



# England Coast Path Stretch: Bawdsey to Aldeburgh

## Report BSA 4: Ferry Lane (track) to Hazlewood Marshes car park

### Part 4.1: Introduction

Start Point:	Ferry Lane (Grid reference: TM 4325 5522)
End Point:	Hazlewood Marshes car park (Grid reference: TM 4427 5819)
Relevant Maps:	BSA 4a to BSA 4h

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

4.1.2 This report covers length BSA 4 of the stretch, which is the coast between Ferry Lane (track) and Hazlewood Marshes car park. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 4.2: Proposals Narrative

### The trail:

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

4.2.1 There are sections that are close to the coast but in some places the route is a distance inland for various reasons including the conclusion of the Habitats Regulations Assessment (HRA) requirement to avoid disturbance to the internationally important wildlife and in other areas the unavailability of a more coastal route due to excepted or restricted land.

4.2.2 Includes one section of new path at Iken Cliff. See map 4d and associated tables below for details.

4.2.3 Is aligned on the foreshore in one location at Iken Cliff.

4.2.4 Follows a route similar to the existing Sailors' Path and Suffolk Coast Path but departs from this in order to take the trail closer to the coast where possible.

### Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

4.2.5 The following designated sites affect this length of coast:

- Alde-Ore Estuary Special Protection Area (SPA)
- Alde-Ore and Butley Estuaries Special Area of Conservation (SAC)
- Alde-Ore Estuary Ramsar
- Snape Warren Site of Special Scientific Interest (SSSI)
- Alde-Ore Estuary SSSI

Map C in the Overview shows the extent of designated areas listed

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

#### 4.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
<b>BSA 4b and 4c</b>	BSA-4-S004 to BSA-4-S015	<ul style="list-style-type: none"><li>■ Access onto the bank is excluded all year round. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. See map E4 and also map E in the Overview and</li></ul>	To prevent disturbance of breeding and passage birds by recreational users.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		the HRA accompanying this report for further detail.	
<b>BSA 4a and 4b</b>	BSA-4-S004 to BSA-4-S014	<ul style="list-style-type: none"> <li>Access onto marshes at Stanny House Farm is excluded all year round. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. See map E4 and also map E in the Overview and the HRA accompanying this report for further detail.</li> </ul>	To prevent disturbance of breeding and passage birds by recreational users.
<b>BSA 4a and 4c</b>	BSA-4-S004FP BSA-4-S015/S016	<p>In addition, we will install:</p> <ul style="list-style-type: none"> <li>Information boards at Short Reach and Church Lane will inform visitors of the exclusion on the sea bank.</li> </ul>	
<b>BSA 4d and 4e</b>	BSA-4-S016 BSA-4-S037 BSA-4-S056	<ul style="list-style-type: none"> <li>Around the Alde Ore Estuary we propose to install a set of interpretation panels which will complement each other and emphasise that the whole of the Estuary contains special wildlife interest.</li> </ul> <p>The interpretation panels will be placed in locations likely to be seen by visitors to the area. We propose that one panel is placed either end of the Iken Cliff section, i.e. on the Public Right of Way PRow near to Church Farm, and one at the Iken Cliffs car park. A further sign will be placed at Snape Bridge.</p> <p>In addition, interpretation panels at either end of the Iken Cliff section (i.e. on the PRow near to Church Farm, and one at the Iken Cliffs car park) will promote</p>	<p>These panels will serve to inform walkers of the presence of bird species and ask that walkers minimise disturbance to birds.</p> <p>In support of the HRA</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		positive visitor behaviours requesting that owners prevent dogs from entering the water or to chase bird interest.	
<b>BSA 4d</b>	BSA-4-S027 BSA-4-S029 BSA-4-S037	<ul style="list-style-type: none"> <li>We propose to prevent and deter access into the reedbeds that are between the footpath and the saltmarsh at the Iken Cliffs via the placement of brash piles, which will block the worn routes into the reedbeds and allow these plants to recover. The Suffolk Wildlife Trust will source the brash and determine the most appropriate locations at the time of establishment.</li> </ul>	To reduce disturbance to birds created by access through the reedbed.
<b>BSA 4f</b>	BSA-4-S064 to BSA-4-S068	<ul style="list-style-type: none"> <li>Access to grazing marsh in the margin will be excluded all year at New England Farm, adjacent to route sections BSA-4-S064 to BSA-4-S068. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect narrow mouth whorl snails and their habitat from trampling, and to protect passage and wintering birds from disturbance. See map E4 in the Overview and the Habitat Regulations Assessment accompanying this report for further detail.</li> </ul>	<p>To prevent trampling of the snails and their tussocky grass habitat.</p> <p>Additionally, to prevent disturbance to internationally protected birds that regularly use the intertidal area and adjacent marsh for feeding and roosting during the winter and passage periods.</p>

4.2.7 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.

In respect of cultural heritage, we have taken advice from Historic England and Suffolk County Council Archaeological Service before confirming this conclusion.

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

### Accessibility:

4.2.8 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 path along the top of banks and field edges;
- At Short Reach Iken (BSA-4-S004) it would be necessary to ascend/descend the bank.
- The foreshore section at Iken Cliff is sandy and may occasionally be shallowly covered at very high tides

4.2.9 Around Iken the existing gates/stiles will be replaced/improved, so as to make them 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:

4.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the River Alde and the River Ore, including Short Reach and Cliff Reach, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of those rivers as far as Snape Bridge as indicated by the extent of the trail shown on maps BSA 4e and BSA 4f.

**See part 5 of the Overview for a detailed analysis of the options considered for the Alde & Ore Estuary and our resulting proposals.**

4.2.11 **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 4.3.1 below.

4.2.12 At sections BSA-4-S065 and BSA-4-S066, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. This is already open access land under part 1 of CROW. The owner of this land is content for us to propose this.

4.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 4.3.1] explaining what this means in practice.

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

## Restrictions and exclusions:

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

### *Exclusion of access to the saltmarsh/flat.*

Access to the saltmarsh and flats in the coastal margin between Ferry Lane (track) and Hazlewood Marshes, seaward of route sections BSA-4-S001 to BSA-4-S088, 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 E4 for further detail.

Most of the saltmarsh on the Alde-Ore Estuary is subject to regular tidal inundation, and is generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers. The area of flat on the Alde-Ore Estuary is 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 for recreational access, including the beach area at Iken Cliffs, are not excluded under Section 25A.

Hazlewood Marshes on the River Alde breached during a tidal surge in 2013 and is now regularly inundated with large areas of transitional mud developing into saltmarsh. Our assessment is that the bare mud combined with the network of drains across the site make this area unsuitable for new coastal access rights.

