



# England Coast Path Stretch: Bawdsey to Aldeburgh

## Report BSA 3: Orford Quay to Ferry Lane (track)

### Part 3.1: Introduction

<b>Start Point:</b>	<b>Orford Quay (Grid reference TM 4251 4952)</b>
<b>End Point:</b>	<b>Ferry Lane (track) (Grid reference TM 4504 5509)</b>
<b>Relevant Maps:</b>	<b>BSA 3a to BSA 3d</b>

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

3.1.2 This report covers length BSA 3 of the stretch, which is the coast between Orford Quay to Ferry Lane (track). It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 3.2: Proposals Narrative

### The trail:

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

3.2.1 Mainly follows the estuary quite closely and maintains good views of the Alde-Ore Estuary and the sea beyond Orford Ness.

3.2.2 Includes two sections of new path on top of the seawall near Ferry Lane (track) on route sections BSA-3-S017 to BSA-3-S018. See map BSA 3d and associated tables below for details.

3.2.3 Follows a route similar to the existing public footpath along the Alde-Ore Estuary, but departs from the public footpath on the river Alde between route sections BSA-3-S016 and BSA-3-S018, to be on a firmer surface on top of the seawall above the public footpaths.

### Protection of the environment:

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

3.2.4 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

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

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

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

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

### Accessibility:

3.2.7 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 top of the seawall from the edge of Quay Street in Orford to the track at Ferry Lane.
- There are structures in place to prevent the access or egress of livestock.

3.2.8 In Orford on route section BSA-3-S007, part of the existing surface will be improved with aggregate, so as to make it easier to use.

3.2.9 Between route sections BSA-3-S010 and BSA-3-S015, we will work with Suffolk County Council to replace the rambler gates with more accessible gates when they require replacement from normal wear and tear.

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

### Where we have proposed exercising statutory discretions:

3.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the 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 Snape Bridge as indicated by the extent of the trail shown on maps BSA 3a to BSA 3d and Map A2 of the Overview

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

3.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 3.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 3.3.1] explaining what this means in practice.

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

### 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.

3.2.13 Access to the saltmarsh and mudflats in the coastal margin between Orford Quay and Ferry Lane (track), seaward of route sections BSA-3-S001 to BSA-3-S019, 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 E3 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.

3.2.14 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.

The direction we give is 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

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

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

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

3.2.16 Column 4 of table 3.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps BSA 3a to BSA 3d as the proposed route of the trail.

3.2.17 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:

3.2.18 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:

3.2.19 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.

3.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £2,522 (exclusive of any VAT payable) and is informed by:

- information already held by the access authority, Suffolk County Council;

- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

3.2.21 There are two main elements to the overall cost:

- Some new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing public right of way network. Other existing signs would be retained but updated with new way marker roundels.
- 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 locations where redundant gates will be removed to provide easier access, and we will need to clear vegetation and carry out surfacing works. 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**

<b>Item</b>	<b>Cost</b>
Surfacing	£1,880
Other (signs & gates)	£313
Project management	£329
<b>Total</b>	<b>£2,522 (Exclusive of any VAT payable)</b>

3.2.22 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:**

3.2.23 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).

3.2.24 We estimate that the annual cost to maintain the trail will be £4,119.79 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

## Part 3.3: Proposals Tables

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

### 3.3.1 Section Details: Maps BSA 3a to BSA 3d - Orford Quay to Ferry Lane (track)

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 3.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 3.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
BSA 3a	BSA-3-S001*	Other existing walked route	Yes - See table 3.3.3	No	Road	Clarity and cohesion	See 3.2.11
BSA 3a	BSA-3-S002*	Public highway	Yes - See table 3.3.3	No	Road	Clarity and cohesion	See 3.2.11
BSA 3a	BSA-3-S003*	Other existing walked route	Yes - See table 3.3.3	Yes – bank			
BSA 3a	BSA-3-S004*	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3a	BSA-3-S005*	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	See 3.2.11
BSA 3a	BSA-3-S006	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	See 3.2.11

