



# England Coast Path Stretch: Harwich to Shotley Gate

## Report HSG 5: Brantham Hall Farm to Lower Holbrook

### Part 5.1: Introduction

Start Point:	Brantham Hall Farm (grid reference: TM 1155 3362)
End Point:	Lower Holbrook (grid reference: TM 1739 3497)
Relevant Maps:	HSG 5a to HSG 5e

5.1.1 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.

5.1.2 This report covers length HSG 5 of the stretch, which is the coast between Brantham Hall Farm and Lower Holbrook. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

### The trail:

5.2.1 Follows the Stour and Orwell Walk long distance footpath, apart from where a new, 1km length of cliff-top route is proposed at Stutton Park, between Chestnut Spinney and Stutton Ness (HSG-5-S012, map HSG 5c). Here, the Stour and Orwell Walk is on the beach, the original cliff-top public right of way (PRoW) having been undermined by coastal erosion.

5.2.2 Mostly follows existing PRoW. Some sections are not on PRoW but are currently walked routes forming part of the Stour and Orwell Walk:

- A length of public highway to the south of Stutton (HSG-5-S021, map HSG 5d).
- A length of seawall to the south of the Royal Hospital School which has only partial PRoW status (HSG-5-S030 to HSG-5-S034, map HSG 5e).
- A short length of permissive path through a private garden at Markwell's Farm, Stutton (HSG-5-S027, map HSG 5e) – see 5.2.4.

5.2.3 Largely follows the shoreline, with the exception of:

- The initial few hundred metres, which nonetheless provide extensive estuary views.
- A substantial inland length to the south of Stutton (HSG-5-S014 to HSG-5-S029, maps HSG 5c to 5e).

5.2.4 Passes through land that is excepted under Schedule 1 to the Countryside and Rights of Way Act 2000 by virtue of it being land within the curtilage of a private house (section HSG-5-S027, map HSG 5e). The owner has given a written undertaking to dedicate as coastal margin an access strip along the proposed route through the garden at Markwell's Farm, if this report is approved. The dedication would remove the excepted land status of this strip and enable coastal access rights to come into effect along it.

### 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.

5.2.5 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

There is also historic parkland at Stutton Park, and the following archaeological/ heritage features:

- East of sewage works, Brantham: Beaker inhumation graves; later Bronze Age cemetery and ring ditch; multi period trackways and field boundaries cropmarks.

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.

## 5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HSG 5a	HSG-5-S001 to HSG-5-S002	<p>The following design features are described elsewhere in this report:</p> <p>The trail is proposed to be aligned to the south-east, rather than south-west, from the railway footbridge at Brantham Hall Farm. This is partly to avoid passing close to the small reedbed to the east of Factory Marsh.</p>	<p>To avoid increased disturbance of marsh harriers which sometimes nest in this area of reedbed (the other local nesting site being within Cattawade marshes, 1.5km to the west).</p> <p>Marsh harriers are an SPA ‘non-qualifying species of interest’.</p>
HSG 5c to 5e	HSG-5-S014 to HSG-5-S029	<p>The following design features are described elsewhere in this report:</p> <p>Adherence to an existing inland route in the vicinity of Crowe Hall/ Stutton House/ Markwell’s Farm, Stutton, resulting in this 1.8km length of shoreline remaining access free.</p>	<p>Avoids 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>Note: Where new cliff top trail alignment is proposed to replace lengths of PRow undermined by coastal erosion, disturbance of waterbirds is likely to be reduced by the new routes being landward of the beach/ foreshore and sufficiently elevated to have a reduced effect. These new lengths of route are also remote from fields used by waterbirds outside the SPA.</p>	

5.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Suffolk County Council before confirming this conclusion. 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:

5.2.8 On this part of the proposed route there are few artificial barriers to access other than those noted below. However, the natural coastal terrain is often challenging for people with constrained mobility and this is particularly the case at the start of this length, from the railway footbridge down the hill towards the seawall, which is particularly steep.

However, most of the remainder of the trail adheres to seawalls with firm, level crests, and well-drained, gently undulating cliff-top routes.

The inland sections, in the vicinity of Stutton village, are particularly easy walking, as they follow firm, well-drained tracks and footpath, and a tarmac road (see HSG-5-S014 to HSG-5-S021, maps HSG 5c and 5d).