Access to the coastal margin on Iken sea wall and on marshes at Stanny Farm will be excluded year round, seaward of route sections BSA-4-S004 to BSA-4-S015. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect passage, wintering and breeding birds from disturbance. The exclusion will not affect the route. See map E4 and the Habitat Regulations Assessment accompanying this report for further detail.

Internationally protected birds, notably aggregations of non-breeding birds including avocet, redshank, shelduck, teal and wigeon, regularly use adjacent land for feeding and roosting during the winter and passage periods, and the adjacent land also provides habitat for breeding avocet and marsh harrier. The Habitat Regulations Assessment concluded that allowing access to the trail on top of the seawall and on the adjacent marshes during the winter, passage and breeding periods would cause a significant effect by disturbing the internationally protected birds using the River Alde and adjacent land.

Access to the coastal margin will be excluded all year round on grazing land at Hill Farm, seaward of route section BSA-4-S015. This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) to protect farm biosecurity for rare breed cattle. This exclusion will not affect the route. See map E4 for further detail.

The Yarn Hill herd of Lincoln Red cattle is listed as a vulnerable breed by the Rare Breeds Survival Trust. To maintain existing biosecurity management on the land at Hill Farm we will exclude new coastal access rights on the land where they graze within the margin.

Access to the margin at The Anchorage farm, seaward of route section BSA-4-S015, will be restricted as follows:

- dogs will be excluded from 1 August to 1 February each year; and
- people will be excluded for up to 12 days from 1 September to 1 February each year.

This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) for the purpose of land management. See map E4 for further detail.

The proposed route is adjacent to land holding released game birds. To avoid disturbance and ensure the game birds become habituated to the site, dogs will be excluded from the period of release until the end of the shooting season each year. To avoid disruption to shooting activity during the open season, people will be excluded on the day of the shoot.

Access to grazing marsh in the margin will be excluded all year at New England Farm, adjacent to route sections BSA-4-S064 to BSA-4-S068. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect narrow mouth whorl snails and their habitat from trampling, and to protect passage and wintering birds from disturbance. See map E4 in the Overview and the Habitat Regulations Assessment accompanying this report for further detail.

The narrow mouth whorl snail is an internationally protected species (listed on Annex II of the Habitats Directive). The Habitat Regulations Assessment concluded that allowing access all year to the grazing marsh seaward of the trail would cause a significant effect by trampling the snails and their tussocky grass habitat. Additionally, internationally protected birds, notably aggregations of non-breeding birds including redshank, curlew, black-tailed godwit and avocet, regularly use the intertidal area and adjacent marsh for feeding and roosting during the winter and passage periods. The Habitat Regulations Assessment concluded that allowing access during this period would cause a significant effect by disturbing the birds.

4.2.15 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.

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

4.2.17 The directions we give are intended to avoid any new public rights being created over the area in question in view of 1) the difficult terrain of mudflats and saltmarsh, 2) the risk of disturbance to internationally protected birds, 3) the risk of trampling of internationally protected snails and their habitat, 4) the biosecurity management at Hill Farm and 5) the game bird management and shooting activity at The Anchorage.

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

## Coastal erosion

4.2.18 **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.

4.2.19 Column 4 of tables 4.3.1 and 4.3.2 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 4a to BSA 4h as the proposed route of the trail.

4.2.20 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:

4.2.21 We are aware of the potential development of a ferry between Orford Quay and Slaughden. Should a ferry service become available in the future then Natural England will review its trail alignment and if appropriate will prepare a variation report to the Secretary of State. 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:

4.2.22 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.

The trail would mainly use existing paths.

4.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £40,000 and is informed by:

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

4.2.24 There are six main elements to the overall cost:

- A significant number of new information signs will be needed on the trail,



- New directional signage will be needed.
- Placement of brush is needed to prevent access into areas of reedbed that have been identified in the HRA
- New fencing
- The surfaces 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 improvements are needed. More significant items of establishment works are shown on the relevant maps accompanying this report.
- Some new gates are needed as well as changes to existing items.

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	£18,000
Directional signage	£2,000
Reedbed management	£3,000
Fencing	£5,000
Surfacing and clearance works	£5,000
Gates/stiles/steps etc	£1,000
Project management	£6,000

**Total** **£40,000 (Exclusive of any VAT payable)**

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

**Maintenance of the trail:**

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

4.2.27 We estimate that the annual cost to maintain the trail will be £7,870.71 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