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 3a	BSA-3-S007	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	See 3.2.11
BSA 3a	BSA-3-S008	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	See 3.2.11
BSA 3a	BSA-3-S009	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	See 3.2.11
BSA 3a & 3b	BSA-3-S010	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3b	BSA-3-S011	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3b	BSA-3-S012	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3b	BSA-3-S013	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3c	BSA-3-S014	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3d	BSA-3-S015	Public footpath	Yes - See table 3.3.3	Yes – bank			
BSA 3d	BSA-3-S016*	Other existing walked route	Yes - See table 3.3.3	Yes – bank			
BSA 3d	BSA-3-S017*	Not an existing walked route	Yes - See table 3.3.3	Yes – bank			
BSA 3d	BSA-3-S018*	Not an existing walked route	Yes - See table 3.3.3	Yes – bank			
BSA 3d	BSA-3-S019	Public bridleway	Yes - See table 3.3.3	Yes – bank			

### 3.3.2 Other options considered: Maps BSA 3a to BSA 3d - Orford Quay to Ferry Lane (track)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
BSA 3a	BSA-3-S001 to BSA-3-S005	We considered aligning the trail along existing walked routes on the quay side at Orford, and then using existing walked routes along one of the two sets of steps connecting the quay side area to the seawall, either on the steps leading to BSA-3-S004 by the boat yard, or on the steps leading to BAS-3-S005 by the sailing club.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it avoids any steps, and provides a gentler gradient to ascend/descend the seawall</li> <li>■ it follows the most popular existing walked route</li> <li>■ access to the quay side area will remain available for people to use</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
BSA 3d	BSA-3-S016	We considered aligning the trail along the existing public footpath that runs across the field below the seawall, to connect with BSA-3-S017.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the estuary and maintains views of the estuary and the sea beyond Orford Ness</li> <li>■ the existing footpath remains available for use</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
BSA 3d	BSA-3-S017 to BSA-3-S018	We considered aligning the trail along the existing public footpath that runs across the edge of the saltmarsh below the seawall, to connect with the track at Ferry Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it maintains views of the estuary and the sea beyond Orford Ness</li> <li>■ it avoids the existing footpath across land that has regular inundation</li> <li>■ the existing footpath remains available for people to use</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.



### 3.3.3 Roll-back implementation – more complex situations: Maps BSA 3a to BSA 3d - Orford Quay to Ferry Lane (track)

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
BSA 3a to BSA 3d	BSA-3-S001 to BSA-3-S019	Marshes, grazing marshes, arable fields, buildings and their curtilage, designated features	<p>The majority of the trail in this report is aligned on top of the seawall. If this structure 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:</p> <ul style="list-style-type: none"> <li>■ excepted land such as buildings, curtilage and gardens,</li> <li>■ protect sites whose designated features are sensitive to public access,</li> </ul> <p>we will choose a route landward of it, 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 3.4: Proposals Maps

### 3.4.1 Map Index

Map reference	Map title
BSA 3a	Orford Quay to Town Marshes
BSA 3b	Town Marshes to Blackstakes Reach
BSA 3c	Blackstakes Reach to Pump House, Sudbourne Marshes
BSA 3d	Pump House, Sudbourne Marshes to Ferry Lane (track)
BSA E3	Directions to exclude/restrict access - as proposed for area covered by Report BSA3

