g as the proposed route of the trail.

1.2.17 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.

Other future change:

1.2.18 At this point we do not foresee any 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:

1.2.19 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.

1.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £31,980 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;
- 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.

1.2.21 There are six main elements to the overall cost:

- A significant number of new signs will be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Suffolk Coast Path.
- Any signs and information boards with outdated information about the existing route of the Suffolk Coast Path will require replacement.
- New bridges will be installed at sections BSA-1-S012 and BSA-1-S014 (map BSA 1b).
- There are a number of locations requiring clearance work and creation of a gap
- 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 lengths for example, at section BSA-1-S030 (map BSA 1d) and BSA-1-S066 (map BSA 1e), where new surfacing material would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£6,542
Steps and surfacing	£11,300
Clearance and gap creation	£4000
Fencing (construction/ removal)	£3,984
Gates and bridge	£1,983
Project management	£4,171
Total	£31,980 (Exclusive of any VAT payable)

1.2.22 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:

1.2.23 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).

1.2.24 We estimate that the annual cost to maintain the trail will be £9,846.87 (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 BSA 1a to BSA 1g: Bawdsey Quay to Butley Ferry (west side)

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
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
BSA 1a	BSA-1-S001	Public highway	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S002	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S003	Not an existing walked route	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S004	Not an existing walked route	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S005	Not an existing walked route	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S006	Not an existing walked route	Yes - See table 1.3.3	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
BSA 1a	BSA-1-S007	Not an existing walked route	Yes - See table 1.3.3	No			
BSA 1a	BSA-1-S008	Not an existing walked route	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S009	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S010	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S011	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S012	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S013	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S014	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S015	Not an existing walked route	Yes - Normal	No			
BSA 1b	BSA-1-S016	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S017	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S018	Public highway	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S019	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S020	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1b	BSA-1-S021	Other existing walked route	Yes - See table 1.3.3	Yes - bank			
BSA 1b	BSA-1-S022	Other existing walked route	Yes - See table 1.3.3	Yes - bank			

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
BSA 1b	BSA-1-S023	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1b	BSA-1-S024	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1c	BSA-1-S025	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1c	BSA-1-S026	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1c	BSA-1-S027	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1d	BSA-1-S028	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1d	BSA-1-S029	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S030	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S031	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S032	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S033	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S034	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S035	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S036	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S037	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S038	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S039	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S040	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S041	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S042	Public footpath	Yes - See table 1.3.3	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
BSA 1d	BSA-1-S043	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S044	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S045	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S046	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S047	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S048	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S049	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S050	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S051	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S052	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S053	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S054	Public footpath	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S055	Other existing walked route	Yes - See table 1.3.3	Yes - beach			
BSA 1d	BSA-1-S056	Other existing walked route	Yes - See table 1.3.3	Yes - beach			
BSA 1d	BSA-1-S057	Other existing walked route	Yes - See table 1.3.3	Yes - beach			
BSA 1d	BSA-1-S058	Other existing walked route	Yes - See table 1.3.3	No			
BSA 1d	BSA-1-S059	Other existing walked route	Yes - See table 1.3.3	Yes - bank			
BSA 1d	BSA-1-S060	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1d	BSA-1-S061	Public footpath	Yes - See table 1.3.3	Yes - bank			
BSA 1d	BSA-1-S062	Public highway	Yes - See table 1.3.3	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
BSA 1e	BSA-1-S063	Public highway	Yes - See table 1.3.3	No			
BSA 1e	BSA-1-S064	Other existing walked route	Yes - See table 1.3.3	Yes - bank			
BSA 1e	BSA-1-S065	Other existing walked route	Yes - See table 1.3.3	Yes – bank			
BSA 1e	BSA-1-S066	Public footpath	Yes - See table 1.3.3	Yes – bank			
BSA 1e	BSA-1-S067	Public footpath	Yes - See table 1.3.3	Yes – bank			
BSA 1e	BSA-1-S068	Public footpath	Yes - See table 1.3.3	Yes – bank			
BSA 1e	BSA-1-S069	Public footpath	Yes - See table 1.3.3	Yes – bank			
BSA 1e and BSA 1f	BSA-1-S070	Other existing walked route	Yes - See table 1.3.3	Yes – bank			
BSA 1f	BSA-1-S071	Other existing walked route	Yes - See table 1.3.3	Yes – bank			
BSA 1f	BSA-1-S072	Public footpath	Yes - See table 1.3.3	Yes – bank			
BSA 1g	BSA-1-S073	Public footpath	Yes - See table 1.3.3	Yes – bank			

