

Chapter 3:

Caister Point to Long Beach Estate, Hemsby

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

Part 3.1: Introduction

Start Point:	Caister Point (grid reference: TG5285 1190)
End Point:	Long Beach Estate, Hemsby (grid reference: TG5041 1791)
Relevant Maps:	3a to 3d

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Follows existing walked routes including public rights of way throughout.
- 3.1.2 Follows the beach for several kilometres between Caister and Hemsby. We propose an optional alternative route along part of this length (see paragraph 3.1.6).
- 3.1.3 From the beach car park at Hemsby northwards the trail offers limited sea views, due to the dunes which extend seaward of it.
- 3.1.4 Passes adjacent to a breeding colony of Little Terns at Caister-on-Sea, which are known to be sensitive to disturbance by people and their dogs. We have concluded that our proposals will not have an impact on the Terns because there are already measures in place to minimise disturbance. Please refer to our published access and conservation assessment for more information.

Accessibility:

- 3.1.5 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. However where the route follows the beach the surface may be less suitable for people with reduced mobility.
- 3.1.6 Part of the beach between California Gap and Hemsby is on occasions subject to tidal encroachment and coastal erosion. At such times we propose that an optional alternative route should operate, following route section numbers HSP-3-A001 to HSP-3-A043 as shown on maps 3c and 3d.
- 3.1.7 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 signs at either end. The steps at its southern end (route section HSP-3-A002) may be less suitable for people with reduced mobility.

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

Where we have proposed exercising our discretion:

- 3.1.8 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 pavement edge to make the extent of the new access rights clearer. See Table 3.2.1 below.
- 3.1.9 At Caister-on-Sea and Hemsby, 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. The owners of the land are content for us to include these proposals.

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'.

- 3.1.10 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.
- 3.1.11 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.
- 3.1.12 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

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

Future Change:

- 3.1.13 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 3.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 3.1.14 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 3.2: Commentary on Maps

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

3.2.1 Section Details – Maps 3a to 3d: Caister Point to Long Beach Estate, Hemsby

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.3: Other options considered.

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

Column 5 – ‘Yes – direct and indirect erosion effects - see table 3.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

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)
3a	HSP-3-S001	Other existing walked route	Sand	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S002	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Fence line	Clarity and cohesion	None
	HSP-3-S002a	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Fence line and concrete path landward of the trail	Additional landward area, clarity and cohesion	None
	HSP-3-S002b	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S003*	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S004*	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S005*	Other existing walked route	Tarmac	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S006*	Public Highway	Tarmac	Yes: direct and indirect erosion effects	Landward edge of the road	Clarity and cohesion	None
3b	HSP-3-S007	Public footpath	Tarmac	Yes: direct and indirect erosion effects	Landward edge of the car park	Clarity and cohesion	None
	HSP-3-S008*	Other existing walked route	Aggregate	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-3-S009*	Other existing walked route	Concrete	Yes: direct and indirect erosion effects	Landward edge of the concrete track	Clarity and cohesion	None
	HSP-3-S010*	Other existing walked route	Sand	Yes: direct and indirect erosion effects – see table 3.2.3	Landward edge of cliff	Clarity and cohesion	None
3c	HSP-3-S011*	Other existing walked route	Sand	Yes: direct and indirect erosion effects – see table 3.2.3	Landward edge of cliff	Clarity and cohesion	None
3d	HSP-3-S012*	Other existing walked route	Sand	Yes: direct and indirect erosion effects – see table 3.2.3	Seaward edge of the dune system	Clarity and cohesion	None
	HSP-3-S013	Public footway (pavement)	Tarmac	Yes: direct and indirect erosion effects	Landward edge of the pavement	Clarity and cohesion	None
	HSP-3-S014	Public footpath	Gravel	Yes: direct and indirect erosion effects	Landward edge of the trail	Not used	None
	HSP-S015 & HSP-3-S016	Public footpath	Grass	Yes: direct and indirect erosion effects	Fence line	Clarity and cohesion	None