## 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

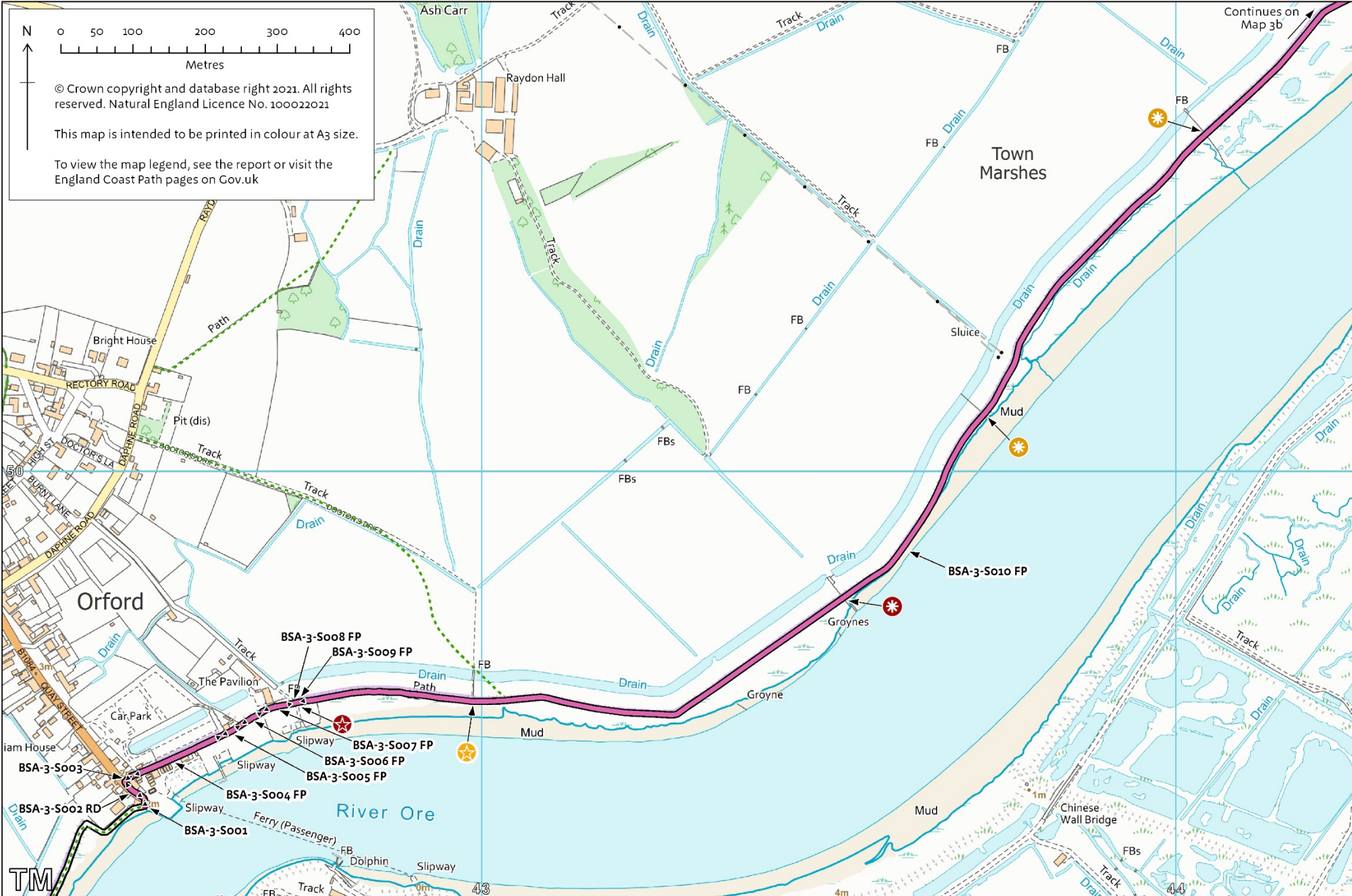
### Infrastructure status

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.

