



England Coast Path Stretch: Harwich to Shotley Gate

Report HSG 3: Stone Point, Wrabness to Hopping Bridge, Mistley

Part 3.1: Introduction

| | |
|----------------|--|
| Start Point: | Stone Point, Wrabness (grid reference: TM 1777 3231) |
| End Point: | Hopping Bridge, Mistley (grid reference: TM 1137 3204) |
| Relevant Maps: | HSG 3a to HSG 3e |

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 Harwich and Shotley Gate.

3.1.2 This report covers length HSG 3 of the stretch, which is the coast between Stone Point, Wrabness and Hopping Bridge, Mistley. 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. This report, together with the other separately published assessments we refer to (see below), then provide more detail on these considerations, as appropriate.**

Part 3.2: Proposals Narrative

The trail:

3.2.1 Is mostly located inland, but follows the shoreline for a quarter of this part of the route. There are views of the estuary, some extensive, from several parts of the inland sections.

3.2.2 Generally follows public rights of way (PRoW) (including 4km of the Essex Way long distance footpath) and public highways, but also includes an entirely new length of field-edge route and a short length of optional alternative route, as described in 3.2.3 and 3.2.4, below. It also includes a roadside pavement at the north-western end of Mistley Quay which has long been used as a public highway, although it has not yet been dedicated as such (HSG-3-S046, map HSG 3e).

3.2.3 Includes a new length of route around the north of Mistley Heath, which links the Essex Way directly to Mistley, providing estuary views and avoiding the hazardous double-blind bend where the Essex Way crosses Heath Road. See sections HSG-3-S030 to HSG-3-S035 on map HSG 3d, and associated tables, for details.

3.2.4 Is partly aligned on the relatively well-consolidated beach to the east of Shore Lane, Bradfield. This is currently a favoured and attractive route, but it is prone to inundation by higher tides, so an optional alternative route is proposed for approximately 400m, just inside the adjacent field edge. See sections HSG-3-OA001 and HSG-3-OA002 on map HSG 3b, and associated tables, for details.

3.2.5 Is aligned inland at Wrabness Point and Stone Point (NW of Wrabness) to avoid excepted land including the Balhaven landholdings and 'The Coign' private house. Further details are provided by map HSG 3a and associated tables.

3.2.6 Follows a substantial inland diversion between Shore Lane, Bradfield and Anchor Corner, Mistley. This is to take account of the Manningtree to Harwich railway line being close to the shoreline, the lack of railway crossing points, and the presence of excepted land at either end. Further details are provided on maps HSG 3c and 3d, and associated tables.

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.

3.2.7 The following designated sites affect this length of coast:

- Stour and Orwell Estuaries Special Protection Area (SPA)
- Stour and Orwell Estuaries Ramsar site
- Stour Estuary Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Local Wildlife Site: Wrabness Depot and Marsh
- Scheduled Monument: Site of Old St Mary's Church, Mistley Heath.
- Scheduled Monument: Mistley Towers, Mistley.

Maps C and E in the Overview show 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.

3.2.8 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|--------------|--------------------------|---|--|
| HSG 3a to 3e | HSG-3-S001 to HSG-3-S048 | <p>The following design features are described elsewhere in this report:</p> <p>Adherence of trail to existing highways and PRow throughout most of this part of the trail, the majority being inland of the shore. The only exceptions are: a very small deviation at Ragmarsh Farm, and a new inland length of trail at Mistley Heath. The latter avoids the area of arable field utilised by brent geese.</p> <p>The installation of a pair of signs explaining the importance of not allowing dogs on the foreshore to the west of Wrabness Point beach, near Sluice Rill/ Wrabness Nature Reserve.</p> | <p>To avoid increased disturbance of non-breeding waterbirds feeding and roosting on intertidal mud and saltmarsh.</p> <p><i>Highest level of habitat/ species potentially affected: SPA.</i></p> <p>To avoid increased disturbance of non-breeding waterbirds feeding and roosting on an arable field to the NE of Mistley Heath.</p> <p><i>Highest level of habitat/ species potentially affected: SPA (supporting habitat).</i></p> |

3.2.9 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 in respect of the natural environment; 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 and geological features.

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

Accessibility:

3.2.10 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain can be challenging for people with impaired or constrained mobility and this is the case on parts of our proposed route. Accessibility considerations include the following:

- There are two sets of steep concrete steps giving access to either end of the short length of seawall between Wall Lane and Wrabness Nature Reserve (HSG-3-S007 and HSG-3-S009, map HSG 3a).

