



England Coast Path Stretch: Harwich to Shotley Gate

Report HSG 4: Hopping Bridge, Mistley to Brantham Hall Farm

Part 4.1: Introduction

Start Point:	Hopping Bridge, Mistley (grid reference: TM 1137 3204)
End Point:	Brantham Hall Farm (grid reference: TM 1155 3362)
Relevant Maps:	HGS 4a to HSG 4b

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

4.1.2 This report covers length HSG 4 of the stretch, which is the coast between Hopping Bridge, Mistley and Brantham Hall Farm. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 4.2: Proposals Narrative

The trail:

4.2.1 Generally follows public rights of way (PRoW) and public highway throughout this length. The exceptions are:

- Along the part of 'Skinner's Wall' (the seawall to the NW of Manningtree town centre) which is not PRoW (see HSG-4-S011 and HSG-4-S012, map HSG 4a).
- A short length of route which crosses the sluice at the downstream limit of the freshwater River Stour (see 4.2.3).
- A short length of walked route which is not technically PRoW but which forms part of the promoted Stour and Orwell Walk. It extends from the eastern end of Factory Lane, Brantham (see 4.2.2).

4.2.2 Follows a route similar to the existing Stour and Orwell Walk long distance footpath on the Suffolk bank, but departs from it slightly at Cattawade, to take in the short 'dog-leg' of informal path (a currently walked route) that passes over the Environment Agency's sluice. This is to take advantage of views of the upper estuary. See sections HSG-4-S023 to HSG-4-S026, map HSG 4b.

4.2.3 Is on or near the shoreline throughout the Essex side. Having crossed the estuary into Suffolk it follows an inland alignment to avoid excepted land. Panoramic estuary views may nonetheless be experienced approaching the railway footbridge which marks the start of the next length (see section HSG-4-S035, map HSG 4b).

Protection of the environment:

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

4.2.4 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
- Cattawade Marshes SSSI for its wildlife interest
- Local Wildlife Site: Hopping Bridge Marsh

There is also historic parkland between Manningtree and Mistley, landward of the trail and on the opposite side of the B1352.

Maps C and E in the Overview show the extent of designated areas listed.

4.2.5 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.

4.2.6 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 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:

4.2.7 There are few artificial barriers to accessibility on the proposed route within this length, although there is a steep, 3m high set of steps at the Manningtree end of Skinner's Wall (seawall) (HSG-4-S010, map HSG 4a). This area is very popular with the public and there is an existing access ramp some 250m to the north-west of the steps which is currently used by those with impaired mobility or with pushchairs. However, the seawall is high and the ramp steep, so we propose that the latter be extended considerably, and re-graded from approximately 1:8 to 1:15, the slope being broken by level resting areas. We envisage this happening as part of the physical establishment works for the trail. In this area we also propose that the trail be aligned alongside the base of the seawall as part of the 'access for all' provision, while recognising that many will use the new right of access to the coastal margin to walk along the seawall crest via the steps.

4.2.8 On much of the Essex part of the route, access is relatively good for those with impaired mobility, being largely level and on highway pavements. There are two factors users should take into account in this popular location, though:

- As noted above, at the western end of the Essex bank, the trail is aligned on the seawall. Although the path along the seawall crest is fairly broad and is currently well-maintained as a walking surface, the crest is relatively high, so it is important to ensure wheelchairs, pushchairs, etc, keep within its width.
- In places, the roadside pavements are narrow or have ill-defined kerbs, so care is needed in the presence of motorised traffic.

4.2.9 On the Suffolk side the route is aligned on a mixture of level but narrow roadside pavements, fairly steeply sloping concrete track, and well used, unsurfaced paths. The latter are mostly firm and level, but there is one exception:

- A short length of trail which slopes fairly steeply up and over the Environment Agency's sluice gates on the freshwater River Stour (between the A137 and Factory Lane; HSG-4-S023 to HSG-4-S026, map HSG 4b). Despite being unsurfaced, though, the surface here is firm and well-drained, and there are good views of the upper estuary.

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

Where we have proposed exercising statutory discretions

4.2.10 Estuary. This report proposes that the trail should contain sections aligned on the 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 6f.

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

4.2.11 **Landward boundary of the coastal margin.** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 4.3.1 below.

4.2.12 In one place within this length 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 (see sections HSG-4-S011 to HSG-4-S013, map HSG 4a). The owners of this land are content for us to propose this. See 4.3.1, below.