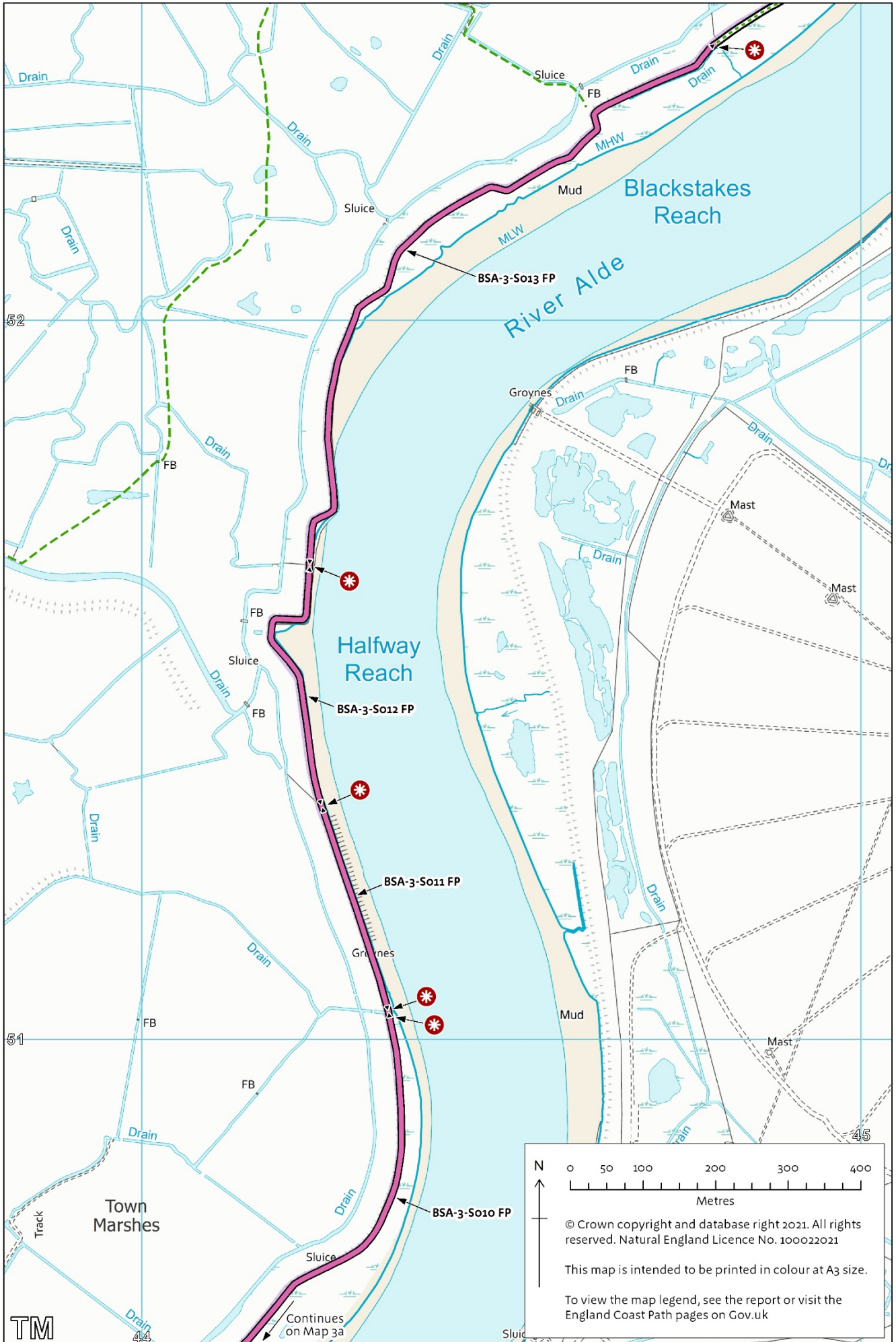
Map BSA 3a - Orford Quay to Town Marshes