1.3.2 Other options considered: Maps BSA 1a to BSA 1g: Bawdsey Quay (picnic site) to Butley Ferry (west side)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
BSA 1a	BSA-1-S001	<p>We considered aligning the trail:</p> <ul style="list-style-type: none"> ■ in the margin of fields on the landward side of Ferry Lane; ■ along private roads in the Bawdsey Manor estate; ■ along the cliff top at Bawdsey Manor 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is easier for walkers to use ■ it avoids categories of excepted land ■ 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
BSA 1a to 1b	BSA-1-S001 to BSA-1-S021	<p>We considered aligning the trail along the beach on or near the public right of way between Bawdsey Quay and East Lane car park</p>	<p>We opted for the proposed route because it avoids areas of beach that are regularly covered by tides.</p>
BSA 1a to 1b	BSA-1-S002 to BSA-1-S017	<p>We considered aligning the trail:</p> <ul style="list-style-type: none"> ■ along the landward edge of fields on the seaward side of Ferry Road; ■ along the part of Ferry Road and East Lane where there is no pavement. 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea; ■ a route on the road was not supported by Suffolk County Council Highways ■ 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
BSA 1a	BSA-1-S003 to BSA-1-S007	<p>We considered aligning the trail across the northern end of Bawdsey Manor between Ferry Road and the cliffs.</p>	<p>We opted for the proposed route because it maintains sea views</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
BSA 1b	BSA-1-S016 to BSA-1-S021	We considered aligning the trail seaward of properties near East Lane car park	We opted for the proposed route to avoid excepted land and also being on the beach and inundated at high tide.
BSA 1d	BSA-1-S028 to BSA-1-S033	We considered aligning the trail on the seaward public footpath between BSA-1-S028 and BSA-1-S033.	We opted for the proposed route on the top of the sea defence as the seaward footpath route is prone to flooding for extended periods of time.
BSA 1d	BSA-1-S032 to BSA-1-S059	We considered aligning the trail to the rear of the houses at Shingle Street	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and has good views of the sea ■ it is a public footpath
BSA 1d	BSA-1-S055 to BSA-1-S059	We considered aligning the trail on the existing public right of way, landward of the proposed alignment.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is an existing walked route ■ it is closer to the sea and has good views of the sea ■ it is clearer to follow ■ 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
BSA 1e and BSA 1f	BSA-1-S069 to BSA-1-S070	We considered aligning the trail along the existing public right of way, landward of the proposed trail.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and has good views ■ it utilises the route of the existing Suffolk Coast Path

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.

1.3.3 Roll-back implementation – more complex situations: Maps BSA 1a to BSA 1g:

Bawdsey Quay (picnic site) to Butley Ferry (west side)

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
BSA 1a	BSA-1-S001 to BSA-1-S008	Ferry Road	<p>Erosion at this location may lead to a complex pattern of inundation by the sea. Where this affects the line of the approved route we will choose a new route after detailed discussions with owners and occupiers.</p> <p>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.</p>
BSA 1b to 1g	BSA-1-S016 to BSA-1-S073	Buildings, curtilage, gardens	<p>If the flood bank is breached and it is no longer possible to find a viable route seaward of excepted land (such as buildings, curtilage and gardens), we will choose a route, following discussions with owners and occupiers.</p> <p>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.</p>

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

Part 1.4: Maps

1.4.1 Map Index

Map reference	Map title
BSA 1a	Bawdsey Quay (picnic site) to Bawdsey Cliff
BSA 1b	Bawdsey Cliff to Beach Lane (track)
BSA 1c	Beach Lane (track) to Martello Tower, Shingle Street
BSA 1d	Martello Tower, Shingle Street to Barthorp's Creek
BSA 1e	Barthorp's Creek to River Ore
BSA 1f	River Ore to Flybury Point
BSA 1g	Flybury Point to Butley Ferry (west side)
BSA E1	Directions to exclude/restrict access - as proposed for area covered by Report BSA 1