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

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

4.2.14 **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.

4.2.15 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.

4.2.16 Access to the majority of saltmarsh and mudflat will be excluded all year round seaward of route sections HSG-4-S001 to HSG-4-S035. 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 Direction Map HSG 4 and Part 8 of the Overview, for further details.

4.2.17 Most of 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.

4.2.18 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.

4.2.19 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 included measures to restrict or exclude access under section 26(3)(a) of CROW, which may be used to protect sensitive wildlife

4.2.20 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

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

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

4.2.22 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.

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

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

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

4.2.24 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps HSG 4a to HSG 4b as the proposed route of the trail.

Other future change:

4.2.25 There is one place on the length of coast described in this report where, at the time of preparing the report, we foresee the need for a change to access provision to accommodate built development. For the time being, route section HSG-4-S030 is unavailable due to development of the surrounding land. Until development is complete, we will waymark an informal diversion along an existing walked route between Factory Lane and Decoy Pond. This informal diversion may change location, on one or more occasions, to avoid areas of new development. It will operate without a formal direction being made to restrict access to the proposed 'ordinary' trail alignment, which would be required if the diversion were a formal temporary route on a fixed alignment. Once development has been completed, the proposed ordinary route of the trail will become available. Our proposed alignment for the ordinary route matches that agreed with Suffolk County Council as the route of a new PRoW. See section HSG-4-S030 on map HSG 4b, and part 7 of the Overview.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

4.2.26 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.

4.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£46,300** and is informed by:

- information already held by the access authorities, Essex and Suffolk County Councils, 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.

4.2.28 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- As outlined in 4.2.8, above, we propose to fund the extension and enhancement of an existing access ramp at ‘Skinner’s Wall’ seawall at Lawford, which provides access to the seawall for those with impaired mobility. We propose to import material and re-grade the slope to reduce its current slope of 1:8 to approximately 1:15, at an estimated cost of £40,000.
- We also propose the installation of an interpretation board at the junction of Quay Street and The Walls; a location popular with visitors.

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	£6,300
Seawall access ramp works	£40,000
Total	£46,300 (Exclusive of any VAT payable)

4.2.29 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 and Suffolk County Councils 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*. Relevant consent(s) will be obtained from the Environment Agency regarding the proposed enhancements to the seawall at Manningtree, before work on site commences.

Maintenance of the trail:

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

4.2.31 We estimate the annual cost of maintaining the trail to be **£1,000** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 4.3: Proposals Tables

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

4.3.1 Section Details – Map(s) HSG 4a to HSG 4b: Hopping Bridge, Mistley, to Brantham Hall Farm

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: 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 4.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (see maps)	Reason for landward boundary proposal	Explanatory notes
4a	HSG_4_S001	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
4a	HSG_4_S002	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
4a	HSG_4_S003	Public footway (pavement)	No	No	Various	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with residential and commercial buildings, and boundary walls, fences and gates
4a	HSG_4_S004	Public highway	No	No			
4a	HSG_4_S005	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
4a	HSG_4_S006	Public highway	No	No			
4a	HSG_4_S007	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
4a	HSG_4_S008	Other existing walked route	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
4a	HSG_4_S009	Other existing walked route	No	No			
4a	HSG_4_S010	Other existing walked route	No	No			
4a	HSG_4_S011*	Other existing walked route	No	No	Watercourse	Additional landward area	Use of discretion to extend landward coastal margin to include seawall folding with longstanding recreational access. Landward boundary to coincide with seaward bank of borrowdyke.
4a	HSG_4_S012*	Other existing walked route	No	Yes - Bank	Fence line	Additional landward area	Use of discretion to extend landward coastal margin to include seawall folding with longstanding recreational access. Landward boundary 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
							perimeter fence of adjacent commercial property.
4a	HSG_4_S013*	Public footpath	No	Yes - Bank	Various	Additional landward area	Use of discretion to extend landward coastal margin to include seawall folding and adjacent grassed area with longstanding recreational access. Landward boundary to coincide with seaward bank of borrowdyke and fence/ gateway of adjacent commercial properties.
4a	HSG_4_S014	Public footpath	No	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward wall of the tunnel through the railway embankment