Map BSA 3a - Orford Quay to Town Marshes

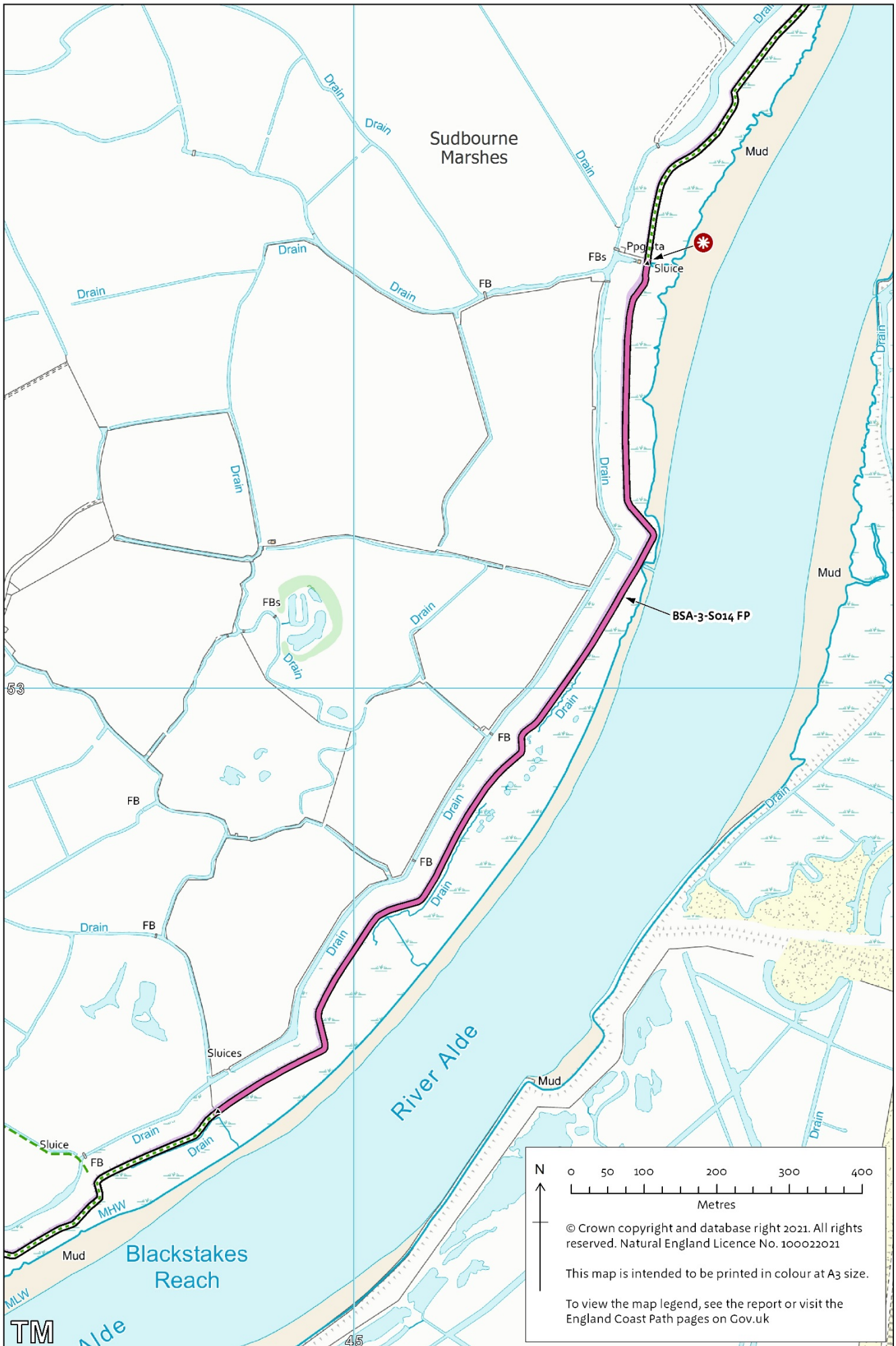
**Map BSA 3b - Town Marshes to Blackstakes Reach**