5.2.9 At Brantham Hall Farm there is an existing stile which we propose to remove. This is at TM 1164 3337- the point where the trail turns sharply eastwards, having dropped down the hill from the footbridge (HSG-5-S002, map HSG 5a).

We propose to re-build and slightly re-locate an existing set of steps giving access to the seawall crest from the adjacent Markwell's farm. This is the only significant set of steps on the Suffolk side of the proposed estuary route.

We also propose to install a short flight of timber and back-fill steps to facilitate access to the low seawall at the end of Hall Lane, Brantham Hall Farm. This will also help to protect the seawall from erosion by foot traffic.

We envisage these works being carried out as part of the physical establishment works.

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

### Where we have proposed exercising statutory discretions

5.2.10 **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.**

5.2.11 **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 5.3.1 below.

5.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 5.3.1. 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 5.3.1) 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.**

5.2.13 **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.

5.2.14 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*

5.2.15 Access to saltmarsh and the majority of mudflat will be excluded all year round seaward of route sections HSG-5-S001 to HSG-5-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 Directions Map HSG 5 and Part 8 of the Overview, for further details.

5.2.16 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.

5.2.17 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.

5.2.18 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

5.2.19 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

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

5.2.21 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.**

5.2.22 **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.

5.2.23 Column 4 of table 5.3.1, and table 5.3.4, 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 5a to HSG 5e as the proposed route of the trail.

5.2.24 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(s) 5.3.1 or 5.3.4, the route is to be at the centre of the line shown on maps HSG 5a to HSG 5e as the proposed route of the trail.

### Other future change:

5.2.25 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 part 7 - 'Future changes' of the Overview for more information.**

### Establishment of the trail:

5.2.26 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.

5.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£19,200** and is informed by:

- information already held by the access authority, Suffolk 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.

5.2.28 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail, particularly where new sections of route are created.
- Some physical establishment of the trail would be necessary. This would particularly apply to the approximately 1 km of trail we propose to be newly established along the cliff-top at Stutton Park, between Chestnut Spinney and Stutton Ness (section HSG-5-S012. Map HSG 5c).

Subject to approval of our proposals by the Secretary of State, we propose making a one off contribution (approximately £10,000 excl. VAT) to the cost of rebuilding a short length of seawall to establish the ECP at 'The Rough', Stutton Park, the bulk of the cost (80%) being covered by the landowner. We do not

propose to contribute to maintenance. Please see Table 5.3.3 section 5b which explains the other route options we considered and our reasons for proposing the seawall route.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£800
Steps	£2,200
Foot bridge repairs	£400
Gate removal	£100
Seawall works	£10,300
Surface works	£5,400
<b>Total</b>	<b>£19,200 (Exclusive of any VAT payable)</b>

5.2.29 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, Suffolk County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our *Coastal Access Scheme*.

#### **Maintenance of the trail:**

5.2.30 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).

5.2.31 We estimate the annual cost of maintaining the trail to be **£5,400** (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 5.3: Proposals Tables

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

### 5.3.1 Section Details – Maps HSG 5a to HSG 5e: Brantham Hall Farm to Lower Holbrook

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.3: 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 5.3.4’ 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
5a	HSG_5_S001*	Public bridleway	Yes - Normal	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward bridge parapet/ wall
5a	HSG_5_S002*	Public footpath	Yes - Normal	No			
5a	HSG_5_S003	Other existing walked route	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
5a	HSG_5_S004	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5a	HSG_5_S005	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5b	HSG_5_S006	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5b	HSG_5_S007	Other existing walked route	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5b	HSG_5_S008	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5b	HSG_5_S009	Other existing walked route	Yes - Normal	No			
5b	HSG_5_S010*	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5b	HSG_5_S011	Other existing walked route	Yes - Normal	No	Various	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with fences and hedges to immediate