- Although the first part of the length (including Stone Lane, Church Road and the footpath past Oakfield Wood Nature Reserve/ Burial Ground), is on firm ground and provides easy walking, Stone Lane rises fairly steeply from the shore to the road (HSG-3-S001, map HSG 3a).
- The short length of seawall at the end of Wall Lane is level, relatively firm and easy walking but, as noted above, accessibility is constrained by steep steps at either end. As the trail goes westwards to enter Wrabness Nature reserve it initially remains unsurfaced, and a short length is particularly low-lying and prone to waterlogging. We propose that the ground level here be raised, so that it no longer traps rainwater (HSG-3-S010, map HSG 3a).
- Where the trail passes through Wrabness Nature Reserve (HSG-3-S013 and HSG-3-S014, maps HSG 3a and HSG 3b) it provides exceptionally easy walking for a rural area, including access to a bird hide overlooking the foreshore. The tarmacked routes established when the site was previously used for military purposes have been retained, so there are firm and level surfaces throughout, although there is a short length of tarmacked path which zig-zags up a short rise to avoid flights of steps. Good accessibility extends to the reserve's car park, which means this is one of very few rural locations on the stretch where there is easy access, even for wheelchairs and mobility scooters. Views of the estuary are only available from the hide, but the semi-natural habitats of the nature reserve provide an enjoyable user experience, particularly for bird watchers.
- In the vicinity of Ragmarsh Farm the path is unsurfaced and predominantly level field edge, with two or three small changes in level. At the western end it drops onto a short length of relatively firm beach, with a parallel field-edge route provided as an optional alternative route for when the beach is inundated (HSG-3-OA001 and HSG-3-OA002, map HSG 3b).
- The roads through Bradfield provide firm walking, but there are no footways on the relatively steep, narrow lanes on the approaches to Bradfield from either direction. Fortunately, traffic levels are low in both locations.
- The route between Bradfield and Mistley Heath is unsurfaced and is cross-field/ field edge in nature. Although its middle part is elevated, relatively flat and easy walking, there are relatively steep field-edge sections at either end (see maps HSG 3c and HSG 3d).
- The route adheres to a level/ gently sloping roadside footway through Mistley, as far as Hopping Bridge, with the exception of Mistley Quay (see below).
- There is a steep slope in the tarmacked highway surface where the trail departs from the B1352 and descends on to Mistley Quay (HSG-3-S044, map HSG 3e). Throughout most of Mistley Quay the route adheres to public highway open to vehicles and pedestrians, with no demarcation between the two. However, vehicles generally travel through the site relatively slowly and numbers of vehicles are substantially lower than on the parallel B1352, making it a more pleasant and enjoyable route for walkers relative to the main road. As noted above, the north-western part of the alignment through Mistley Quay (HSG-3-S046, map HSG 3e) is on roadside footway that has not yet been dedicated as a public highway but is used as such. The surface here is gently sloping tarmac.

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

Where we have proposed exercising statutory discretions

3.2.11 Estuary. This report proposes that the trail should contain sections aligned on the estuary of the River Stour, 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 Manningtree and Lawford, where the A137 crosses the estuary at White Bridge, as indicated by the extent of the trail shown on maps HSG 1a to HSG 6f.

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

3.2.12 **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.

3.2.13 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 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.

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

3.2.15 Access rights to 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.

Exclusion of access to the saltmarsh and mudflat on The Stour Estuary.

3.2.16 Access to saltmarsh and the majority of mudflat will be excluded all year round seaward of route sections HSG-3-S001 to HSG-3-S048. 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 itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map HSG 3 and Part 8 of the Overview, for further details.

3.2.17 The saltmarsh in this area is fragmented, uneven and wet underfoot, and contains many creeks and channels, some of which would not be readily apparent to walkers and may pose a significant risk.

3.2.18 The intertidal mudflats in this area are similar to those throughout most of the estuary, in that they are extensive and quickly covered by a rising tide. They also contain numerous areas of substantially deeper, softer mud, the locations of which are not visually apparent.

3.2.19 Because this area of the margin will have coastal access rights excluded from it under s25A of the CROW Act, we do not expect there to be any impact on nature conservation features from new coastal access rights. Should the exclusion under s25A become unnecessary at any time in the future we will consider the need for further measures to protect the designated features of interest. These would be likely to include measures to restrict or exclude access under section 26(3)(a) of CROW, which may be used to protect sensitive wildlife

3.2.20 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.

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

3.2.22 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject.