## Part 4.3: Proposals Tables

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

### 4.3.1 Section Details: Maps BSA 4a to BSA 4h - Ferry Lane (track) and Hazlewood Marshes car park

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2: 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 4.3.4’ 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 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 4a	BSA-4-S001 FP to BSA-4-S002 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4a	BSA-4-S003 FP	Public footpath	Yes - See table 4.3.4	Yes - bank			
BSA 4b	BSA-4-S004 FP	Public footpath	Yes - See table 4.3.4	Yes - bank			
BSA 4b	BSA-4-S005 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4b	BSA-4-S006 FP	Public footpath	Yes - See table 4.3.4	No	Edge of bridge	Clarity and cohesion	
BSA 4b	BSA-4-S007 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4b	BSA-4-S008 FP	Public footpath	Yes - See table 4.3.4	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 4b	BSA-4-S009	Other existing walked route	Yes - See table 4.3.4	No			
BSA 4b	BSA-4-S010 FP	Public footpath	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
BSA 4b	BSA-4-S011	Other existing walked route	Yes - See table 4.3.4	No			
BSA 4b	BSA-4-S012 FP	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4b	BSA-4-S013 FP	Public footpath	Yes - See table 4.3.4	No	Edge of track	Clarity and cohesion	
BSA 4b	BSA-4-S014	Other existing walked route	Yes - See table 4.3.4	No	Edge of track	Clarity and cohesion	
BSA 4b	BSA-4-S015 RD	Public highway (road)	Yes - See table 4.3.4	No	Various	Clarity and cohesion	Mainly hedge or fence – to seaward edge of the verge
BSA 4c	BSA-4-S015 RD cont'd	Public highway (road)	Yes - See table 4.3.4	No	Various	Clarity and cohesion	Mainly hedge or fence - to seaward edge of the verge
BSA 4d	BSA-4-S016 RD	Public highway (road)	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4d	BSA-4-S017 FP	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4d	BSA-4-S018	Other existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4d	BSA-4-S019	Not an existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4d	BSA-4-S020 FP to BSA-4-S022 FP	Public footpath	Yes - See table 4.3.4	No	Various	Clarity and cohesion	Mainly bank, hedge or fence
BSA 4d	BSA-4-S023	Other existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4d	BSA-4-S024 FP to BSA-4-S027 FP	Public footpath	Yes - See table 4.3.4	No	Fence 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
BSA 4d	BSA-4-S028 FP to BSA-4-S032 FP	Public footpath	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
BSA 4d	BSA-4-S033 BY	Byway	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
BSA 4d	BSA-4-S034	Other existing walked route	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
BSA 4e	BSA-4-S035	Other existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4e	BSA-4-S036 FP	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
BSA 4e	BSA-4-S037	Other existing walked route	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S038 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S039 FP	Public footpath	Yes - See table 4.3.4	No	Edge of path	Clarity and cohesion	
BSA 4e	BSA-4-S040 FP	Public footpath	Yes - See table 4.3.4	No	Edge of boardwalk	Clarity and cohesion	
BSA 4e	BSA-4-S041 FP	Public footpath	Yes - See table 4.3.4	No	Edge of bridge	Clarity and cohesion	
BSA 4e	BSA-4-S042 FP	Public footpath	Yes - See table 4.3.4	No	Edge of boardwalk	Clarity and cohesion	
BSA 4e	BSA-4-S043 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S044 FP	Public footpath	Yes - See table 4.3.4	No	Edge of boardwalk	Clarity and cohesion	
BSA 4e	BSA-4-S045 FP	Public footpath	Yes - See table 4.3.4	No	Edge of bridge	Clarity and cohesion	
BSA 4e	BSA-4-S046 FP	Public footpath	Yes - See table 4.3.4	No	Edge of boardwalk	Clarity and cohesion	
BSA 4e	BSA-4-S047 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S048 to BSA-4-S049	Other existing walked route	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S050 RD	Public highway (road)	Yes - See table 4.3.4	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 4e	BSA-4-S051	Other existing walked route	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S052 RD	Public highway (road)	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S053 FW	Public footway (pavement)	Yes - See table 4.3.4	No	Edge of pavement	Clarity and cohesion	
BSA 4e	BSA-4-S054 RD	Public highway (road)	Yes - See table 4.3.4	No			
BSA 4e	BSA-4-S055 FW	Public footway (pavement)	Yes - See table 4.3.4	No	Edge of pavement	Clarity and cohesion	
BSA 4e	BSA-4-S056 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4f	BSA-4-S057 FP to BSA-4-S058 FP	Public footpath	Yes - See table 4.3.4	Yes - bank			
BSA 4f	BSA-4-S059 FP to BSA-4-S060 FP	Public footpath	Yes - See table 4.3.4	No			
BSA 4f	BSA-4-S061	Other existing walked route		No			
BSA 4f	BSA-4-S062	Other existing walked route		No	Fence line	Clarity and cohesion	
BSA 4f	BSA-4-S063	Other existing walked route		No			
BSA 4f	BSA-4-S064 to BSA-4-S066	Other existing walked route		No	Fence line	Clarity and cohesion	
BSA 4g	BSA-4-S067 to BSA-4-S072 FP	Public footpath		No	Fence line	Clarity and cohesion	
BSA 4g	BSA-4-S073 FP	Public footpath		No	Edge of bridge	Clarity and cohesion	
BSA 4g	BSA-4-S074 FP	Public footpath		No	Edge of boardwalk	Clarity and cohesion	
BSA 4h	BSA-4-S075 FP	Public footpath		No	Edge of bridge	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
BSA 4h	BSA-4-S076 FP	Public footpath		No	Edge of boardwalk	Clarity and cohesion	
BSA 4h	BSA-4-S077 FP	Public footpath		No	Edge of bridge	Clarity and cohesion	
BSA 4h	BSA-4-S078 FP	Public footpath		No	Edge of boardwalk	Clarity and cohesion	
BSA 4h	BSA-4-S079 FP	Public footpath		No	Edge of bridge	Clarity and cohesion	
BSA 4h	BSA-4-S080 FP	Public footpath		No	Edge of boardwalk	Clarity and cohesion	
BSA 4h	BSA-4-S081 FP	Public footpath		No	Edge of bridge	Clarity and cohesion	
BSA 4h	BSA-4-S082 FP	Public footpath		No	Fence line	Clarity and cohesion	
BSA 4h	BSA-4-S083 FP to BSA-4-S084 FP	Public footpath		No	Edge of track	Clarity and cohesion	
BSA 4h	BSA-4-S085 FP	Public footpath		No			
BSA 4h	BSA-4-S086 FP	Public footpath		No	Hedgerow	Clarity and cohesion	
BSA 4h	BSA-4-S087 FP	Public footpath		No	Edge of track	Clarity and cohesion	
BSA 4h	BSA-4-S088 FP	Public footpath		No			

### 4.3.2 Other options considered: Map(s) BSA 4a to BSA 4h - Ferry Lane to Hazlewood Marshes car park

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			We opted for the proposed route because:
BSA 4b to BSA 4c	BSA-4-S004 to BSA-4-S013	We considered aligning the trail along the flood bank at Iken	<ul style="list-style-type: none"> <li>the bank has an exclusion for nature conservation reasons due to potential bird disturbance (see 4.2.6).</li> </ul>
BSA 4e	BSA-4-S048 to BSA-4-S053	We considered aligning the trail along internal paths within the Snape Maltings complex	<ul style="list-style-type: none"> <li>it is a currently walked route, that does not go through the curtilage of buildings in Snape Maltings.</li> </ul>
BSA 4f and 4g	BSA-4-S060 to BSA-4-S068	We considered aligning the trail along a route closer to the river at New England Farm	<ul style="list-style-type: none"> <li>the area has an exclusion for nature conservation reasons (see 4.2.6).</li> </ul>
BSA 4f	BSA-4-S060 to BSA-4-S066	We considered aligning the trail within the Snape Warren RSPB reserve	<ul style="list-style-type: none"> <li>there is an increased risk of disturbance to birds.</li> </ul>
BSA 4g to BA 4h	BSA-4-S069 to BSA-4-S080	We considered aligning the trail along a route closer to the river at Black Heath Wood	<ul style="list-style-type: none"> <li>the route was not direct in linking to adjacent areas, it would be affected by tides and within the curtilage of properties.</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.