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 BSA 1a - Bawdsey Quay (picnic site) to Bawdsey Cliff



Map BSA 1a - Bawdsey Quay (picnic site) to Bawdsey Cliff

N
 0 50 100 200 300 400
 Metres
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 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

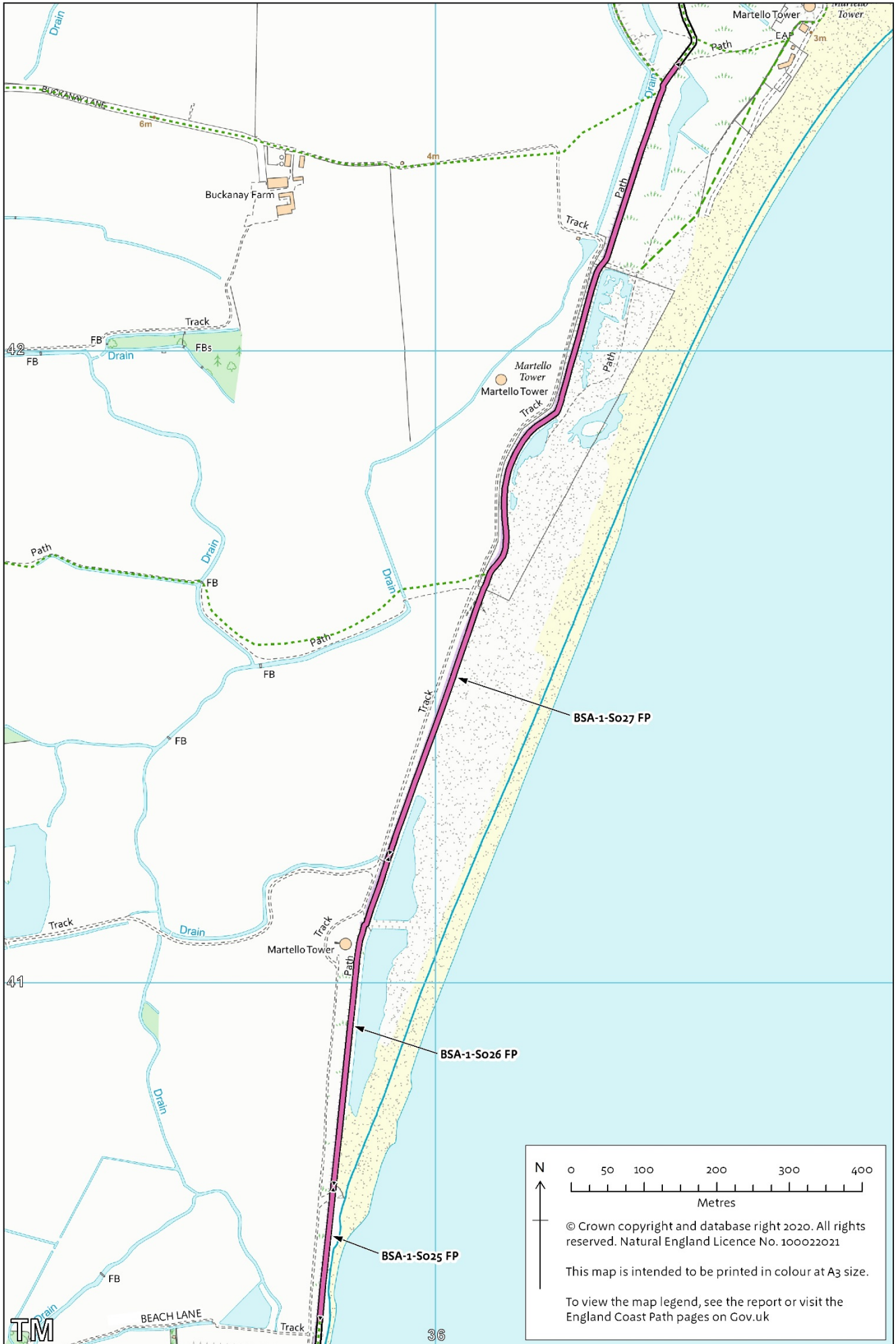
Map BSA 1b - Bawdsey Cliff to Beach Lane (track)