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

3.2.23 **Optional alternative routes.** An optional alternative route is to be provided as an optional diversion from the ordinary route between route sections HSG-3-S018 and HSG-3-S020 (map HSG 3b) where approximately 300m of the trail crosses the beach to the immediate east of Shore Lane, Bradfield. Public access to the ordinary route may be interrupted when exceptionally high tides inundate the beach. The optional alternative route is to be at the centre of the line shown as HSG-3-OA001 and HSG-3-OA002 on map HSG 3b, on higher ground, parallel to the main trail route. It would not have the effect of creating any additional spreading room on its seaward or landward sides.

3.2.24 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 3.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

3.2.25 **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.

3.2.26 Column 4 of table 3.3.1, and table 3.3.4, indicate 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 HSG 3a to HSG 3e as the proposed route of the trail.

3.2.27 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.

On sections for which roll-back is not proposed in table 3.3.1 or 3.3.4, the route is to be at the centre of the line shown on maps HSG 3a to HSG 3e as the proposed route of the trail.

Other future change:

3.2.28 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:

3.2.29 We summarise, below, 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.

3.2.30 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£22,100** and is informed by:

- information already held by the access authority, Essex County Council, in relation to the management of the existing PRoW network ;
- 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.

3.2.31 There are four main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular where new sections of trail are created.
- The 400m or so of optional alternative route we propose to be made available for when the beach to the east of Shore Lane, Bradfield, is inundated by exceptionally high tides.
- The approximately 550m of new, field-edge route we propose to the north of Mistley Heath, linking the Essex Way with Mistley.
- Along with additional signage and waymarking we propose the installation of an interpretation panel at Wrabness Nature Reserve.

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 | £13,900 |
| Bridges | £1,200 |
| Surfacing | £7,000 |
| Total | £22,100 (Exclusive of any VAT payable) |

3.2.32 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, Essex 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:

3.2.33 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).

3.2.34 We estimate the annual cost of maintaining the trail to be **£2,800** (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 the Overview for guidance on reading and understanding the tables below

3.3.1 Section Details – Map(s) HSG 3a to HSG 3e: Stone Point, Wrabness to Hopping Bridge, Mistley

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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 |
| 3a | HSG_3_S001* | Public footpath | Yes - Normal | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |
| 3a | HSG_3_S002* | Public highway | Yes – see table 3.3.4 | 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 |
| 3a | HSG_3_S003* | Public footpath | Yes – see table 3.3.4 | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |
| 3a | HSG_3_S004* | Public footpath | Yes – see table 3.3.4 | No | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing hedgerow |
| 3a | HSG_3_S005* | Public footpath | Yes – see table 3.3.4 | No | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing hedgerow |
| 3a | HSG_3_S006* | Public footpath | Yes - Normal | No | | | |
| 3a | HSG_3_S007* | Public footpath | Yes - Normal | Yes - Bank | | | The margin extends to the toe of the landward slope, by default. |
| 3a | HSG_3_S008 | Public footpath | Yes - Normal | Yes - Bank | | | The margin extends to the toe of the landward slope, by default. |

| 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 |
| 3a | HSG_3_S009 | Public footpath | Yes - Normal | Yes - Bank | | | The margin extends to the toe of the landward slope, by default. |
| 3a | HSG_3_S010 | Public bridleway | Yes - Normal | No | | | |
| 3a | HSG_3_S011 | Public bridleway | Yes – Normal | No | Fence | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing fence line |
| 3a | HSG_3_S012 | Public footpath | Yes - normal | No | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing hedgerow |
| 3a | HSG_3_S013 | Public footpath | Yes - normal | no | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing hedgerow |
| 3b | HSG_3_S014 | Public footpath | Yes - Normal | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |

| 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 |
| 3b | HSG_3_S015 | Public footpath | Yes - Normal | No | | | |
| 3b | HSG_3_S016 | Public footpath | Yes - Normal | No | | | |
| 3b | HSG_3_S017 | Other existing walked route | Yes - Normal | No | | | |
| 3b | HSG_3_S018 | Public footpath | Yes - Normal | No | | | |
| 3b | HSG_3_S019 | Public footpath | Yes - Normal | Yes - Beach | Beach | | The landward boundary of the coastal margin is to coincide with the landward edge of the beach |
| 3c | HSG_3_S020* | Public highway | Yes - Normal | No | | | |
| 3c | HSG_3_S021* | Public highway | Yes - Normal | No | | | |
| 3c | HSG_3_S022* | Public highway | Yes - Normal | No | | | |
| 3c | HSG_3_S023* | Public footway (pavement) | Yes - Normal | No | Various | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with residential property boundary fences and |