### 4.3.3 Roll-back implementation – more complex situations: Map(s) BSA 4a to BSA 4h - Ferry Lane (track) to Hazlewood Marshes car park

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
BSA 4d to 4h	BSA-4-S017 to BSA-4-S049  BSA-4-S056 to BSA-4-S060	Marshes, grazing marshes, arable fields, low-lying coast	<p>Parts of the trail in this report are aligned on low-lying land or closely linked to such sections. If areas were to become unusable as the trail as a result of, for example, coastal processes, we would need to find a new alignment for the trail.</p> <p>If it is no longer possible to find a viable route seaward of any excepted land such as buildings, curtilage, gardens, etc. we would choose a route landward of it following discussions with any potentially affected owners and occupiers and relevant experts.</p> <p>If the existing sea bank is breached or is no longer viable as a walking route, the trail is likely to be adjusted to follow any new flood bank, or coastal defences.</p> <p>Any new route would seek to achieve a fair balance between various interests at any location.</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 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
BSA 4a	Ferry Lane (track) to Footbridge at Short Reach
BSA 4b	Footbridge at Short Reach to Redland's Covert
BSA 4c	Redland's Covert to Church Corner, Iken
BSA 4d	Church Corner, Iken to Iken Cliff
BSA 4e	Iken Cliff to Snape Bridge
BSA 4f	Snape Bridge to Black Heath Wood
BSA 4g	Black Heath Wood
BSA 4h	Black Heath Wood to Hazlewood Marshes Car Park
BSA E4	Map BSA E4: Directions to exclude/restrict access - as proposed for area covered by Report BSA 4 – S24, S25A and S26(3)(a) 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

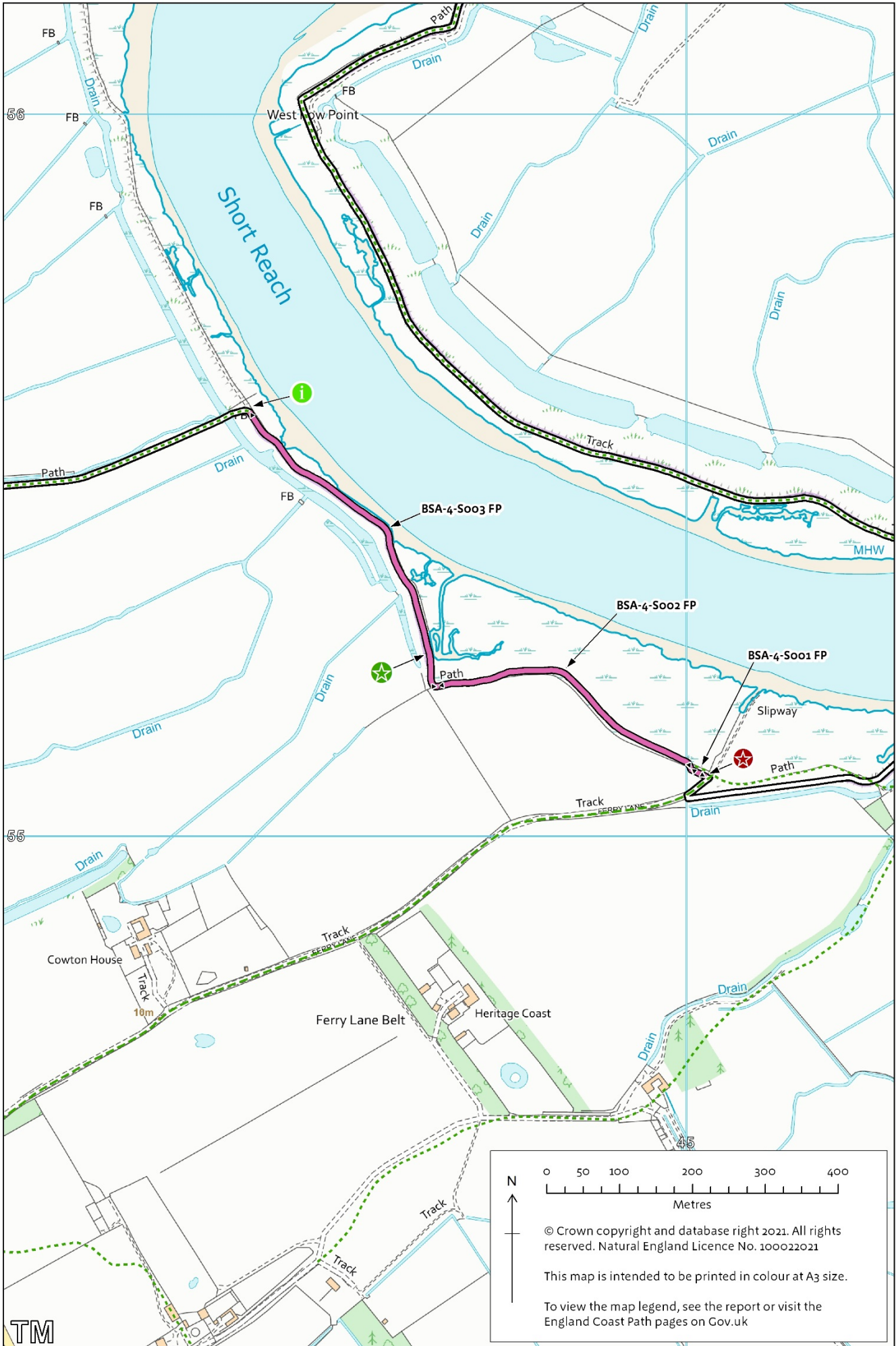
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