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
4a	HSG_4_S015	Public footpath	No	Yes - Bank			The margin extends to the toe of the landward slope, by default.
4a	HSG_4_S016	Other existing walked route	No	Yes – Bank			The margin extends to the toe of the landward slope, by default.
4a	HSG_4_S017	Public highway	No	No			
4a	HSG_4_S018	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
4b	HSG_4_S019	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
4b	HSG_4_S020	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

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
4b	HSG_4_S021	Public highway	No	No			
4b	HSG_4_S022	Public highway	No	No			
4b	HSG_4_S023	Other existing walked route	No	Yes – Bank			The margin extends to the toe of the landward slope, by default.
4b	HSG_4_S024	Other existing walked route	No	Yes – Bank			The margin extends to the toe of the landward slope, by default.
4b	HSG_4_S025	Other existing walked route	No	Yes - Bank	Hedgerow	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the hedgerow
4b	HSG_4_S026	Other existing walked route	No	Yes – Bank			The margin extends to the toe of the landward slope, by default.
4b	HSG_4_S027	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	The landward boundary of the coastal margin coincides 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
4b	HSG_4_S028	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	The landward boundary of the coastal margin coincides with the landward pavement edge
4b	HSG_4_S029	Public highway	No	No	Pavement edge	Clarity and cohesion	The landward boundary of the coastal margin coincides with the landward pavement edge
4b	HSG_4_S030*	Not an existing walked route	No	No			
4b	HSG_4_S031*	Other existing walked route	No	No			
4b	HSG_4_S032	Other existing walked route	No	No			
4b	HSG_4_S033	Restricted byway	No	No			
4b	HSG_4_S034	Restricted byway	No	No	Fence line	Clarity and cohesion	The landward boundary of the coastal margin coincides with the perimeter fence of the

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
							adjacent treatment works
4b	HSG_4_S035	Restricted byway	No	No	Track	Clarity and cohesion	The landward boundary of the coastal margin coincides with the landward edge of the track

4.3.2 Alternative routes and optional alternative route details – Map(s) HSG 4a to HSG 4b: Hopping Bridge, Mistley, to Brantham Hall Farm.

We do not propose any alternative or optional alternative routes for this part of the coast. However, we propose an informal diversion where, at the time of writing, development is taking place at Brantham. This would take account of any interim changes in alignment necessary to facilitate development. The 'ordinary' trail route would become available at a date dependent on (a) the approval and implementation of our recommendations, and (b) a new bridleway route on the same alignment being authorised by Suffolk County Council, either during or after completion of site development.

4.3.3 Other options considered - Map(s) HSG 4a to HSG b: Hopping Bridge, Mistley, to Brantham Hall Farm

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HSG 4a	<p>HSG-4-S011 to HSG-4-S012</p> <p>HSG-4-S011 to HSG-4-S013</p>	<p>We considered aligning the trail along the entire length of Skinner's Wall, i.e. including the first 300m, which we ultimately omitted from our proposals.</p> <p>We also considered allowing the landward extent of the coastal margin associated with Skinner's Wall to be defined by the landward toe of the seawall; the normal/ default arrangement.</p>	<p>We opted for the proposed route and landward margin proposals because:</p> <ul style="list-style-type: none"> ■ The proposed route makes the access ramp an integral part of the trail. We propose to extend and re-grade the ramp to make it easier for those with impaired or constrained mobility to gain access to the seawall. We believe this facility is important to facilitate access by the widest possible range of people to a popular length of seawall with extensive estuary views. There is level access to the base of the ramp, and parking and public transport links are nearby, enhancing the value of the ramp and seawall to visitors. ■ The first 300m of seawall will remain within the coastal margin, and therefore accessible to anyone able to use the steps at the southern (town centre) end. ■ The seawall and folding are close-mown and maintained for flood defence integrity and access purposes. This makes the area ideal for public access and there is a history of informal access, facilitated by the PRow along the crest of the seawall to the north-west, and sympathetic management of the remainder of the seawall crest by/ on behalf of Tendring District Council. ■ 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 4b	HSG-4-S030 to HSG-4-S031	At the (re-)development site at Brantham we considered a range of alignment options in the light of the development proposed, the presence of excepted land, existing walked routes, and the future access arrangements agreed between the developer and Suffolk County Council (the existing PRow, which is technically some distance from the currently walked route, having been built over many years ago).	<p>We opted for the proposed route because it matches the alignment agreed between the developer and Suffolk County Council for the new PRow through the site.</p> <p>We also intend to waymark an informal diversion on the same alignment as the existing walked route, to be available until the main/ ordinary route is available. This informal diversion will be able to move to accommodate on-site activities during development, should this be necessary.</p> <p>We concluded that, together, the proposed routes strike the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.</p>

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

4.3.4 Roll-back implementation – more complex situations - Map(s) HSG 4a to HSG 4b: Hopping Bridge, Mistley, to Brantham Hall Farm

Complex roll-back is not proposed for any sections on this part of the estuary.

Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
HSG 4a	Hopping Bridge, Mistley to Cattawade Bridge
HSG 4b	Cattawade Bridge to Brantham Hall Farm
HSG 4	Directions Map HSG 4 – Hopping Bridge to Brantham Hall Farm

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:

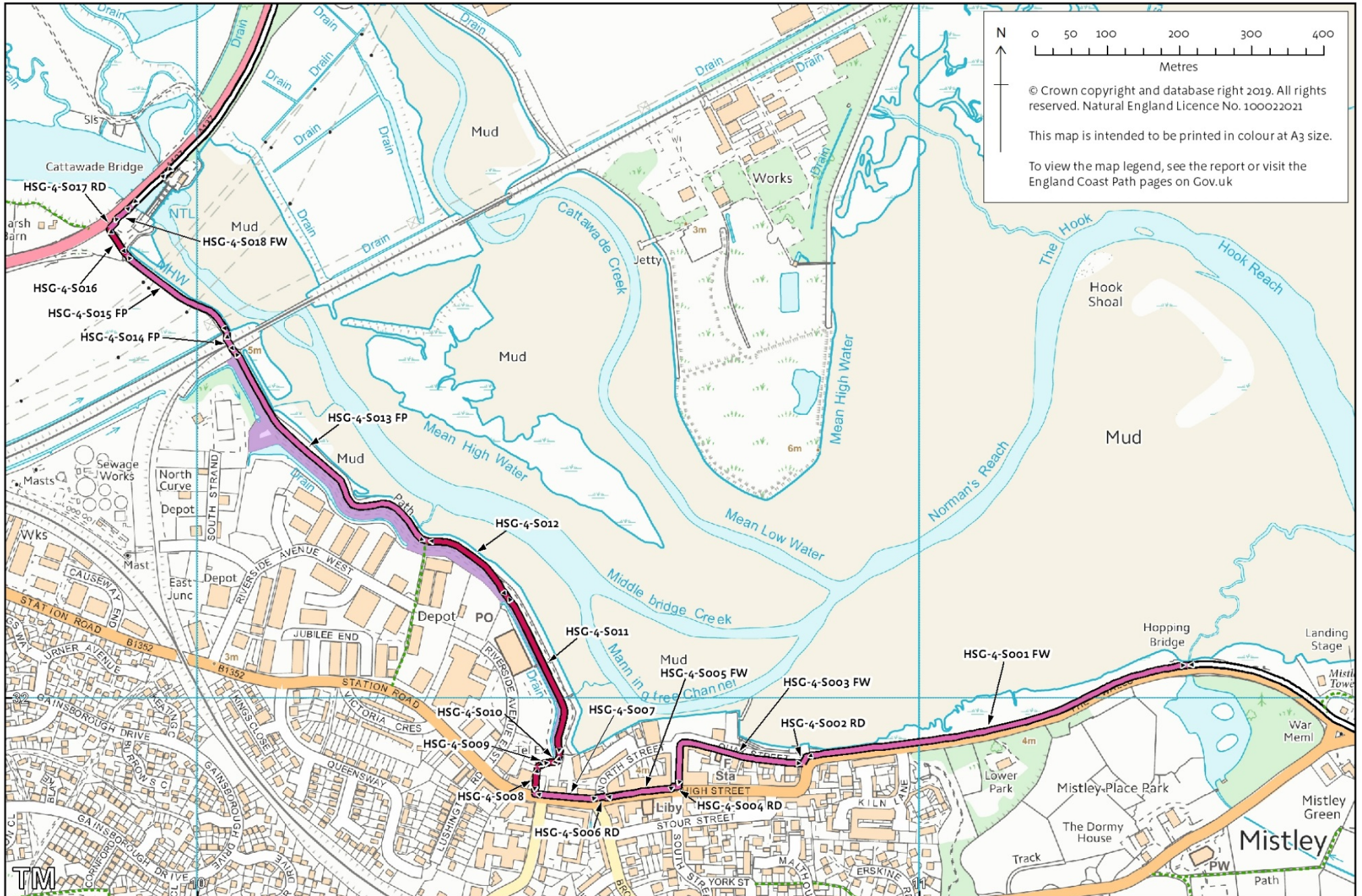
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