| 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 |
| | | | | | | | walls, gates, and hedges. |
| 3c | HSG_3_S024* | Public highway | Yes - Normal | No | | | |
| 3c | HSG_3_S025* | Public footway (pavement) | Yes - Normal | No | Various | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with residential properties, boundary fences and walls, gates, and hedges. |
| 3c | HSG_3_S026* | Public highway | No | No | | | |
| 3c | HSG_3_S027* | Public highway | No | No | | | |
| 3c | HSG_3_S028* | Public footpath | No | No | | | |
| 3c | HSG_3_S029* | Public footpath | No | No | | | |
| 3d | HSG_3_S030* | Not an existing walked route | No | No | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the existing hedgerow |
| 3d | HSG_3_S031* | Not an existing walked route | No | No | Fence line | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with |

| 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 |
| | | | | | | | the existing fence line |
| 3d | HSG_3_S032* | Public highway | No | No | | | |
| 3d | HSG_3_S033* | Other existing walked route | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3d | HSG_3_S034* | Public Highway | No | No | | | |
| 3d | HSG_3-S035* | Other existing walked route | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3d | HSG_3_S036* | Public highway | No | No | | | |
| 3d | HSG_3_S037* | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3d | HSG_3_S038* | Public highway | No | 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 |
| 3d | HSG_3_S039* | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3e | HSG_3_S040* | Public highway | No | No | | | |
| 3e | HSG_3_S041* | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3e | HSG_3_S042* | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3e | HSG_3_S043* | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3e | HSG_3_S044* | Public highway | No | 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 |
| 3e | HSG_3_S045* | Public highway | No | No | | | |
| 3e | HSG_3_S046* | Other existing walked route | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |
| 3e | HSG_3_S047 | Public highway | No | No | | | |
| 3e | HSG_3_S048 | Public footway (pavement) | No | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward pavement edge |

3.3.2 Alternative routes and optional alternative route details – Map(s) HSG 3a to HSG 3e: Stone Point, Wrabness, to Hopping Bridge, Mistley

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge

of the alternative route strip would be at the default width of 2 metres on the relevant side of the route's centre line.

| 1 | 2 | 3 | 4 | 5a | 5b | 6 |
|--------|-------------------------|------------------------------------|--|---|--|-------------------|
| Map(s) | Route section number(s) | Current status of route section(s) | Roll-back proposed? (See Part 7 of Overview) | Proposal to specify seaward boundary of alternative route strip | Proposal to specify landward boundary of alternative route strip | Explanatory notes |
| 3b | HSG-3-OA-001* | Not an existing walked route | Yes - normal | Seaward edge of trail (2m) | Landward edge of trail (2m) | |
| 3b | HSG-3-OA002* | Not an existing walked route | Yes - normal | Seaward edge of trail (2m) | Landward edge of trail (2m) | |