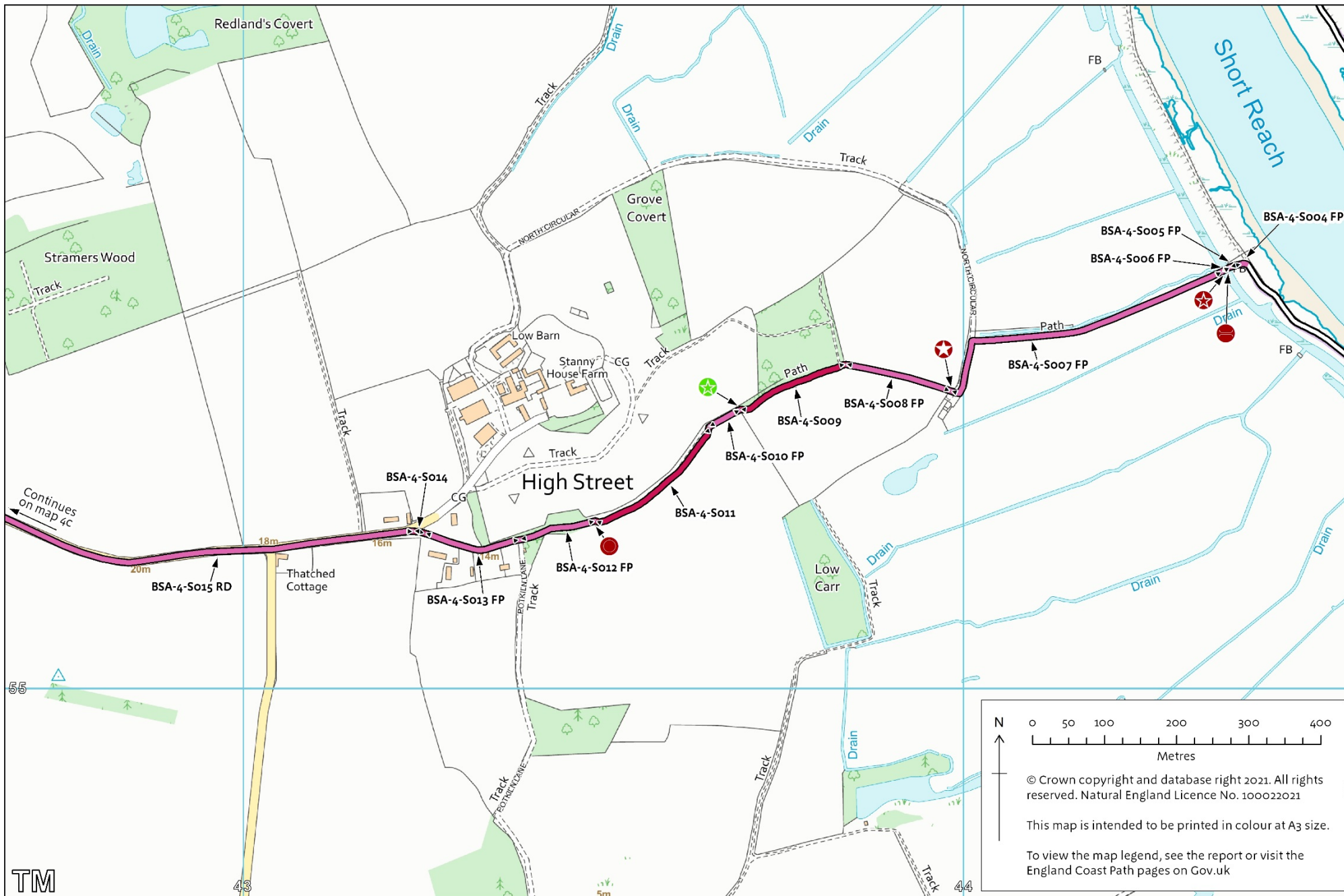
\* Please note that the items in this legend may not all be present on an individual map or report.

**Map BSA 4a - Ferry Lane (track) to footbridge at Short Reach**

Map BSA 4a - Ferry Lane (track) to footbridge at Short Reach



**Map BSA 4b - Footbridge at Short Reach to Church Corner, Iken (East)**



Map BSA 4b - Footbridge at Short Reach to Church Corner, Iken (East)