Map BSA 1b - Bawdsey Cliff to Beach Lane (track)

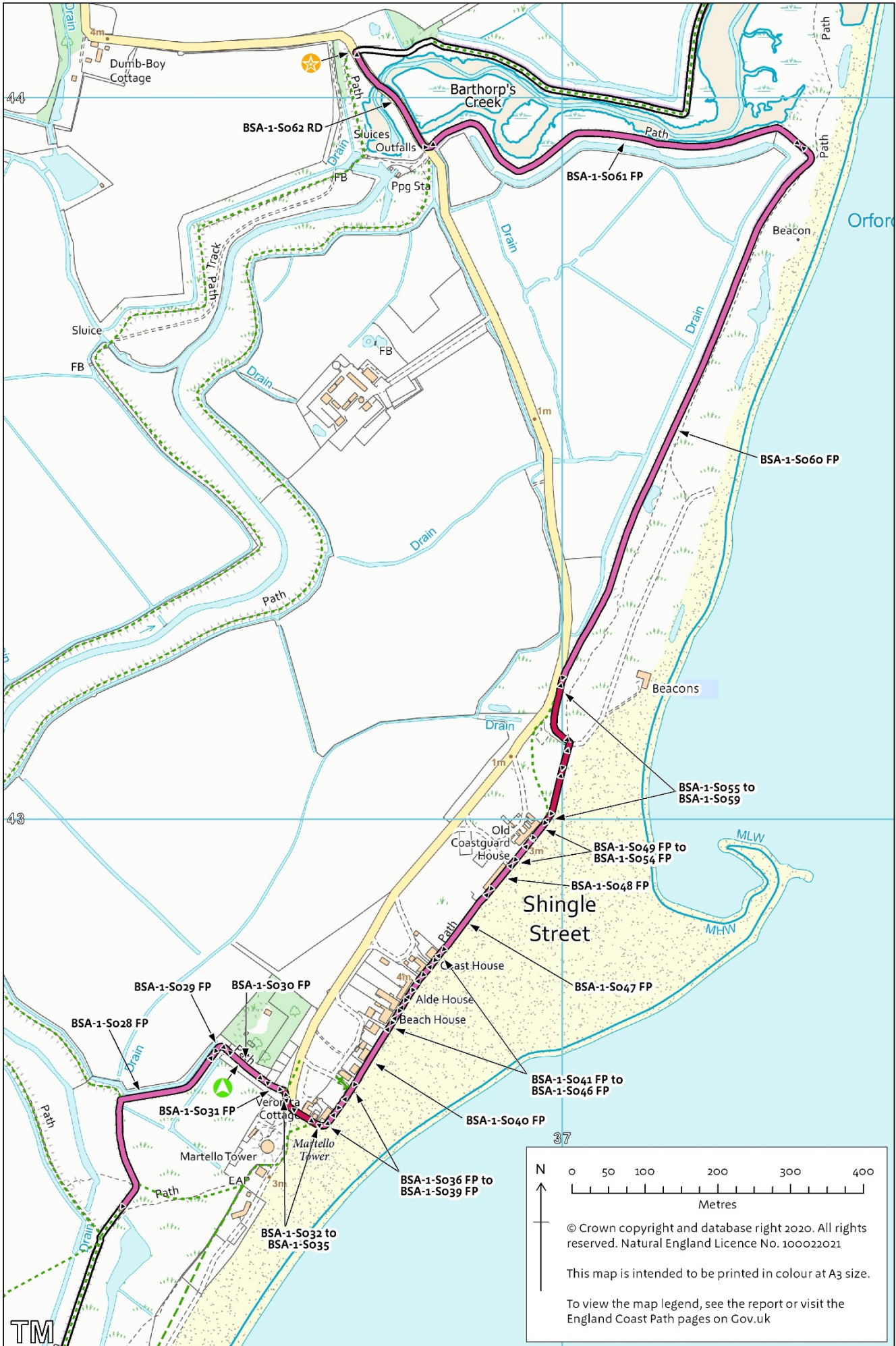


Map BSA 1c - Beach Lane (track) to Martello