

Chapter 1:

Hopton-on-Sea to Great Yarmouth

Coastal Access: Hopton-on-Sea to Sea Palling - Natural England's Proposals

Part 1.1: Introduction

Start Point:	Beach Road, Hopton-on-Sea (grid reference:TM5359 9962)
End Point:	Britannia Pier, Great Yarmouth (grid reference:TG5320 0772)
Relevant Maps:	1a to 1f

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Follows existing paths, pavements and promenades through Gorleston and Great Yarmouth, as shown on maps 1c to 1f.
- 1.1.2 Follows the beach between Hopton-on-Sea and Gorleston Cliffs, as shown on maps 1a and 1b. This part of the trail features an optional alternative route, the reason for which is explained in paragraphs 1.1.7 to 1.1.8.
- 1.1.3 Where possible follows the coastline and estuary quite closely and maintains good views of the sea except in some urban parts of Great Yarmouth.
- 1.1.4 In one area a significant detour away from the sea is necessary to take the trail through Great Yarmouth from Haven Bridge on the River Yare to the open coast.
- 1.1.5 The small park areas called Williamson's Lookout in Gorleston and North Beach (Anchor) Gardens in Great Yarmouth are owned by Great Yarmouth Borough Council, which currently permits access to them on foot. Because the legislation treats public gardens as excepted land, which the trail would not be able to pass through, the Council has made an undertaking to dedicate a route through them for access in perpetuity. Dedication will remove excepted land status along the line of the route in order that it may be included as part of the proposed route of the trail (see glossary entry for 'dedication' in the Overview).

Accessibility:

- 1.1.6 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced paths wherever these meet the criteria in the Coastal Access Scheme. But:
 - It includes steps over seawalls in several locations in Gorleston to remain close to the sea, as shown on map 1d. It is possible to bypass the steps in these places using nearby pavements or roads.
 - It follows the beach from Beach Road in Hopton-on-Sea (map 1a) to Gorleston Cliffs (map 1b).
- 1.1.7 In certain tide and weather conditions it may not be possible to walk along the beach between Beach

Road and Gorleston Cliffs. At such times we propose that an optional alternative route should be available, following route section numbers HSP-1-A001 to HSP-1-A006 as shown on map 1a. Part of this route is through Hopton Holiday Village and has been proposed with the landowner's agreement.

- 1.1.8 The optional alternative route would not have the effect of creating any additional spreading room on either the seaward or the landward side. It would be advertised with a sign at each end.

See also part 5a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion:

- 1.1.9 Estuary: This report proposes that the trail should include a route around the estuary of the River Yare, extending upstream from the open coast at Gorleston (map 1c) as far as Haven Bridge (shown on map 1f), which is the first public foot crossing over the river, before crossing Great Yarmouth town centre to rejoin the open coast at Britannia Pier (also shown on map 1f). The trail covered by this chapter includes the entire estuary route.
- 1.1.10 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to propose that the landward extent of the coastal margin should be an adjacent physical boundary such as a fence line, pavement or road to make the extent of the new access rights clearer. See Table 1.2.1 below.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an 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. See also Annex C of the Overview - 'Excepted land categories'.

- 1.1.11 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 9 of the Overview - 'Restrictions and exclusions' - for details.

- 1.1.12 Other factors affecting access: Adjacent to route sections HSP-1-S027 and HSP-1-S028 in the seaward spreading room public access may be interrupted from time to time to allow events and activities connected with the seaside resort. This arrangement would continue without any practical requirement for a local restriction on the new access rights to give effect to it formally.
- 1.1.13 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. At Gorleston there are two places where the route uses the land between the old and new sea walls, in order to remain as close as possible to the estuary and to avoid a public car park. New concrete steps will be built to allow access to this area.
- 1.1.14 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

- 1.1.15 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 1.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 1.1.16 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 1.2: Commentary on Maps

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

1.2.1 Section Details – Maps 1a to 1f: Beach Lane, Hopton-on-Sea to Britannia Pier, Great Yarmouth

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 1.2.2: Other options considered.