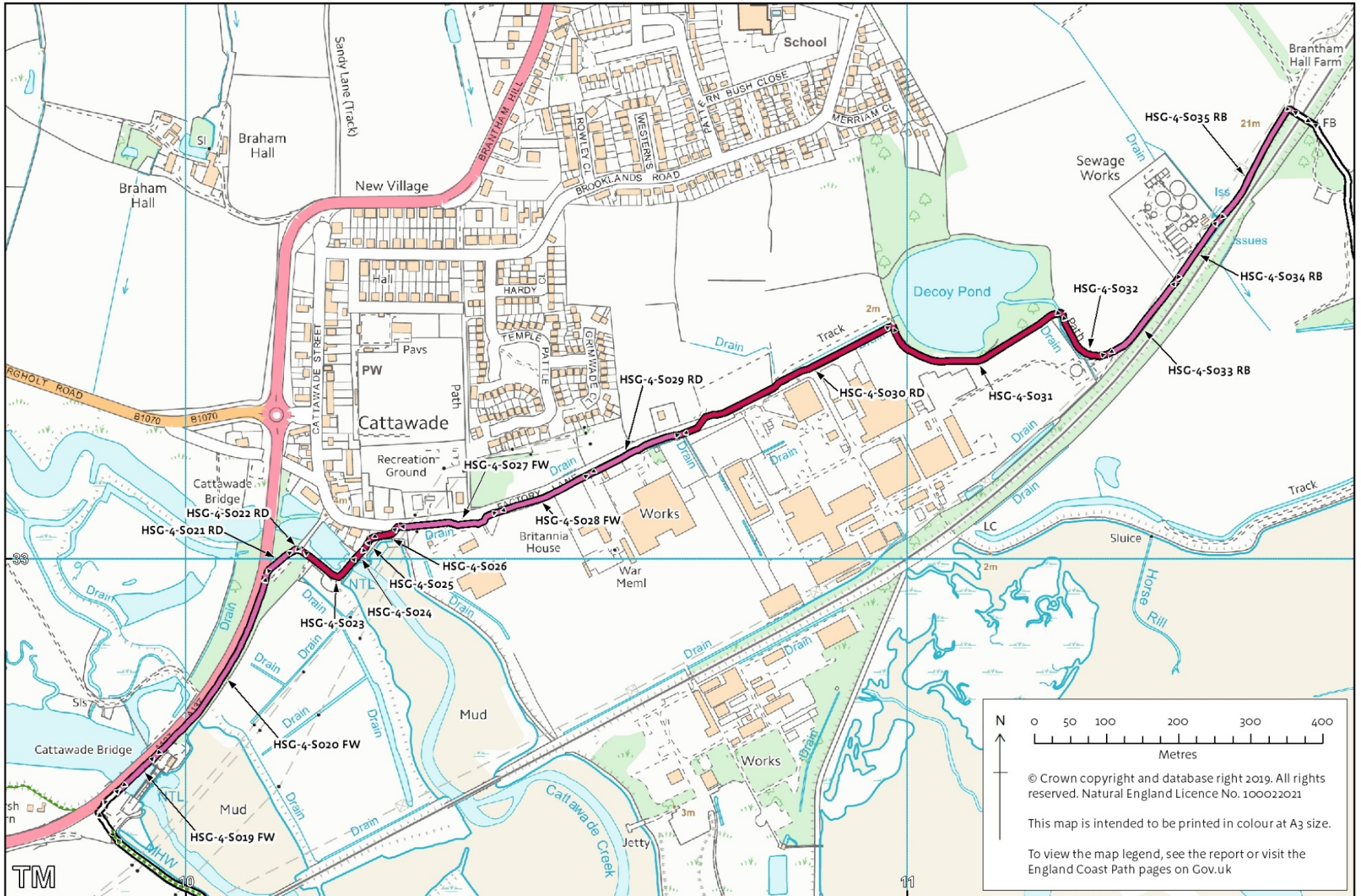
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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 HSG 4a - Hopping Bridge, Mistley to Cattawade Bridge



Map HSG 4b - Cattawade Bridge to Brantham Hall Farm

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
 0 0.5 1 Km
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