3.3.3 Other options considered - Map(s) HSG 3a to HSG 3e: Stone Point, Wrabness, to Hopping Bridge, Mistley.

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|--|--|
| HSG 3a | HSG-3-S001 to HSG-3-S007 | We considered proposing alignment of the trail along cliff top from the end of Stone Lane to the end of Wall Lane. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ There are numerous huts arranged along/ in front of the cliffs throughout most of this area. They are used as holiday homes, with the areas of grassland immediately to landward of them being utilised as communal space enjoyed by all the residents. We concluded that excepted status applies to the whole of these green spaces in terms of trail alignment, meaning that alignment across them would not be possible without land being voluntarily dedicated for this purpose. ■ The private residence 'The Coign' occupies a strip of land extending 300m inland from the shore. If we were to propose an alignment to seaward of the proposed route it would be constrained by |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| | | | <p>having to be landward of this excepted land.</p> <ul style="list-style-type: none"> ■ Aligning the trail to the immediate landward of the above areas would bring it some distance inland. Despite being closer to the estuary than the preferred route, views from it would, on the whole, be poorer because of the proximity of intervening boundary hedges and because much of the route would be lower-lying than the preferred route. ■ The preferred route utilises existing PRow, is relatively convenient, attractive, and offers good views in places, particularly from Stone Lane. <p>We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i></p> |
| HSG 3a | HSG-3-S001 to HSG-3-S007 | We also considered proposing alignment of the trail along the beach between the ends of Stone Lane and Wall Lane. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Parts of the beach route are regularly completely inundated at high tide and/or provide a poor walking surface. ■ It is difficult to predict whether the beach is likely to be under water when approaching from either direction, without walking some distance along it, at which point there is no option but to return to Stone Lane or Wall Lane and utilise the proposed route. ■ The beach route would remain available to walkers as part of spreading room, but would not be part of the trail itself. ■ We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-----------|--------------------------|---|---|
| HSG 3c-3d | HSG-3-S020 to HSG-3-S039 | We attempted to identify a trail alignment that was closer to the 2.5km length of shore between Shore Lane, Bradfield, and Anchor Corner, Mistley, than the proposed route. | <p>We were unable to propose a route to seaward of the railway line because of:</p> <ul style="list-style-type: none"> ■ The presence of excepted land types at the eastern and western ends of this strip of land. ■ The absence of access routes over or under the railway. <p>There is no potential alignment between the railway line and the proposed route that is convenient and does not involve:</p> <ul style="list-style-type: none"> ■ Crossing or utilising parts of the B1352, which carries relatively fast traffic, has no footway other than within Mistley, and which has inadequate sight lines in key locations. ■ Long lengths of low-lying field edges, with views of the estuary obscured by the railway embankment. <p>Although the proposed route takes walkers a significant distance inland, it is attractive, offers occasional, elevated views of the estuary and the Suffolk shoreline, and makes use of an existing, promoted PRow - the Essex Way. Close to Mistley Heath it deviates from the Essex Way to provide a safer link to Mistley than the Essex Way, which crosses Heath Road between two blind bends. This new length of route offers expansive estuary views.</p> <p>We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.</p> |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-------------|--------------------------|--|--|
| HSG 3d - 3e | HSG-3-S030 to HSG-3-S043 | We considered proposing alignment of the trail along the Essex Way through Mistley Heath and south of Mistley, ultimately linking with Mistley via Rigby Avenue or the Maltings. This would have avoided the creation of the new route around the north of Mistley Heath (HSG-3-S030 to HSG-3-S035). | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It provides much better visual links with the estuary than either of the alternatives. ■ It avoids using the double-blind bend crossing of Heath Road. ■ We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>. |
| HSG 3e | HSG-3-S044 to HSG-3-S046 | We considered aligning the trail along the B1352 Mistley High St, rather than via Mistley Quay, as proposed. | <p>Aligning the trail through Mistley Quay would maximise recreational benefits, this route being closer to the estuary and offering other advantages, as outlined below.</p> <p>A large part of Mistley Quay (including the village green area and access routes) would be within the coastal margin and accessible, whether the trail were aligned through the Quay, as proposed, or on the adjacent B1352 (the High Street).</p> <p>We opted to propose a route through the Quay because:</p> <ul style="list-style-type: none"> ■ As well as being closer to the estuary it is more pleasant, and provides excellent views across to Suffolk and down the estuary as far as the cranes of Felixstowe. The close proximity to the shore is particularly important here, in the context of the long inland segment of the proposed route immediately to the east. ■ The sight of the port activities and historic buildings would add significantly to the enjoyment and interest of trail users. ■ The area is already popular with local people and, to some extent, the general public. Many enjoy watching the wide range of waterbirds that congregate on the mudbanks just offshore. ■ The village green status of part of the land, and its accessibility from the road, mean |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| | | | <p>that it is, in any case, open to recreational use.</p> <ul style="list-style-type: none"> ■ Our proposed route passes only along existing public highway and areas of the Quay with a long history of use as if they were highway. <p>From a public safety perspective, we concluded that risks would, on balance, be greater on the High Street alignment, because:</p> <ul style="list-style-type: none"> ■ The seaward High Street pavement is narrow, with traffic forced against it by vehicles parked on the opposite side of the road. ■ To make the landward High Street pavement part of the trail it would be necessary to include two road crossing points, with attendant additional risks to the public. ■ Traffic levels and vehicle speeds are much lower on Mistley Quay and its approach roads, where the existing juxtaposition of pedestrians and vehicles increases the levels of caution exercised by both. <p>We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.</p> |
| HSG 3b | HSG-3-A001 to HSG-3-A002 | We considered aligning the optional alternative route along existing, inland PRow, thereby avoiding the need to create a new route. | We opted for the proposed route because the other option considered would have been inconvenient for users. When approaching from the east, at the point at which they would become aware of the need to use an alternative route (due to the beach route being inundated), they would need to back-track 250m to pick up the PRow taking them inland. This route would entail walking 1100m to re-join the trail, rather than 500m using the proposed route. Also, the PRow route would take users to the landward side of the railway |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|----------------------------|---|
| | | | embankment, which would block views of the estuary. |

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.