Column 5 – ‘Yes – direct and indirect erosion effects’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Exclusions or restrictions (see Part 9 of Overview)
1a	HSP-1-S001	Other existing walked route	Grass	Yes-direct and indirect erosion effects	Fenceline	Clarity and cohesion	None
	HSP-1-S002	Public footpath	Grass	Yes-direct and indirect erosion effects	Hedge	Clarity and cohesion	None
	HSP-1-S003*	Other existing walked route	Hoggin	Yes-direct and indirect erosion effects	Landward extent of the path	Clarity and cohesion	None
	HSP-1-S004*	Other existing walked route	Sand	Yes-direct and indirect erosion effects	Landward extent of the cliff	Clarity and cohesion	None
	HSP-1-A001	Other existing walked route	Concrete	No	Landward extent of the trail	Not used	None
	HSP-1-A002	Other existing walked route	Concrete	No	Landward extent of the trail	Not used	None
	HSP-1-A003	Public footway (pavement)	Tarmac	No	Landward extent of the trail	Not used	None
	HSP-1-A004	Road	Tarmac	No	Landward extent of the trail	Not used	None
	HSP-1-A005	Other existing walked route	Gravel	No	Landward extent of the trail	Not used	None
	HSP-1-A006	Other existing walked route	Steps - steel	No	Landward edge of the trail	Not used	None
1b	HSP-1-S005*	Other existing walked route	Sand	Yes-direct and indirect erosion effects	Landward extent of the cliff	Clarity and cohesion	None
	HSP-1-S006*	Other existing walked route	Sand	Yes-direct and indirect erosion effects	Landward extent of the cliff	Clarity and cohesion	None
	HSP-1-S007*	Other existing walked route	Tarmac	Yes-direct and indirect erosion effects	Landward edge of path	Clarity and cohesion	None
	HSP-1-S008	Other existing walked route	Tarmac	Yes-direct and indirect erosion effects	Landward edge of path	Clarity and cohesion	None
1c	HSP-1-S009	Other existing walked route	Tarmac	No	Landward edge of Lower Esplanade	Clarity and cohesion	None
	HSP-1-S010	Other existing walked route	Tarmac	No	Landward extent of the trail	Not used	None
	HSP-1-S011*	Public footway (pavement)	Paving	No	Landward edge of pavement	Clarity and cohesion	None
	HSP-1-S012	Other existing walked route	Paving	No	Seaward edge of inner seawall	Clarity and cohesion	None

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Exclusions or restrictions (see Part 9 of Overview)
1d	HSP-1-S013*	Other existing walked route	Gravel	No	Seaward edge of inner seawall	Clarity and cohesion	None
	HSP-1-S014	Public highway (Road)	Tarmac	No	Landward edge of trail	Not used	None
	HSP-1-S015	Other existing walked route	Cobbles	No	Seaward edge of inner seawall	Clarity and cohesion	None
	HSP-1-S016	Other existing walked route	Gravel	No	Seaward edge of inner seawall	Clarity and cohesion	None
	HSP-1-S017	Public footway (pavement)	Tarmac	No	Landward edge of pavement	Clarity and cohesion	None
	HSP-1-S018	Road	Tarmac (road)	No	Landward edge of the trail	Not used	None
	HSP-1-S019	Other existing walked route	Concrete	No	Landward edge of the path	Clarity and cohesion	None
	HSP-1-S020*	Public footway (pavement)	Tarmac	No	Landward edge of the pavement	Clarity and cohesion	None
1e	HSP-1-S021*	Public footway (pavement)	Tarmac	No	Landward edge of the pavement	Clarity and cohesion	None
1f	HSP-1-S022	Public footway (pavement)	Tarmac	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S023	Public footway (pavement)	Concrete (slabs)	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S024	Public footway (pavement)	Paving/ cobble	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S025*	Public footway (pavement)	Concrete (slabs)	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S026*	Public footway (pavement)	Paving/ tarmac	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S027	Other existing walked route	Tarmac	No	Landward edge of the pavement	Clarity and cohesion	None
	HSP-1-S028	Other existing walked route	Tarmac	No	Landward edge of The Esplanade	Clarity and cohesion	None

1.2.2 Other options considered: Maps 1a to 1f: Beach Road, Hopton-on-Sea to Britannia Pier, Great Yarmouth

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1a	HSP-1-S003 to HSP-1-S004	Between the cliff top and the seaward boundary of the Holiday Village; or Within the boundaries of the Holiday Village	<ul style="list-style-type: none"> ■ the beach route we have proposed is closer to the sea and maintains sea views ■ the public footpath shown on the map along the top of the cliff is in places no longer safe or convenient to follow due to erosion ■ it is possible to avoid some of these 'pinch-points' by following a walked route landward of them but others are too close to the caravan site boundary to allow safe or convenient access ■ there is no existing walked route or service road within the Holiday Village boundary which would provide continuous sea views ■ as the cliff erodes further, a cliff top path would need to roll back and then be through, or landward of the Holiday Village and so would lose sea views