Map(s)	Optional alternative route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward & Seaward boundary of margin	Reason for landward & seaward boundary discretion	Exclusions or restrictions (see Part 9 of Overview)
3c	HSP-3-A001 to HSP-3-A003	Other existing walked route	Concrete	No	Landward & seaward edges of the concrete path and steps	Clarity and cohesion	None
	HSP-3-A004	Public Highway	Tarmac	No	Landward & seaward edges of the trail	Not used	None
	HSP-3-A005	Public footway (pavement)	Tarmac	No	Landward & seaward edges of the pavement	Clarity and cohesion	None
	HSP-3-A006 to HSP-3-A036	Unadopted road with other existing walked route	Aggregate	No	Landward & seaward edges of the service road	Clarity and cohesion	None
	HSP-3-A037	Other existing walked route	Grass	No	Landward & seaward edges of the trail	Not used	None
	HSP-3-A038	Other existing walked route	Sand	No	Landward & seaward edges of the trail	Not used	None
3d	HSP-3-A039 to HSP-3-A040	Other existing walked route	Sand	No	Landward & seaward edges of the trail	Not used	None
	HSP-3-A041 to HSP-3-A042	Public footpath	Sand	No	Landward & seaward edges of the trail	Not used	None
	HSP-3-A043	Public footpath	Concrete	No	Landward & seaward edges of the concrete track	Clarity and cohesion	None

3.2.2 Other options considered: Maps 3a to 3d Caister Point to Long Beach Estate, Hemsby

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3a	HSP-3-S003 to HSP-3-S006	Alignment along the existing public right of way that runs landward of the dunes as shown on the map.	Views of the sea largely limited or hidden because of the dunes present seaward of the public right of way.
3b	HSP-3-S008 to HSP-3-S009	Alignment along the public right of way seaward of the proposed route	Part of the public right of way follows the seawall, which is regarded as unsafe to walk on due to its convex shape and is regularly covered in sand. Steps linking the public right of way to the dismantled railway landward of it would present a barrier for some user groups. Under our proposals, the public footpath would remain available for people to use but would not form part of the designated trail.
3b to 3c	HSP-3-S009 to HSP-3-S011	Route along the cliff top	There is scope to include an access strip along the cliff top within the regulated caravan and camping site. However, north of the caravan camp it would be necessary to follow a less direct route in order to pass a number of gardens which abut the cliff top and this would result in a poorer walking experience. Some people who own land along the cliff top have expressed a clear preference for the beach route we have proposed.

3.2.3 Roll-back implementation – more complex situations: Maps 3b to 3d: Second Avenue, Caister-on-Sea to Long Beach Estate, Hemsby

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
3b to 3d	HSP-3-S010 to HSP-3-S012	Beach access becoming impassable and/or hazardous due to long term effects of coastal erosion or other geomorphological processes, or encroachment by the sea.	If it is no longer possible to find a viable beach route we will choose a new route after detailed discussions with all relevant interests, to pass somewhere along the service roads along the cliff top.

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3a to 3d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Caister Point to Long Beach Estate, Hemsby

Proposed route of the trail

- 3.3.1 In relation to route sections HSP-3-S001 to HSP-3-S016, 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 3a to 3d as the proposed route of the trail.
- 3.3.2 If at any time any part of the route described in the previous paragraph 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