N

0 50 100 200 300 400

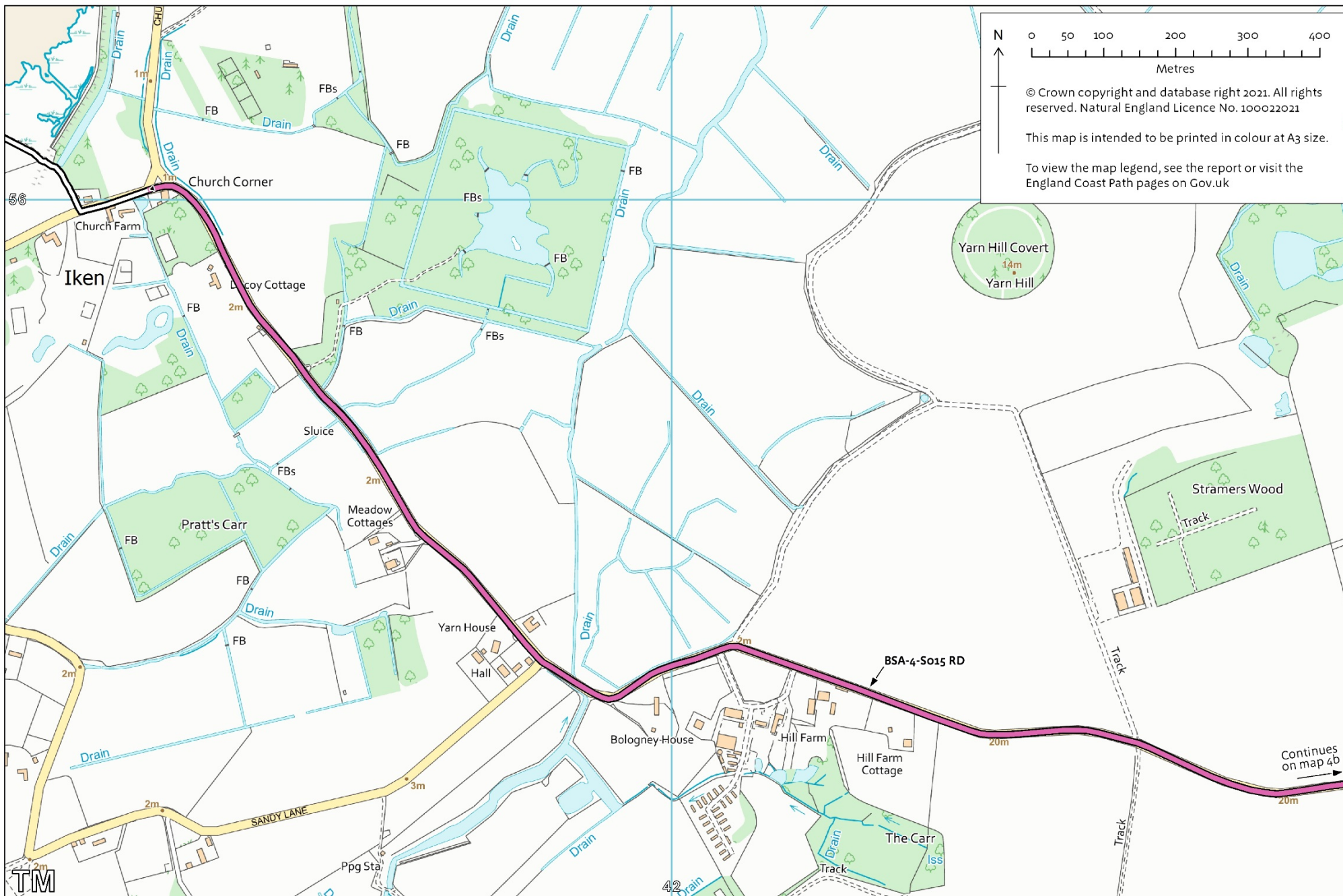
Metres

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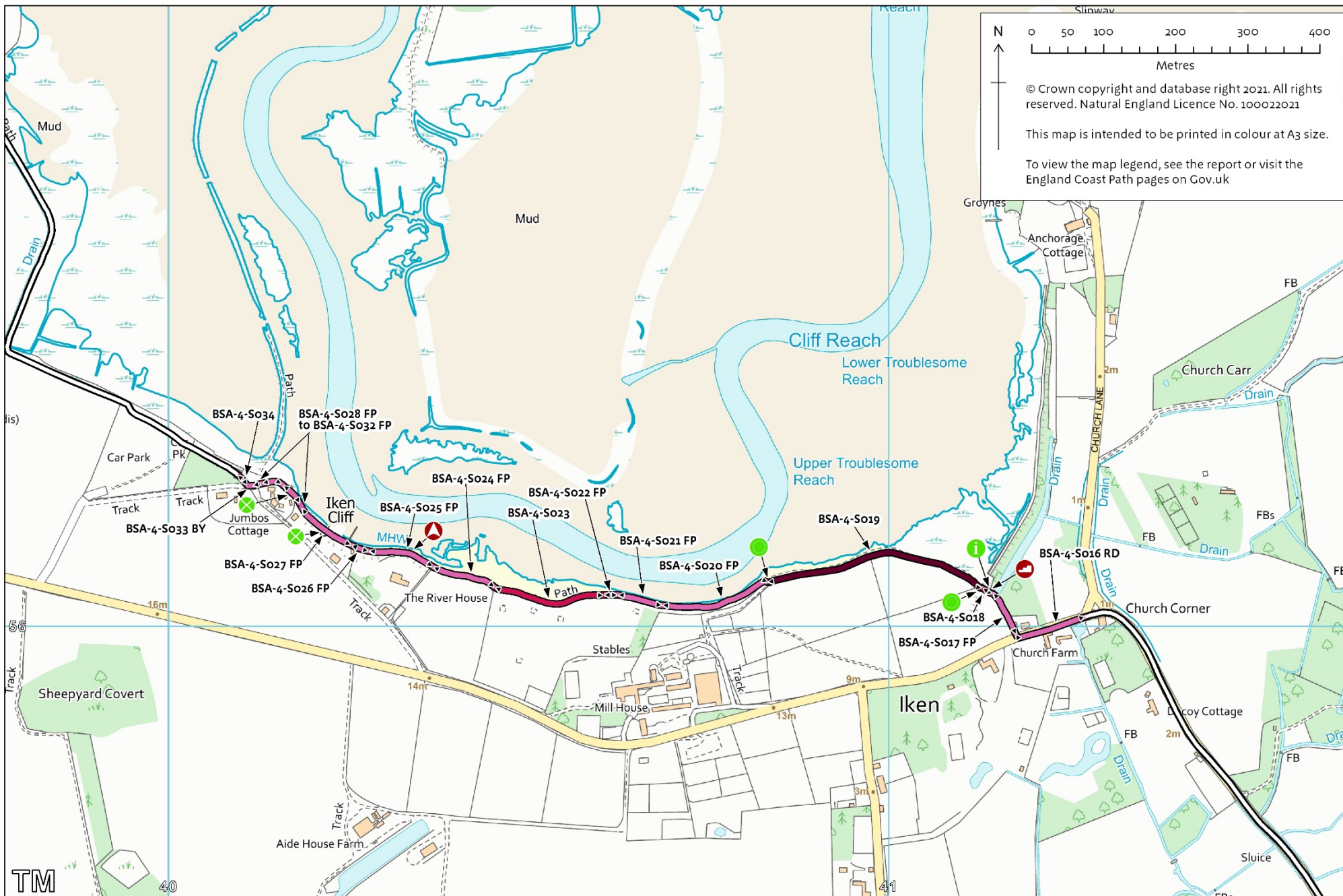
This map is intended to be printed in colour at A3 size.