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1a and 1b	HSP-1-S003 to HSP-1-S007	Inland - through the Holiday Village, along Warren Road, Links Road and Cliff Lane	We opted for the proposed route because: <ul style="list-style-type: none"> Warren Road is some distance from the sea and does not provide views of the sea
1c	HSP-1-S011	Around the edge of South Pier	We opted for the proposed route because: <ul style="list-style-type: none"> it is more direct and avoids land that the port company may need in the future to bring into active operational use.
1d	HSP-1-S013	Landward of both sea walls	We opted for the proposed route because: <ul style="list-style-type: none"> the other options (landward of the seawalls) are car park or road (partly without pavement) which are further from the sea
1d	HSP-1-S020	Along Fisherman's Wharf and Malthouse Lane.	We opted for the proposed route because: <ul style="list-style-type: none"> there is a narrow section of Malthouse Lane without a footway which we concluded, with advice from the highway authority, is below the safety standard acceptable for a National Trail
1e	HSP-1-S021	Along Bollard Quay on the eastern side of Southtown Road.	We opted for the proposed route because: <ul style="list-style-type: none"> it avoids land that is part of the operational landholding of the port company
1f	HSP-1-S025 to S026	Other roads between South Quay and Marine Parade: <ul style="list-style-type: none"> King Street and Regent Road Nottingham Way and St. Peter's Road South Quay, Blackfriars Road, Mariner's Road and St Peter's Plain 	We opted for the proposed route because: <ul style="list-style-type: none"> it is an easily followed / and direct route between the coast and river and follows the St George's Parkway green corridor we concluded that overall it struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
South of 1f	HSP-1-S025 to S026	A route further south around the peninsula formed by the land between the sea and the River Yare, which is not wholly visible on the map: from Haven Bridge to South Denes along South Quay, Southgates Road and South Denes Road (or Hartmann Road) and then north on South Beach Parade and/or The Esplanade.	We opted for the proposed route because: <ul style="list-style-type: none"> It is a more a direct, convenient and pleasant way to the open coast on both sides of the town and takes people closer to the town centre visitor facilities and attractions land on the peninsula cannot be made accessible to the public because it is covered by industrial and port facilities although the peninsula south of our proposed route includes interesting aspects of Great Yarmouth's heritage such as Nelson's Monument, these are already accessible to people along existing public footways parts of the route around the peninsula would pass through extensive industrial areas with heavy lorry traffic that are of very limited interest to the public and offer neither sea nor river views

Part 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1f.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Beach Road, Hopton-on-Sea to Britannia Pier, Great Yarmouth

Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Yare as far as Haven Bridge as indicated by the extent of the trail shown on map 1f.