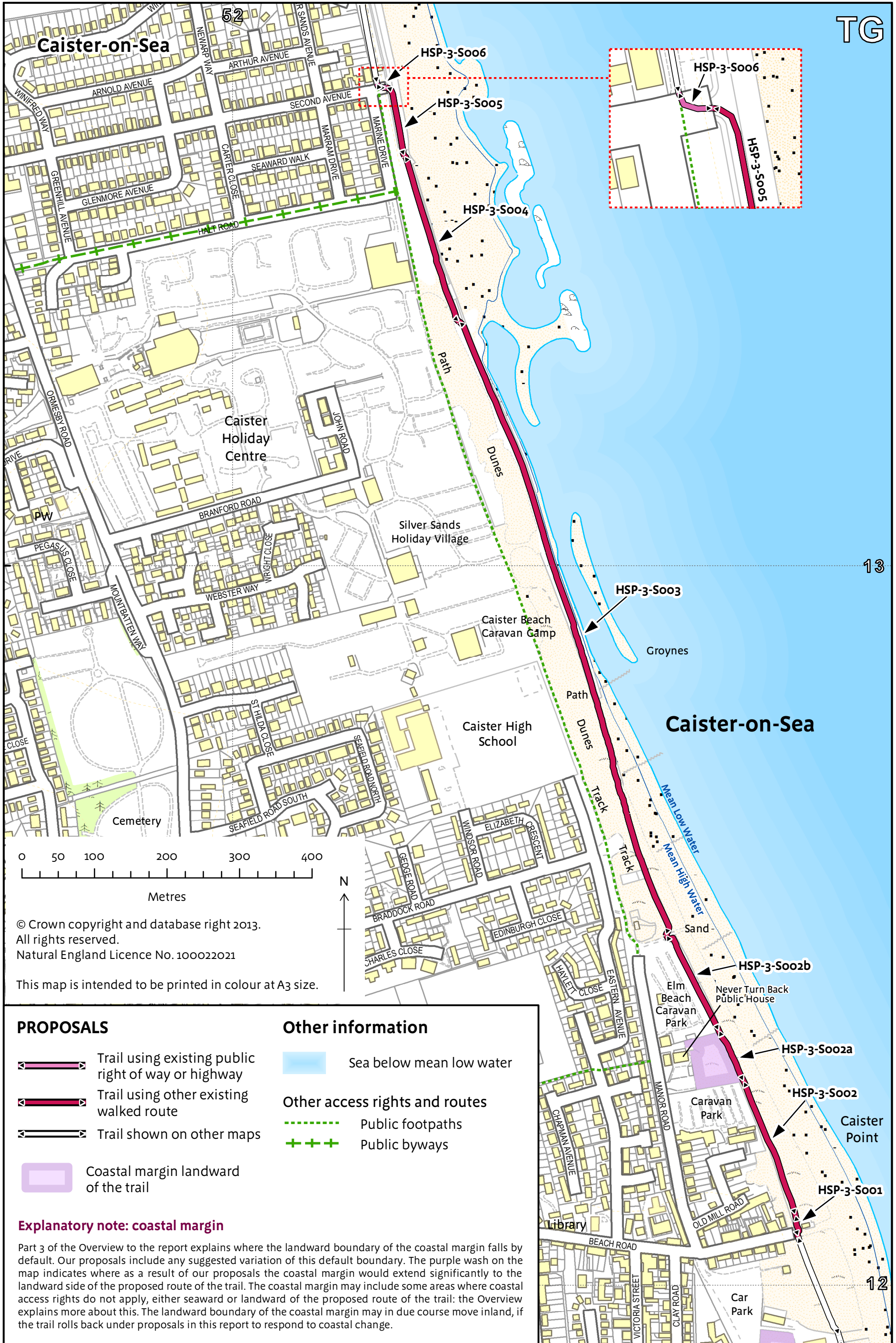
- 3.3.3 Adjacent to route section HSP-3-S002, the landward boundary of the coastal margin is to coincide with the existing boundary fences, which, at the time of writing this report, is landward of the seawall shown as the trail on map 3a.
- 3.3.4 Adjacent to route section HSP-3-S002a, the landward boundary of the coastal margin is to coincide with the fence line and concrete path as indicated by the coastal margin landward of the trail on map 3a.
- 3.3.5 Adjacent to route section HSP-3-S006, the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on map 3a.
- 3.3.6 Adjacent to route section HSP-3-S007, the landward boundary of the coastal margin is to coincide with the landward edge of the car park shown as the trail on map 3b.
- 3.3.7 Adjacent to route section HSP-3-S009, the landward boundary of the coastal margin is to coincide with the landward edge of the concrete track shown as the trail on map 3b.
- 3.3.8 Adjacent to route sections HSP-3-S010 and HSP-3-S011, the landward boundary of the coastal margin is to coincide with the landward edge of the cliff top landward of the trail, shown on maps 3b and 3c respectively.
- 3.3.9 Adjacent to route section HSP-3-S012, as shown on map 3d, the landward boundary of the coastal margin is to coincide with the seaward edge of the dune system.
- 3.3.10 Adjacent to route sections HSP-3-S015 and HSP-3-S016, the landward boundary of the coastal margin is to coincide with the boundary fence to residential properties, as indicated by the coastal margin landward of the trail on map 3d.

Local restrictions and exclusions

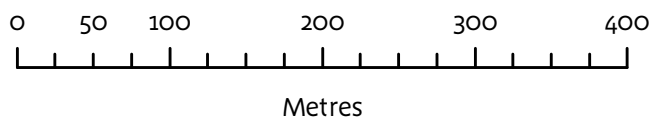
- 3.3.11 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

Optional alternative route

- 3.3.12 An optional alternative route is to operate at times when access to the ordinary route (sections HSP-3-S011 and HSP-3-S012) might reasonably be considered unsuitable for use due to the action of the tide or encroachment by the sea or other geomorphological processes. This is to be at the centre of the line shown as route sections HSP-3-A001 to HSP-3-A043 on maps 3c and 3d.
- 3.3.13 Adjacent to route sections HSP-3-A001 to HSP-3-A003 the landward and seaward boundary of the optional alternative route is to correspond with the landward and seaward edges of the concrete path and steps shown as the trail on map 3c.
- 3.3.14 Adjacent to route section HSP-3-A005 the landward and seaward boundary of the optional alternative route is to correspond with the landward and seaward edges of the pavement shown as the trail on map 3c.
- 3.3.15 Adjacent to route sections HSP-3-A006 to HSP-3-A036 the landward and seaward boundary of the optional alternative route is to correspond with the landward and seaward edges of the service road shown as the trail on map 3c.
- 3.3.16 Adjacent to route section HSP-3-A043 the landward and seaward boundary of the optional alternative route is to correspond with the landward and seaward edges of the concrete track shown as the trail on map 3d.