Tower, Shingle Street

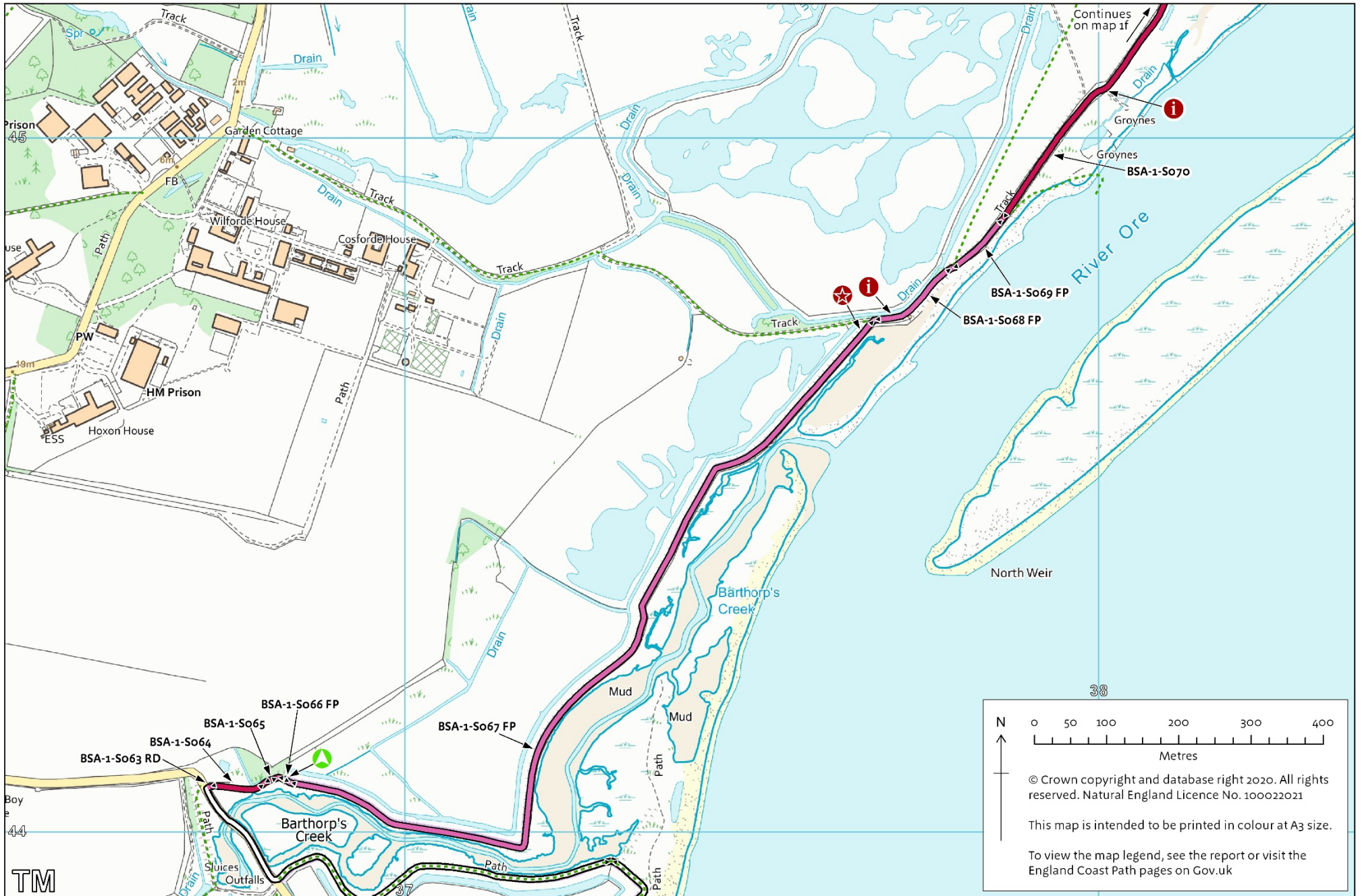
Map BSA 1c - Beach Lane (track) to Martello Tower, Shingle Street