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

**Map BSA 4c - Footbridge at Short Reach to Church Corner, Iken (West)**

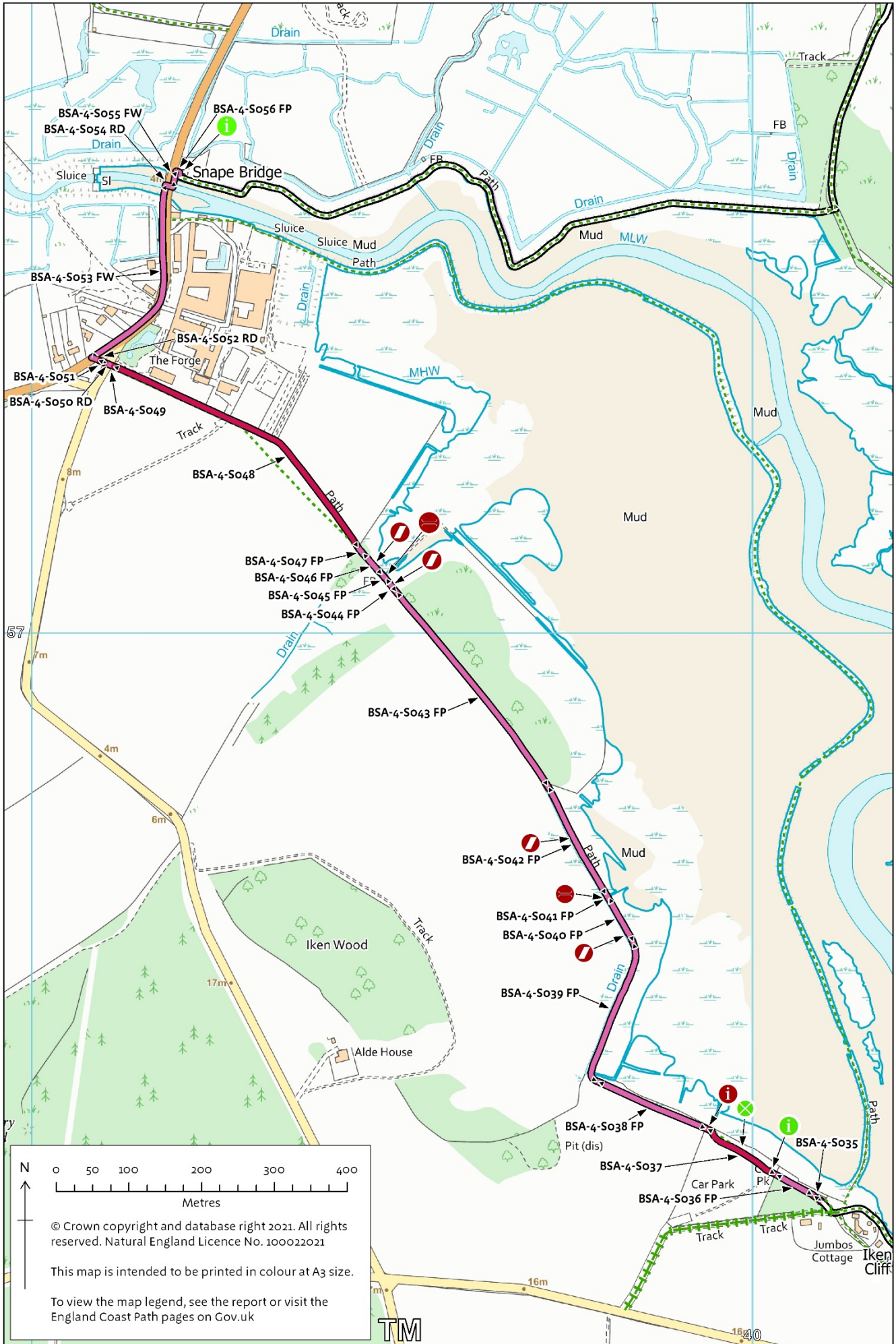


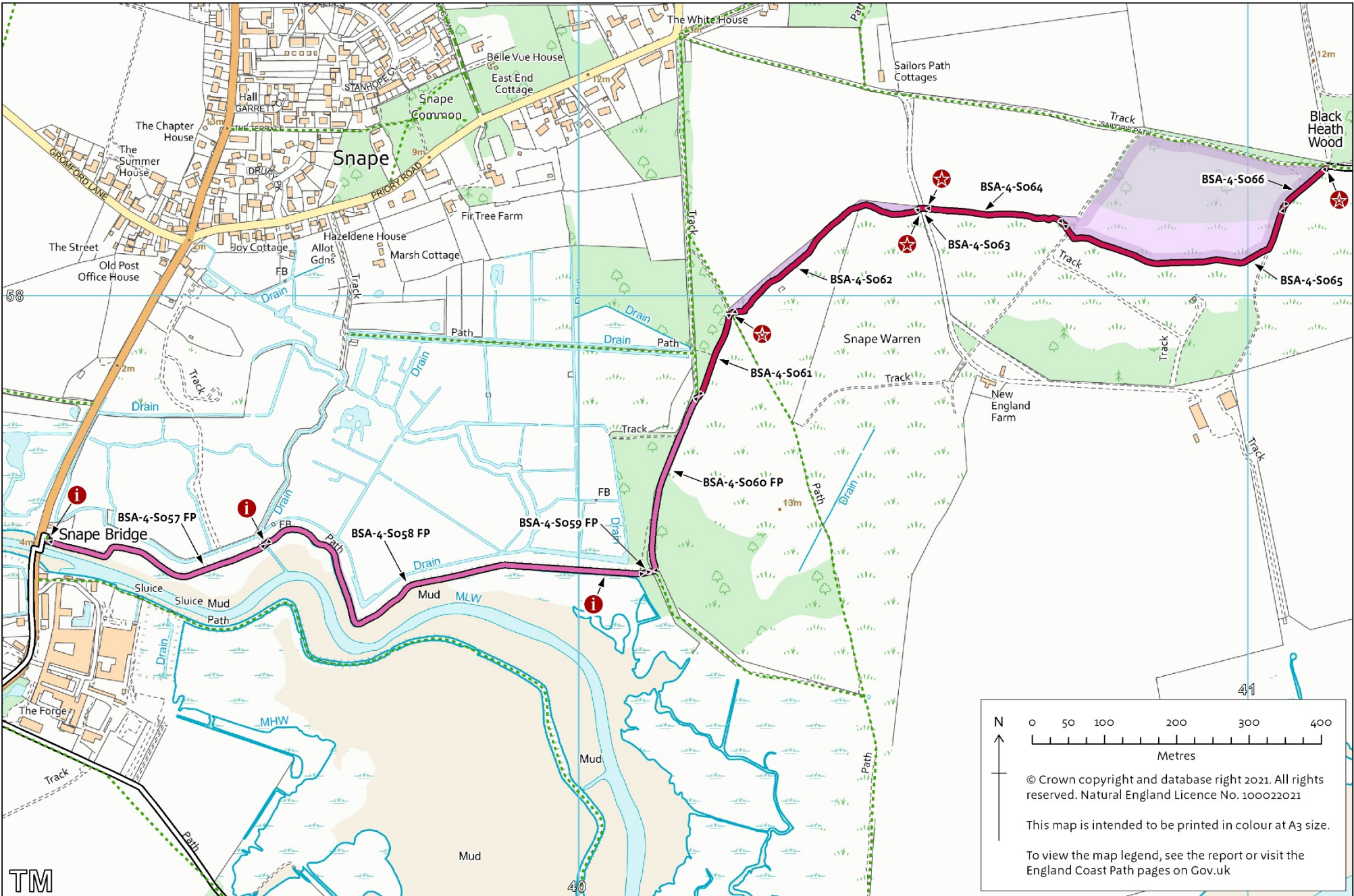
Map BSA 4c - Footbridge at Short Reach to Church Corner, Iken (West)