Map 3a Caister Point to Second Avenue, Caister-on-Sea



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

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:

FP - Public footpath

Explanatory note: coastal margin

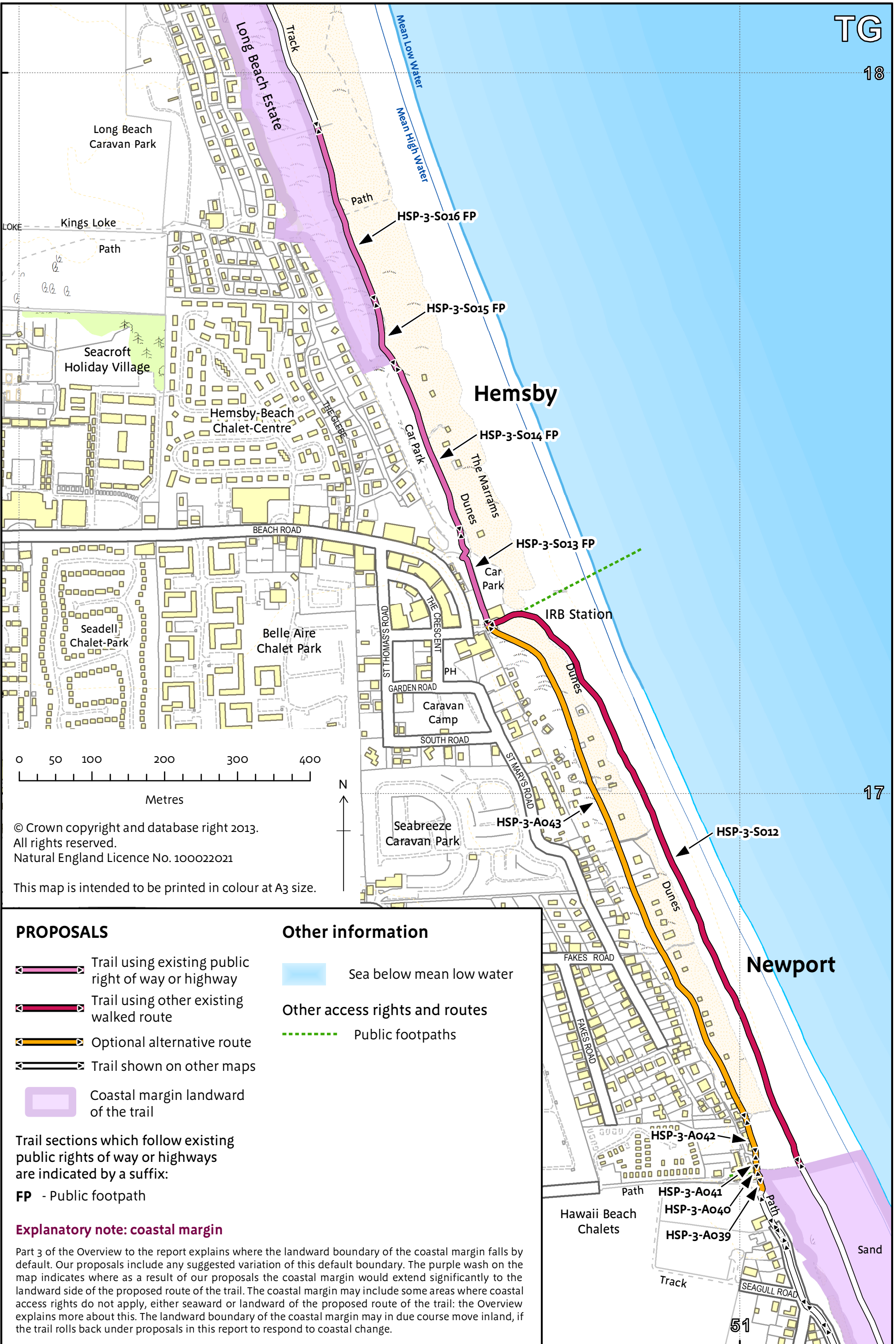
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



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