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
							landward of the trail
5c	HSG_5_S012	Other existing walked route	Yes - Normal	No			
5c	HSG_5_S013	Public footpath	Yes - Normal	No			
5c	HSG_5_S014*	Public footpath	Yes - Normal	No			
5c	HSG_5_S015*	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
5c	HSG_5_S016*	Public footpath	No	No	Track	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the track
5d	HSG_5_S017*	Public footpath	No	No	Road	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the road
5d	HSG_5_S018*	Public footpath	No	No			
5d	HSG_5_S019*	Public footpath	No	No	Hedgerow	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the hedgerow
5d	HSG_5_S020*	Public footpath	No	No	Track	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 landward edge of the track
5d	HSG_5_S021*	Public highway	Yes – see table 5.3.4	No			
5e	HSG_5_S022*	Other existing walked route	Yes – see table 5.3.4	No			
5e	HSG_5_S023*	Other existing walked route	Yes – see table 5.3.4	No			
5e	HSG_5_S024*	Public footpath	Yes – see table 5.3.4	No	Path	Clarity and cohesion	Trail width defined by width of existing public footpath
5e	HSG_5_S025*	Public footpath	Yes – see table 5.3.4	No	Track	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the track
5e	HSG_5_S026*	Public footpath	Yes – see table 5.3.4	No	Path	Clarity and cohesion	Trail width defined by width of existing public footpath
5e	HSG_5_S027*	Other existing walked route	Yes – see table 5.3.4	No	Top of seaward bank of adjacent watercourse	Clarity and cohesion	The landowners have undertaken to dedicate a 2m wide strip for the England Coast Path through their private garden. The landward edge of the strip (also the landward boundary of the coastal

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
							margin) is to coincide with the top of the seaward bank of the adjacent watercourse.
5e	HSG_5_S028*	Other existing walked route	Yes – see table 5.3.4	No	Fence	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward parapet ('fence') of the wooden footbridge.
5e	HSG_5_S029*	Other existing walked route	Yes – see table 5.3.4	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5e	HSG_5_S030*	Other existing walked route	Yes – see table 5.3.4	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5e	HSG_5_S031	Other existing walked route	Yes – see table 5.3.4	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5e	HSG_5_S032	Public footpath	Yes – see table 5.3.4	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5e	HSG_5_S033	Other existing walked route	Yes – see table 5.3.4	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
5e	HSG_5_S034	Public footpath	Yes – see table 5.3.4	Yes – Bank			The margin extends to the toe of the landward slope, by default.
5e	HSG_5_S035	Public footpath	Yes – see table 5.3.4	No	Track	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the track

### 5.3.2 Alternative routes and optional alternative route details – Maps HSG 5a to HSG 5e: Brantham Hall Farm to Lower Holbrook

We do not propose any alternative or optional alternative routes for this part of the coast.

### 5.3.3 Other options considered - Maps HSG 5a to HSG 5e: Brantham Hall Farm to Lower Holbrook

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
4b-5a	HSG-4-S032 (see report HSG 4) to HSG-5-S002  HSG-5-S002	We considered proposing that the trail be aligned south from Decoy Pond to the rail crossing (see chapter 4), and along the seawall to the end of Hall Lane, rather than north-east to the railway footbridge and direct to the seawall at Hall Lane.  We also considered whether the trail should, having crossed the railway via the footbridge, return to the seawall close to Factory Marsh, via the south-	We opted for the proposed route, via the footbridge and direct to the seawall, because: <ul style="list-style-type: none"> <li>It is Network Rail’s intention to close the rail crossing on safety grounds, their risk assessment having concluded that the combination of high train speeds and poor sight lines give walkers insufficient time to get clear of the crossing as trains approach.</li> <li>The proposed route is slightly more direct than the crossing route, and therefore more convenient for users. It also offers expansive estuary views on the descent from the footbridge.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		eastern side of the railway embankment.	<ul style="list-style-type: none"> <li>■ We concluded that, having utilised the footbridge, a route adhering to the seaward side of the railway embankment (i.e. to join the seawall close to Factory Marsh) would be too indirect, and therefore inconvenient for trail users. It would also increase the risk of users disturbing marsh harriers by bringing them close to the birds' breeding habitat in the nearby reedbed.</li> <li>■ 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>.</li> <li>■ Under our proposals, the public footpath along the seawall would remain available for people to use as part of spreading room (albeit the footpath will be severed when the crossing is closed), but it would not form part of the designated trail.</li> </ul>
5c-5e	HSG-5-S014 to HSG-5-S029	In the Stutton area, we considered proposing that the trail follows the cliff top throughout the shoreline between Graham's Wharf and Markwell's Farm.	<p>Although a shoreline route seaward of Crowe Hall would have been a popular addition to the local access arrangements if it had been practicable, we have opted instead to propose a route along the public road inland of the Hall, for these reasons:</p> <ul style="list-style-type: none"> <li>■ A more coastal route would have had to divert inland on reaching excepted land associated with properties to the east of Crowe Hall. An alignment in that area that avoided disturbing the saltmarsh birds, and also avoided areas increasingly prone to inundation on the south-eastern side of the relevant field, would have impacted on the privacy of the occupants of Markwell's Farm, which is close to the field boundary and already has footpaths along its north, east and west boundaries.</li> <li>■ In any case, it would only have been possible for a shoreline route at Crowe Hall to be followed for less than half of</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>each year, with a seasonal diversion onto the landward route for the remainder. The saltmarsh close to Markwell's Farm is an especially important refuge/roost site for the waterbirds protected under European site designation while they are wintering or on passage, and the extensive mudflats provide important feeding areas. This nature conservation importance reflects the fact that this is one of only two substantial, largely undisturbed areas on the Suffolk bank of the Stour estuary (the other being adjacent to the industrial area at Brantham).</p> <ul style="list-style-type: none"> <li>■ Setting the trail a short distance back from cliff top to avoid disturbing the birds was also considered, but would interfere with the growing amount of recreational use made of this area by the owners of Crowe Hall and their family and guests. The owners were also concerned that fencing off an access strip within the grassland, to keep walker's dogs out of grazing areas, would make these areas more difficult to manage by grazing. There was also some potential for legal uncertainty about whether any of the land over which such a set-back route would have to pass – particularly the historic avenue of trees - might be said to meet the detailed definition of parkland (and therefore excepted land) set out for these purposes at Figure 22 on pages 135-6 of the Scheme.</li> <li>■ The proposed alignment largely follows well established public footpaths and a public highway. While following a route that is significantly longer than any practicable seaward route would have been, it is nonetheless attractive and involves only light vehicular traffic.</li> <li>■ We concluded that the proposed route struck the best overall balance in terms of</li> </ul>



Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the <i>Coastal Access Scheme</i> .
5e	HSG-5-S027 to HSG-5-S030	We considered alignment through, or around the perimeter of the grass field immediately to the east of Markwell's farm and to the south of the Royal Hospital School. This route would have used an existing watercourse crossing point 225m to the east of the bridge on the existing permissive path alignment.	<p>We opted for the proposed route because :</p> <ul style="list-style-type: none"> <li>■ The owners of Markwell's Farm offered to dedicate a strip of land within the eastern boundary of their property, close to the alignment of the existing permissive path, which enabled us to propose the preferred route.</li> <li>■ It provides access to an additional 225m of seawall. The seawall is relatively high and provides good views across and along the estuary. This is especially important in the context of our proposal that the trail be aligned inland over the 1.8km to the west. The adjacent saltmarsh is a sensitive site, but birds within it tend not to be disturbed by walkers and dogs on the seawall on this, the north-eastern side of the saltmarsh, because of the protection provided by the intervening creek.</li> <li>■ 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>.</li> </ul>
5b	HSG-5-S010	We considered proposing alignment of the trail to landward of The Rough; an area of woodland in a small basin of low-lying land next to the shoreline at Stutton Park. This would have avoided approximately 175m of badly degraded seawall which currently supports a PRow.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It is much more direct and convenient for walkers and maintains contact with the shoreline.</li> <li>■ It avoids impacting on a commercial shoot that depends heavily on The Rough and the land immediately to landward.</li> <li>■ The landowner expressed willingness to cover most of the cost of re-building the seawall to prevent flooding of The Rough and so that it could continue to support the existing PRow/ the trail.</li> <li>■ We do not expect this section of seawall to be subject to significant erosion pressure in the future (the continuing spread of</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			foreshore/ shoreline vegetation indicates that material is accreting, rather than being eroded). This means that ongoing maintenance costs (to be met by the landowner) are likely to be modest, increasing the likelihood that the seawall will remain in a condition that will enable it to support the trail in the longer term.

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.