Map BSA 4d - Church Corner, Iken to Iken Cliff

Map BSA 4e - Iken Cliff to Snape Bridge

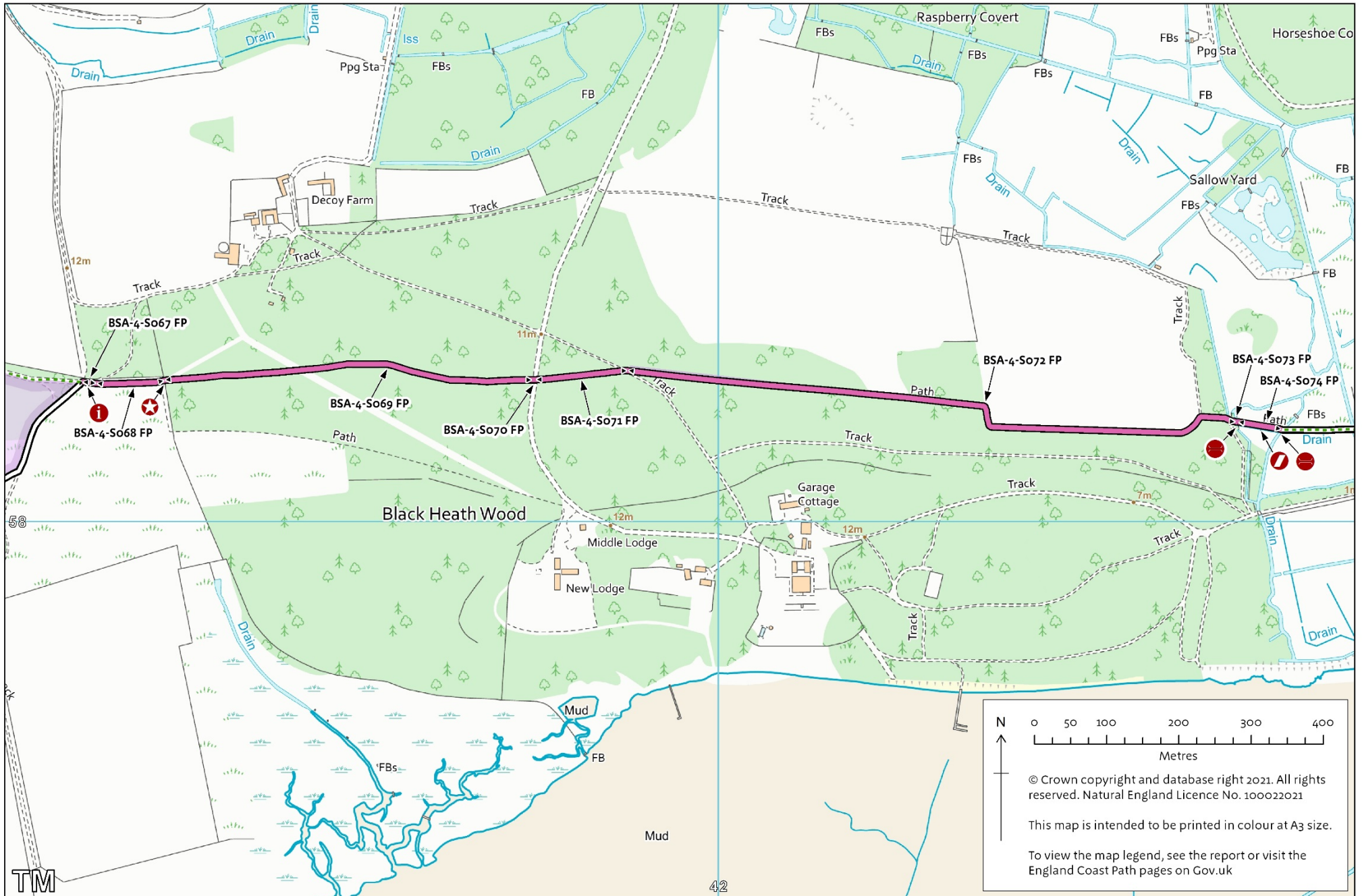




Map BSA 4f - Snape Bridge to Black Heath Wood



Map BSA 4g - Black Heath Wood



Map BSA 4g - Black Heath Wood

N  
↑

0 50 100 200 300 400  
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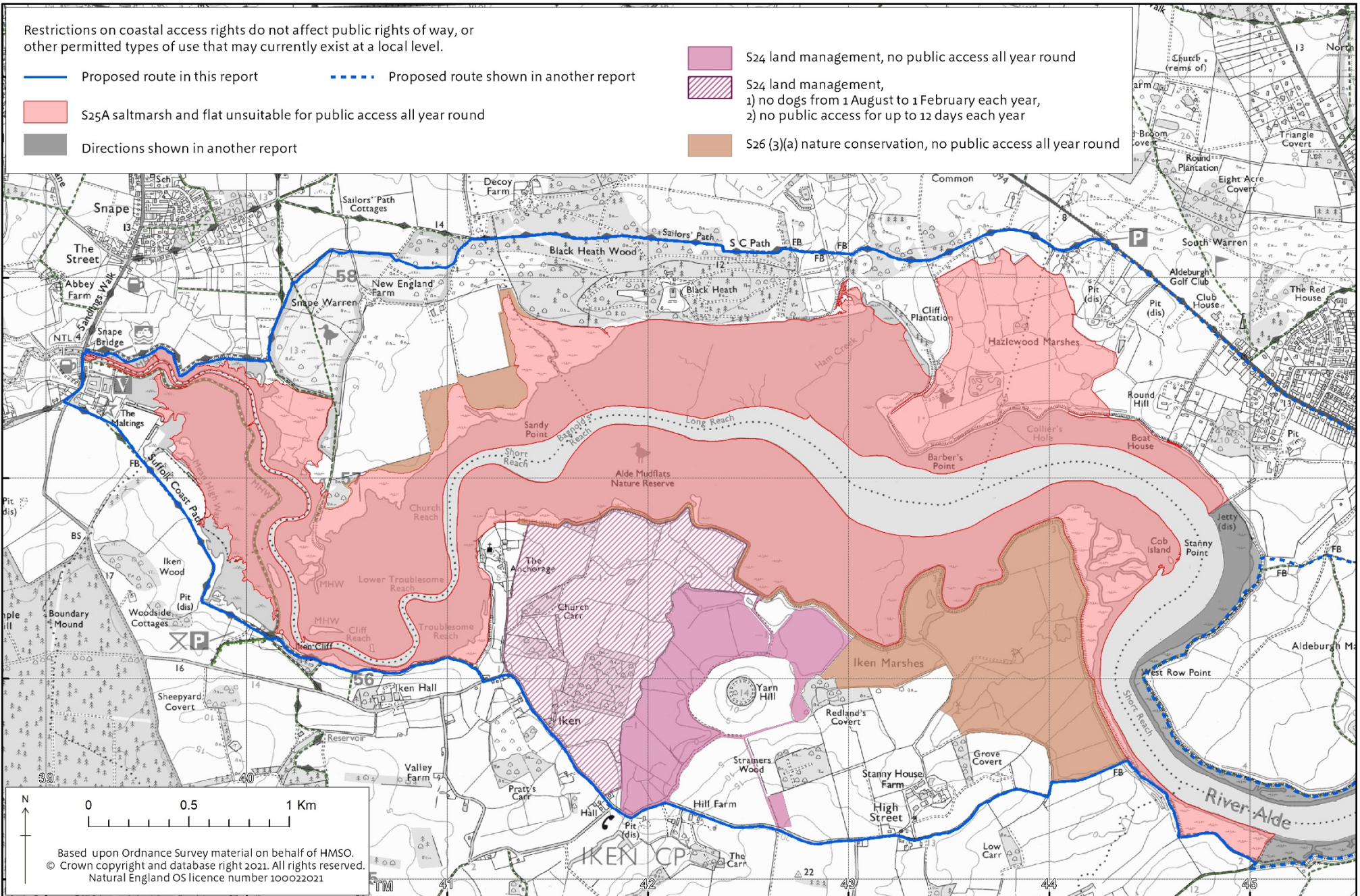
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This map is intended to be printed in colour at A3 size.

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



Map BSA E4: Directions to exclude/restrict access - as proposed for area covered by Report BSA 4



Map BSA E4: Directions to exclude/restrict access - as proposed for area covered by Report BSA 4