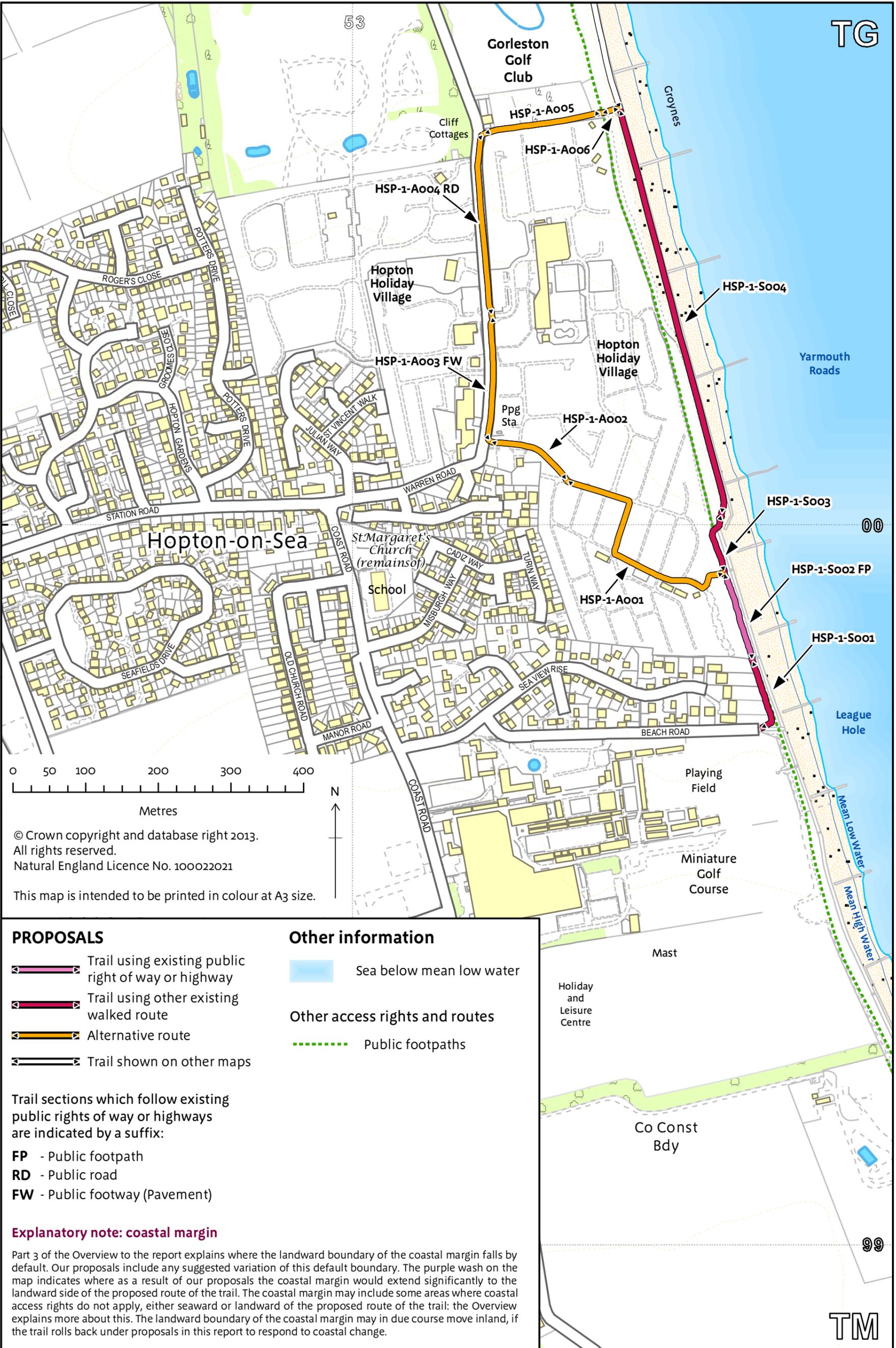
Proposed route of the trail

- 1.3.2 In relation to route sections HSP-1-S001 to HSP-1-S008, the initial proposed route, as determined at the time the report was prepared, is to be at the centre of the line shown on maps 1a and 1b as the proposed route of the trail.
- 1.3.3 In relation to route sections HSP-1-S009 to HSP-1-S028 the route is to be at the centre of the line shown on maps 1c to 1f as the proposed route of the trail.
- 1.3.4 In relation to HSP-1-A001 to HSP-1-A006 the route is to be at the centre of the line shown on map 1a as the proposed route of the trail.
- 1.3.5 If at any time any part of the route described in paragraph 1.3.2 needs to change in order to remain viable, as a result of coastal erosion or other geomorphological processes or encroachment by the sea, the new route will be determined by Natural England in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the 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.

Landward boundary of coastal margin

- 1.3.6 Adjacent to route section HSP-1-S001, the landward boundary of the coastal margin is to coincide with the existing boundary fences which, at the time of writing this report, are landward of the path shown as the trail on map 1a.
- 1.3.7 Adjacent to route section HSP-1-S002, the landward boundary of the coastal margin is to coincide with the existing hedge which, at the time of writing this report, is landward of the path shown as the trail on map 1a.
- 1.3.8 Adjacent to route section HSP-1-S003, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 1a.
- 1.3.9 Adjacent to route sections HSP-1-S004 to HSP-1-S006, the landward boundary of the coastal margin is to coincide with the landward edge of the cliff which is landward of the beach shown as the trail on map 1a and 1b.
- 1.3.10 Adjacent to route sections HSP-1-S007 and HSP-1-S008, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 1b.
- 1.3.11 Adjacent to route section HSP-1-S009, the landward boundary of the coastal margin is to coincide with the landward edge of Lower Promenade, which is shown as the trail on map 1c.
- 1.3.12 Adjacent to route section HSP-1-S011, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 1c.