#### 5.3.4 Roll-back implementation – more complex situations - Maps HSG 5a to HSG 5e: Brantham Hall Farm to Lower Holbrook

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
HSG 5d and 5e	HSG-5-S021 to HSG-5-S035	Royal Hospital School, Stutton	<p>In the unlikely event of it being no longer possible to identify a viable route seaward of Royal Hospital School land (e.g. in the event of the seawall being breached and the adjacent low-lying field being flooded), we will choose a new route after detailed discussions with all relevant interests.</p> <p>This route would be located either a) on the parallel PRow on the landward side of the low-lying field, if this were not inundated, b) within the seaward boundary of Royal Hospital School land on slightly higher ground (on a strip of dedicated land, if appropriate), or, if this is not achievable, c) to the landward side of the Royal Hospital School, utilising the B1080.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

## Part 5.4: Proposals Maps

### 5.4.1 Map Index

Map reference	Map title
HSG 5a	Brantham Hall Farm to Stutton Mill
HSG 4b	Stutton Mill to Chestnut Spinney
HSG 4c	Chestnut Spinney to Crowe Hall
HSG 4d	Crowe Hall to Stutton Church
HSG 5e	Stutton Church to Lower Holbrook
HSG 5	Directions Map HSG 5 – Brantham Hall Farm to Lower Holbrook

### 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

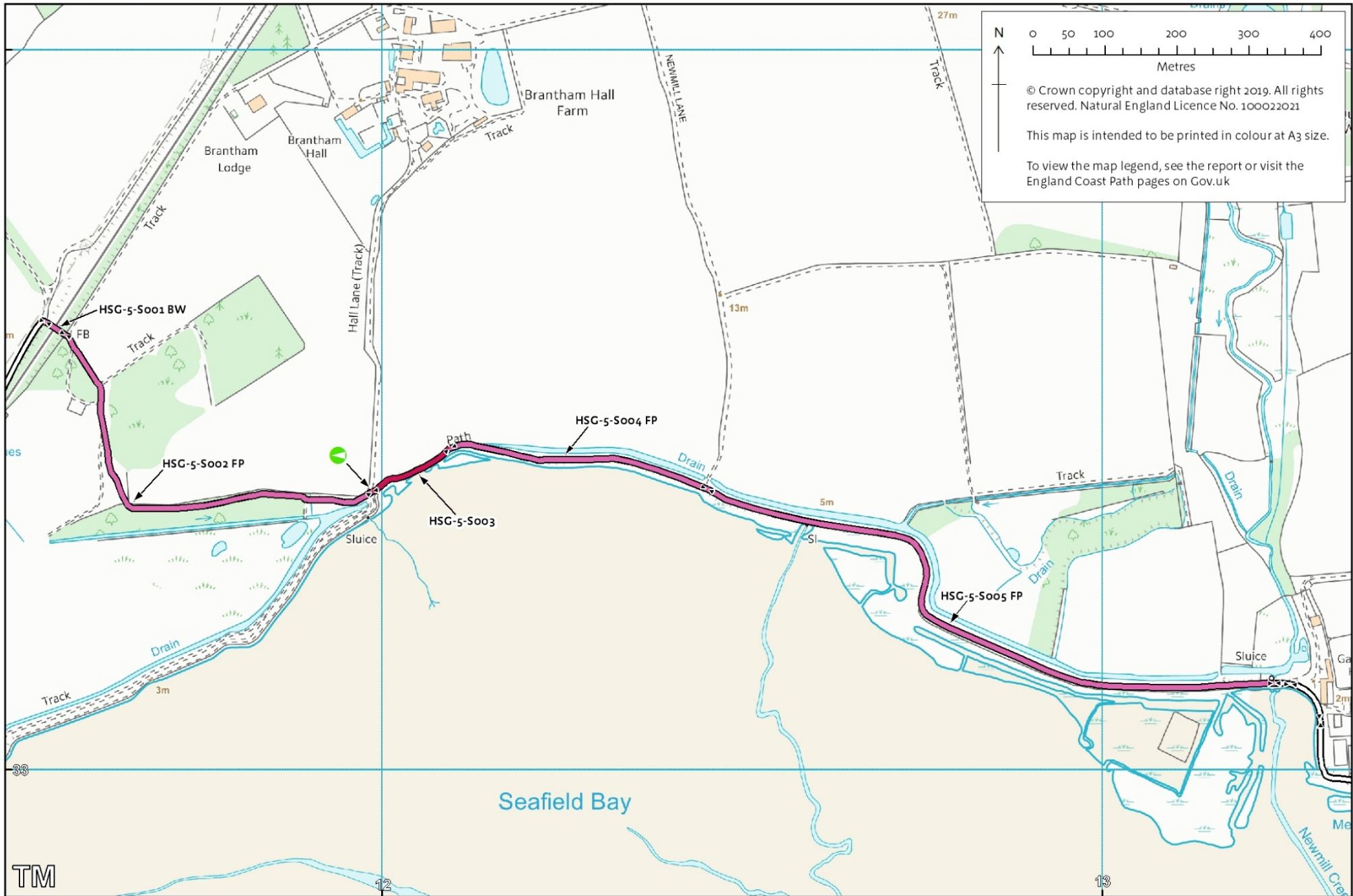
- | Bridges:              | Stiles:       | Gates:               |
|-----------------------|---------------|----------------------|
| Clapper bridge        | Ladder stile  | Bristol gate         |
| Footbridge            | Lift-up stile | Field gate           |
| Quad bike bridge      | Squeeze stile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