Map BSA 3b - Town Marshes to Blackstakes Reach



**Map BSA 3c - Blackstakes Reach to Pump House, Sudbourne Marshes**

Map BSA 3c - Blackstakes Reach to Pump House, Sudbourne Marshes



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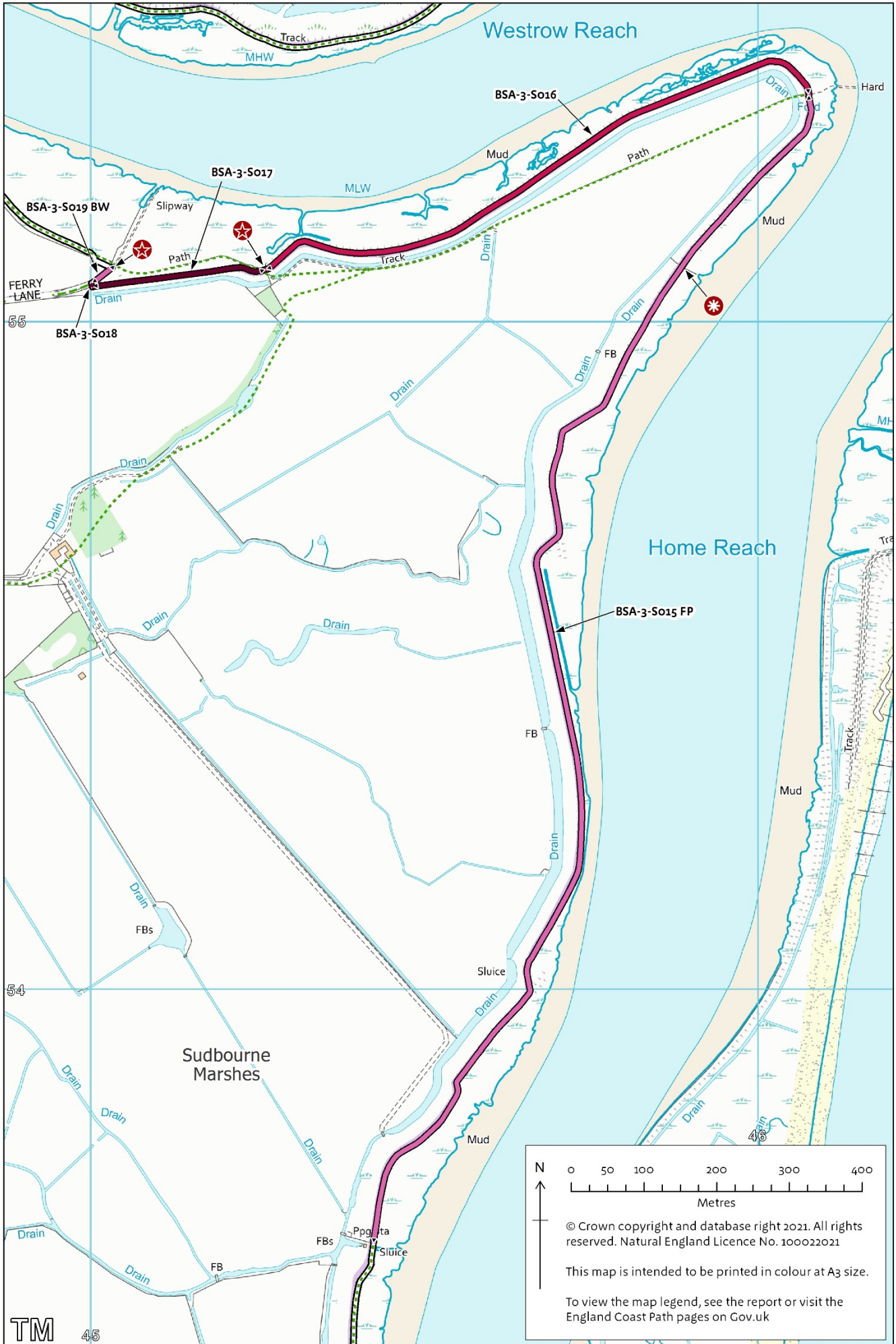
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This map is intended to be printed in colour at A3 size.

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

**Map BSA 3d - Pump House, Sudbourne Marshes to Ferry Lane (track)**

Map BSA 3d - Pump House, Sudbourne Marshes to Ferry Lane (track)



**Map BSA E3:**

**Directions to exclude/restrict access - as proposed for area covered by Report BSA3**

Map BSA E3: Directions to exclude/restrict access - as proposed for area covered by Report BSA3