- 1.3.13 Adjacent to route sections HSP-1-S012 and HSP-1-S013, the landward boundary of the coastal margin is to coincide with the seaward edge of the inner seawall which is landward of the path shown as the trail on maps 1c and 1d.
- 1.3.14 Adjacent to route sections HSP-1-S015 and HSP-1-S016, the landward boundary of the coastal margin is to coincide with the seaward edge of the inner seawall which is landward of the path shown as the trail on map 1d.
- 1.3.15 Adjacent to route section HSP-1-S017, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 1d.
- 1.3.16 Adjacent to route section HSP-1-S019, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 1d.
- 1.3.17 Adjacent to route sections HSP-1-S020 to HSP-1-S027, the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 1d to 1f.
- 1.3.18 Adjacent to route section HSP-1-S028, the landward boundary of the coastal margin is to coincide with the landward edge of the Esplanade shown as the trail on map 1f.



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PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Alternative route
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- FP** - Public footpath
- RD** - Public road
- FW** - Public footway (Pavement)

Explanatory note: coastal margin

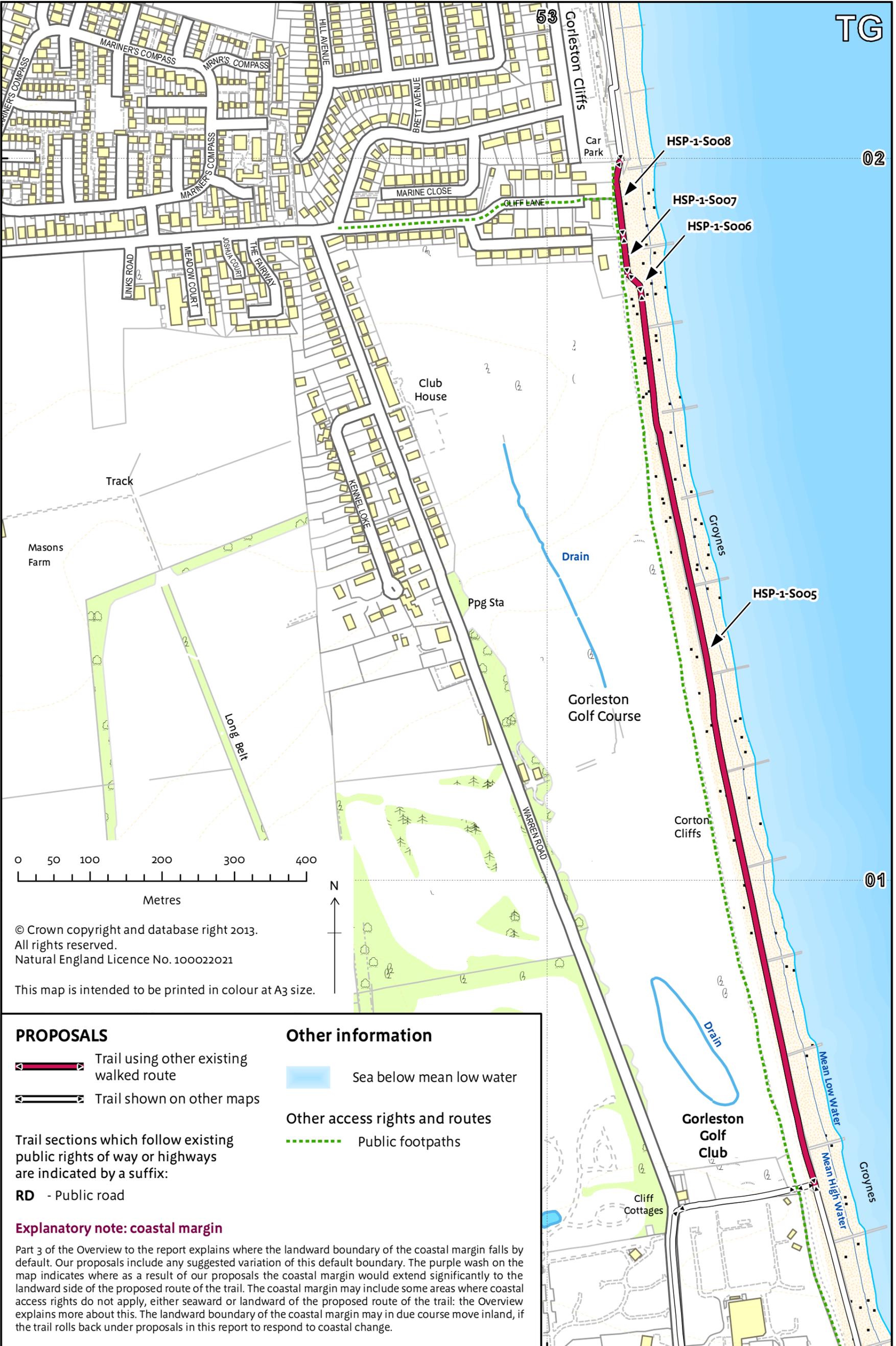
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