#### Infrastructure status

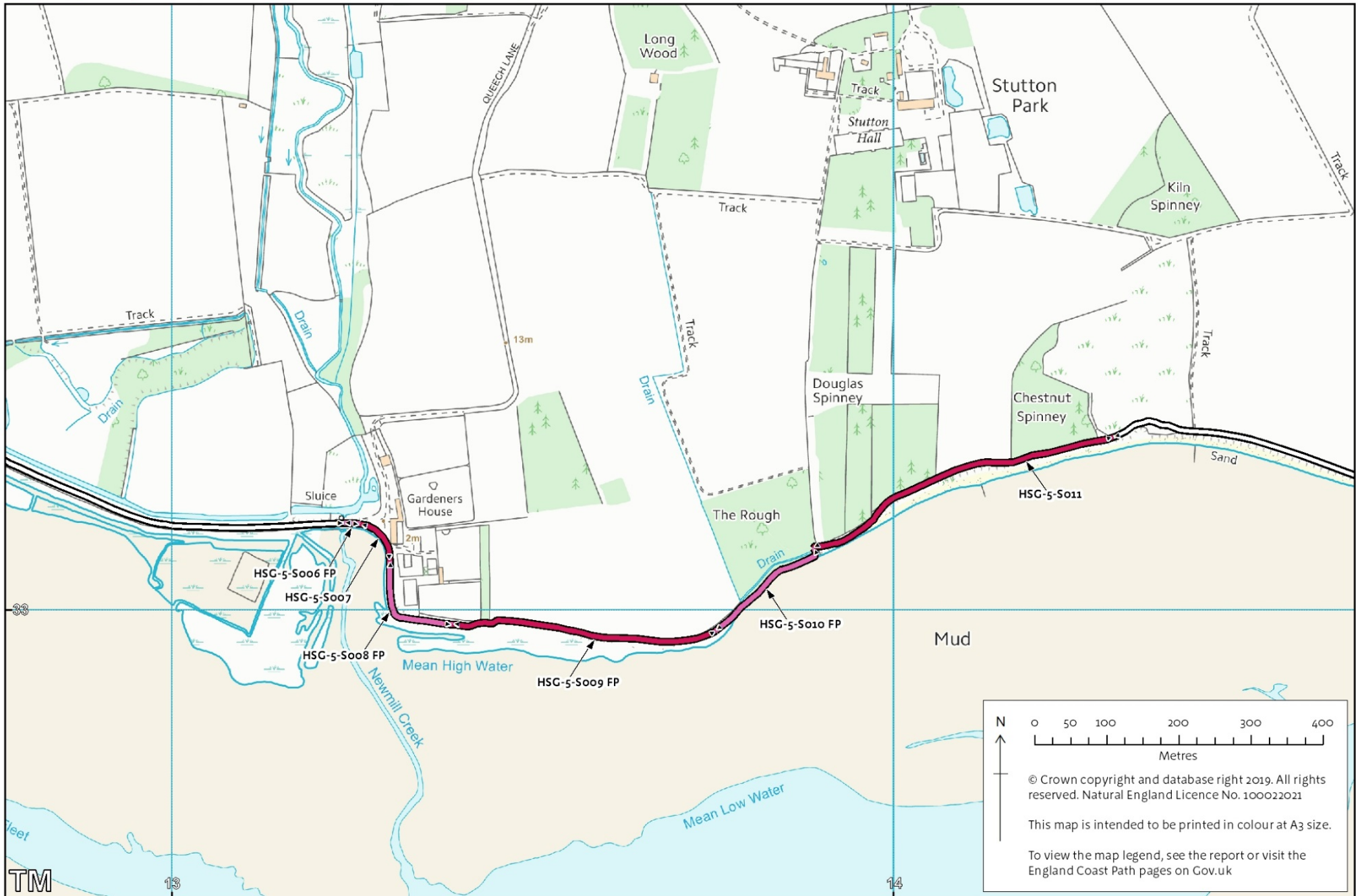
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.