Map BSA 1d - Martello Tower, Shingle Street to Barthorp's Creek

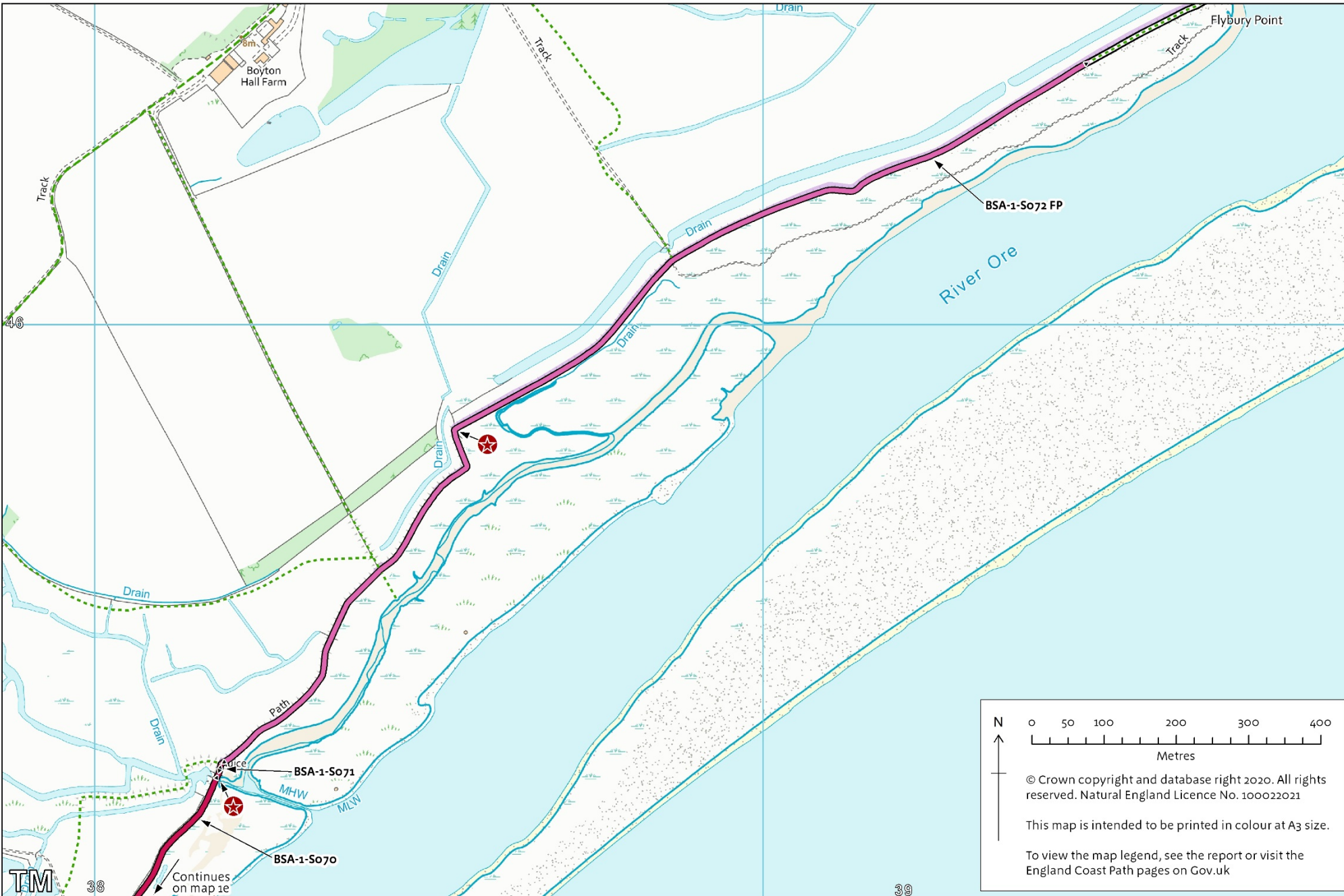


Map BSA 1e - Barthorp's Creek to River Ore



Map BSA 1e - Barthorp's Creek to River Ore

Map BSA 1f - River Ore to Flybury Point



Map BSA 1f - River Ore to Flybury Point