Other information

- Sea below mean low water
- Other access rights and routes**
- Public footpaths

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Map 1b Gorleston Golf Club to Gorleston Cliffs Car Park

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PROPOSALS

- Trail using other existing walked route
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

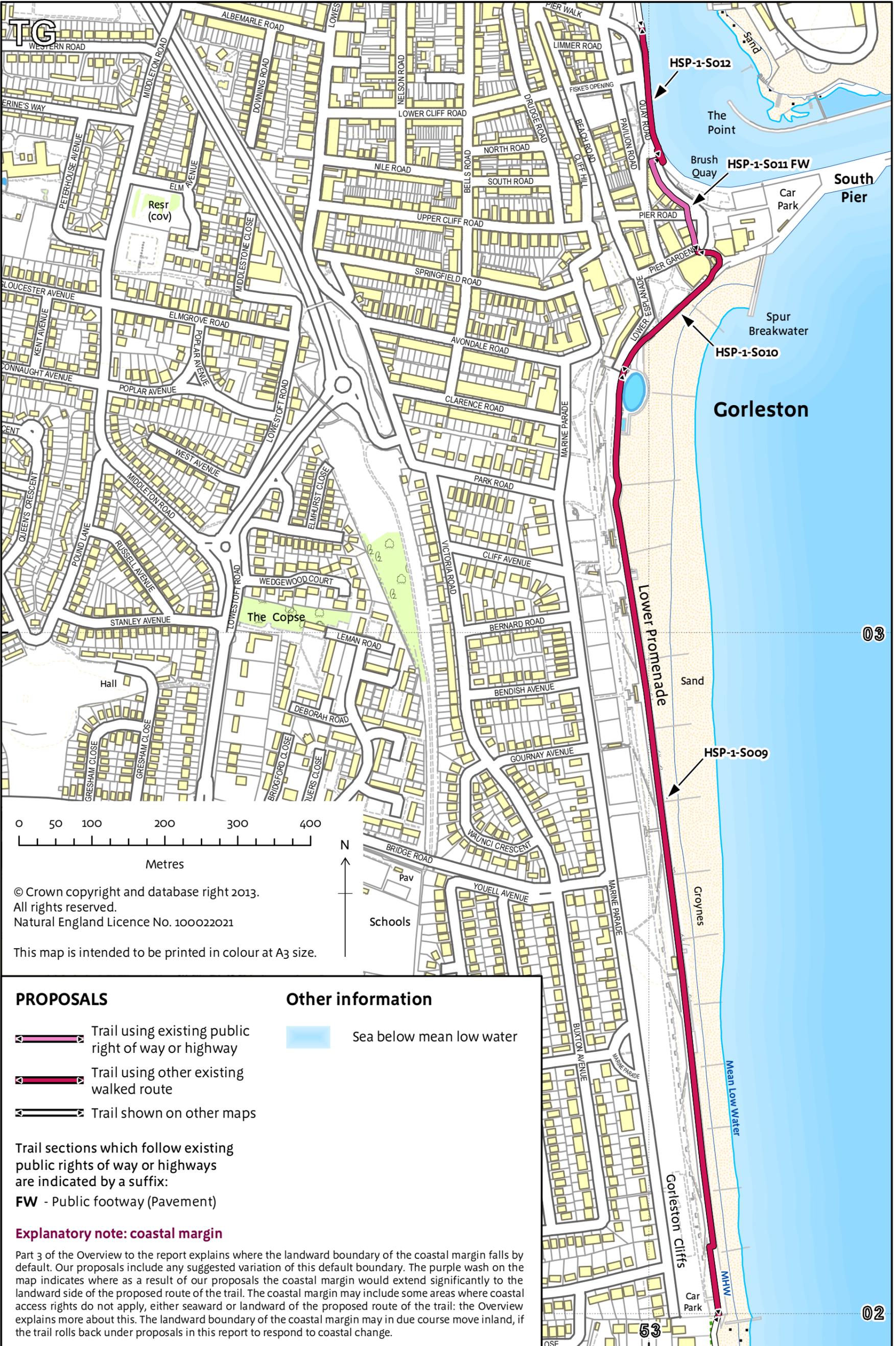
RD - Public road

Explanatory note: coastal margin

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.

Other information

- Sea below mean low water
- Other access rights and routes**
- Public footpaths



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PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

FW - Public footway (Pavement)

Explanatory note: coastal margin

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.

Other information

- Sea below mean low water

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