3.3.4 Roll-back implementation – more complex situations - Maps HSG 3a to HSG 3e: Stone Point, Wrabness, to Hopping Bridge, Mistley

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|--------|--------------------------|--|---|
| HSG 3a | HSG-3-S002 to HSG-3-S005 | Burial ground, houses and gardens to landward of the trail and fronting Church Road and Wheatsheaf Lane. | <p>As these sections are set well back from the shoreline it's likely to be a considerable time before they are affected by coastal erosion. Should roll-back be necessary, though, we would be likely to choose a route involving a combination of:</p> <ul style="list-style-type: none"> ■ field edges; ■ parts of Church Road, Wheatsheaf Lane and Wall Lane; ■ part of the existing PRow which links with Wheatsheaf Lane from the south-east (joining it at TM 171 315). |

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 |
|---------------|---|
| HSG 3a | Stone Point, Wrabness to Wrabness Nature Reserve |
| HSG 3b | Wrabness Nature Reserve to Shore Lane |
| HSG 3c | Shore Lane to Mistley Heath |
| HSG 3d | Mistley Heath to Anchor Corner, Mistley |
| HSG 3e | Anchor Corner, Mistley to Hopping Bridge, Mistley |
| HSG 3 | Directions Map HSG 3 – Stone Point, Wrabness to Hopping Bridge, Mistley |

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: | Stiles: | Gates: |
|-----------------------|---------------|----------------------|
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

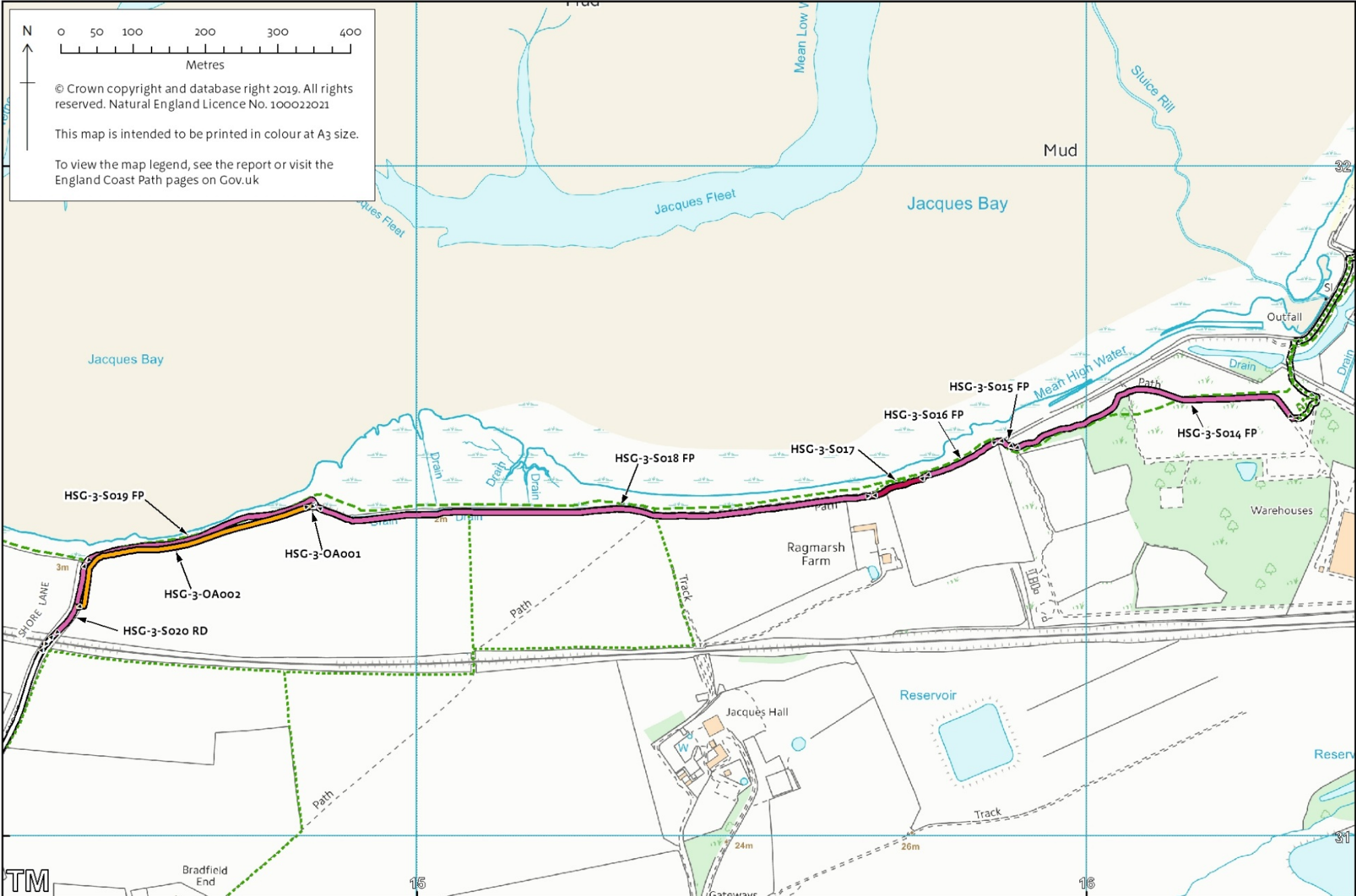
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