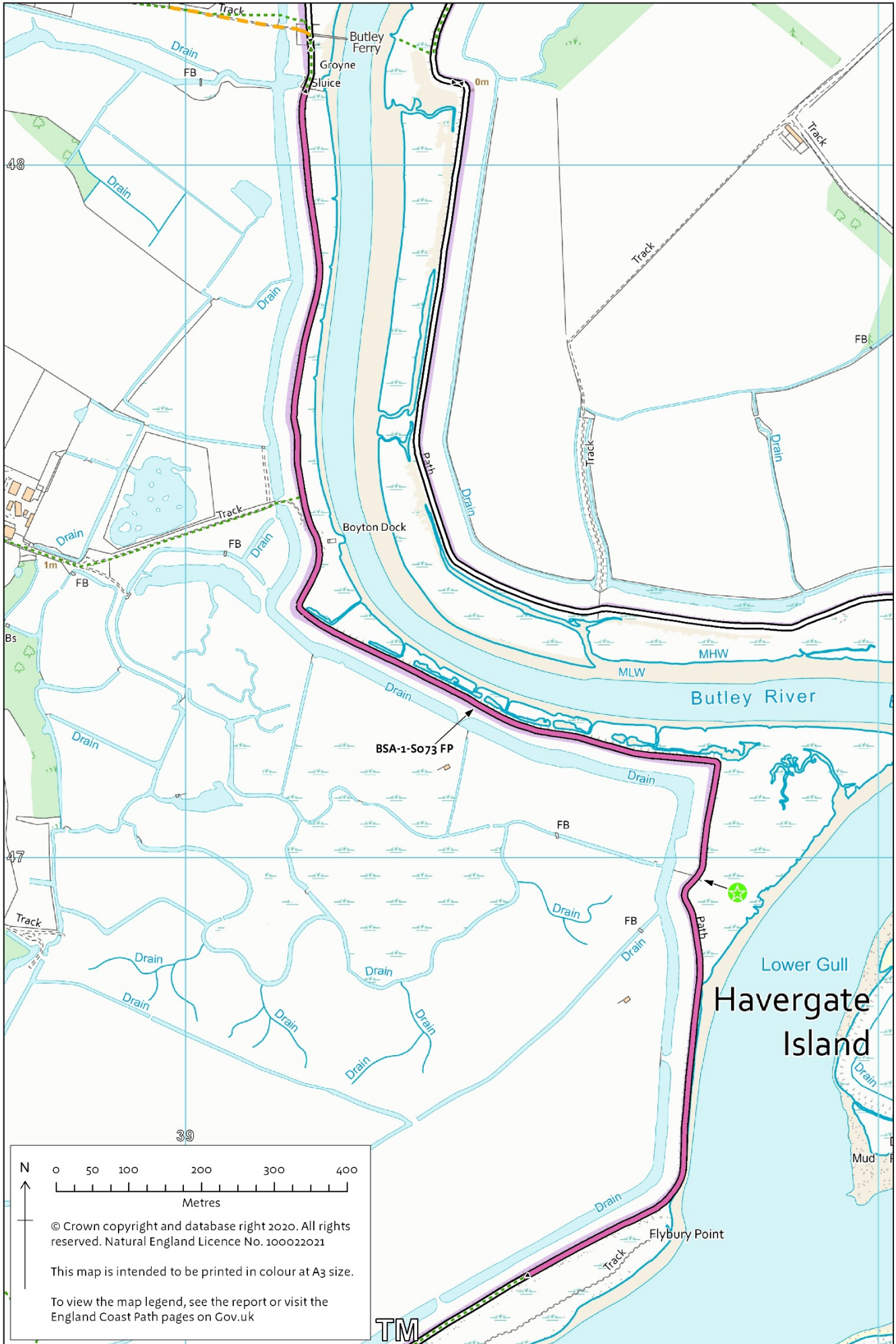
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map BSA E1:

Directions to exclude/restrict access - as proposed for area covered by Report BSA1

Map BSA E1: Directions to exclude/restrict access - as proposed for area covered by Report BSA1