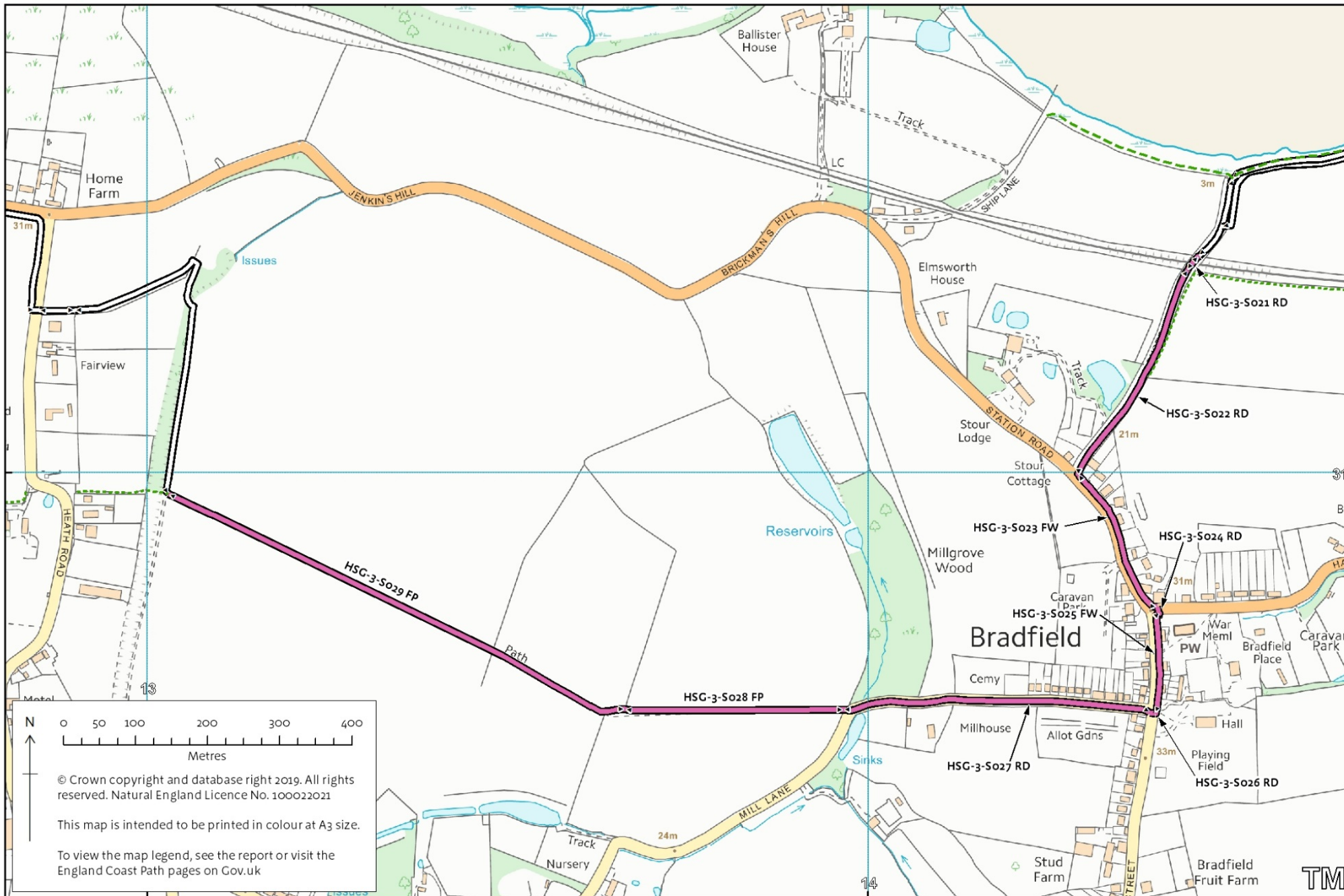
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map HSG 3a - Stone Point, Wrabness to Wrabness Nature Reserve

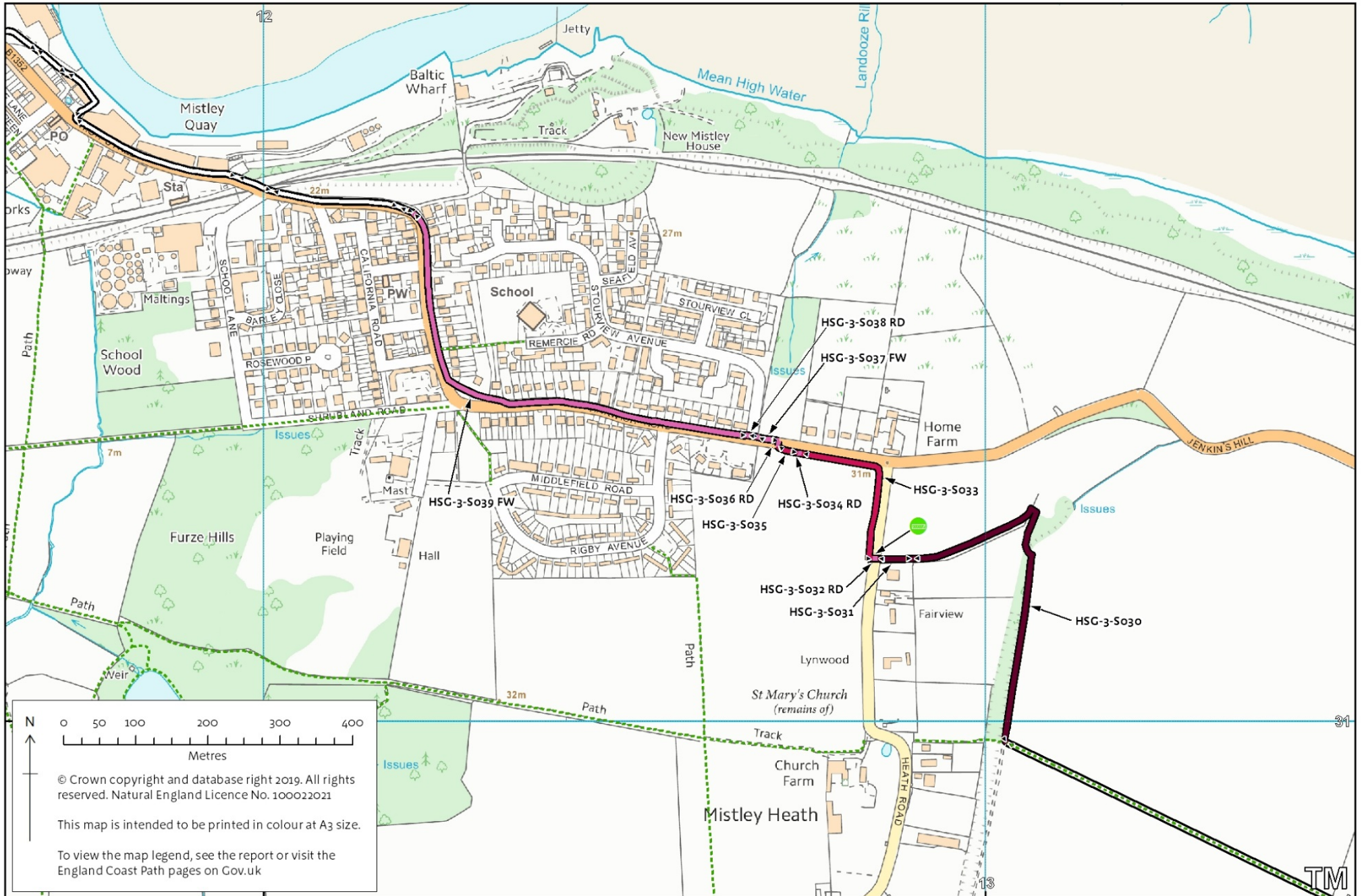






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 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk







Map HSG 3e - Anchor Corner, Mistley to Hopping Bridge, Mistley

Directions Map HSG 3

Areas to be covered by proposed access exclusions/restrictions on part of the coast between Harwich and Shotley Gate.

These directions only affect coastal access rights. They do not affect public rights of way, other statutory rights, or other types of access permitted locally.

- Proposed route in this Report
- - - Proposed route shown in another Report

Directions in the margin

- Access to saltmarsh and mudflat excluded year-round under CRoW s25A - unsuitable for public access
- Directions shown in another HSG report

N

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