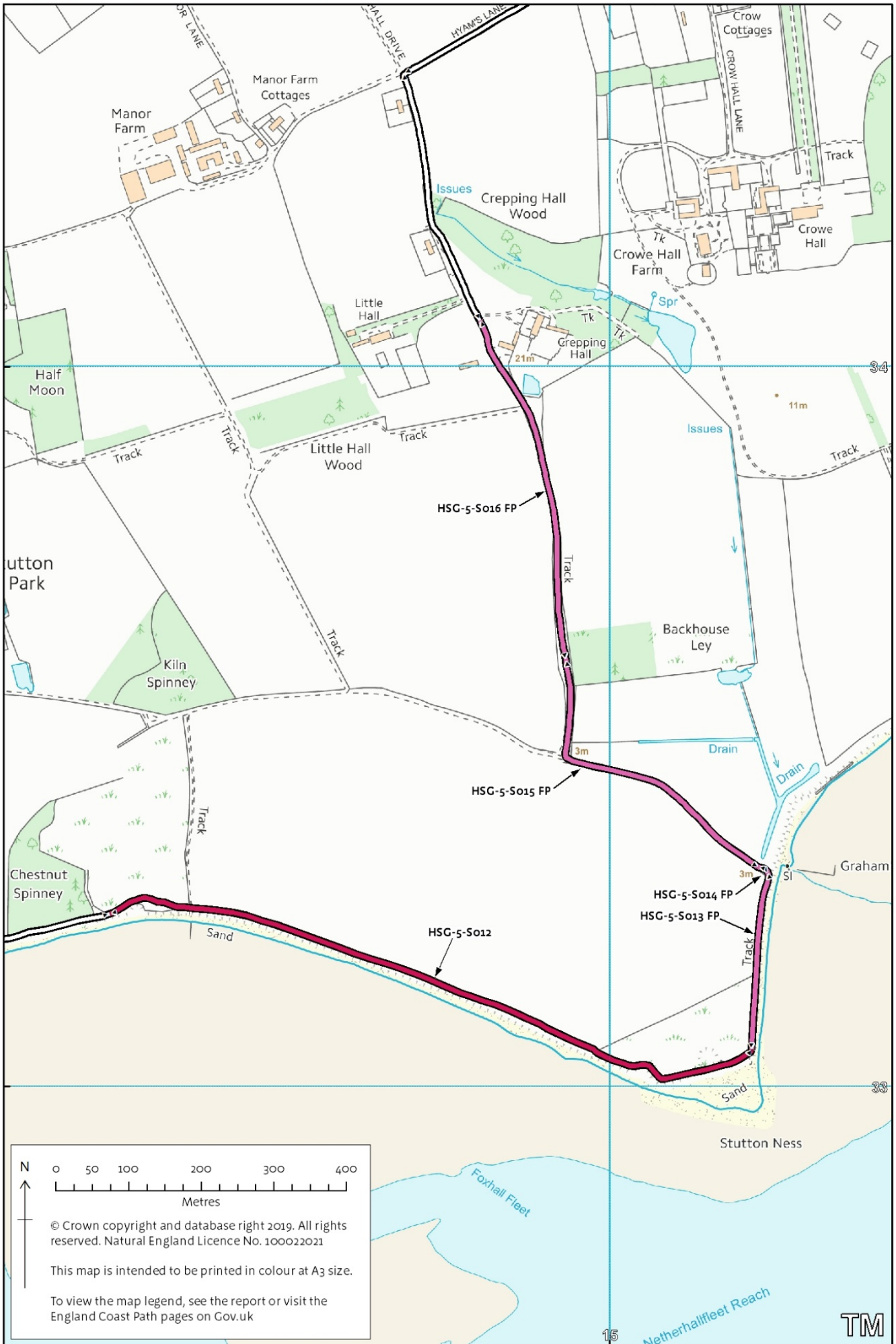




N  
 0 50 100 200 300 400  
 Metres  
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 This map is intended to be printed in colour at A3 size.  
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

**Map HSG 5c - Chestnut Spinney to Crowe Hall**

Map HSG 5c - Chestnut Spinney to Crowe Hall



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0 50 100 200 300 400

Metres

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









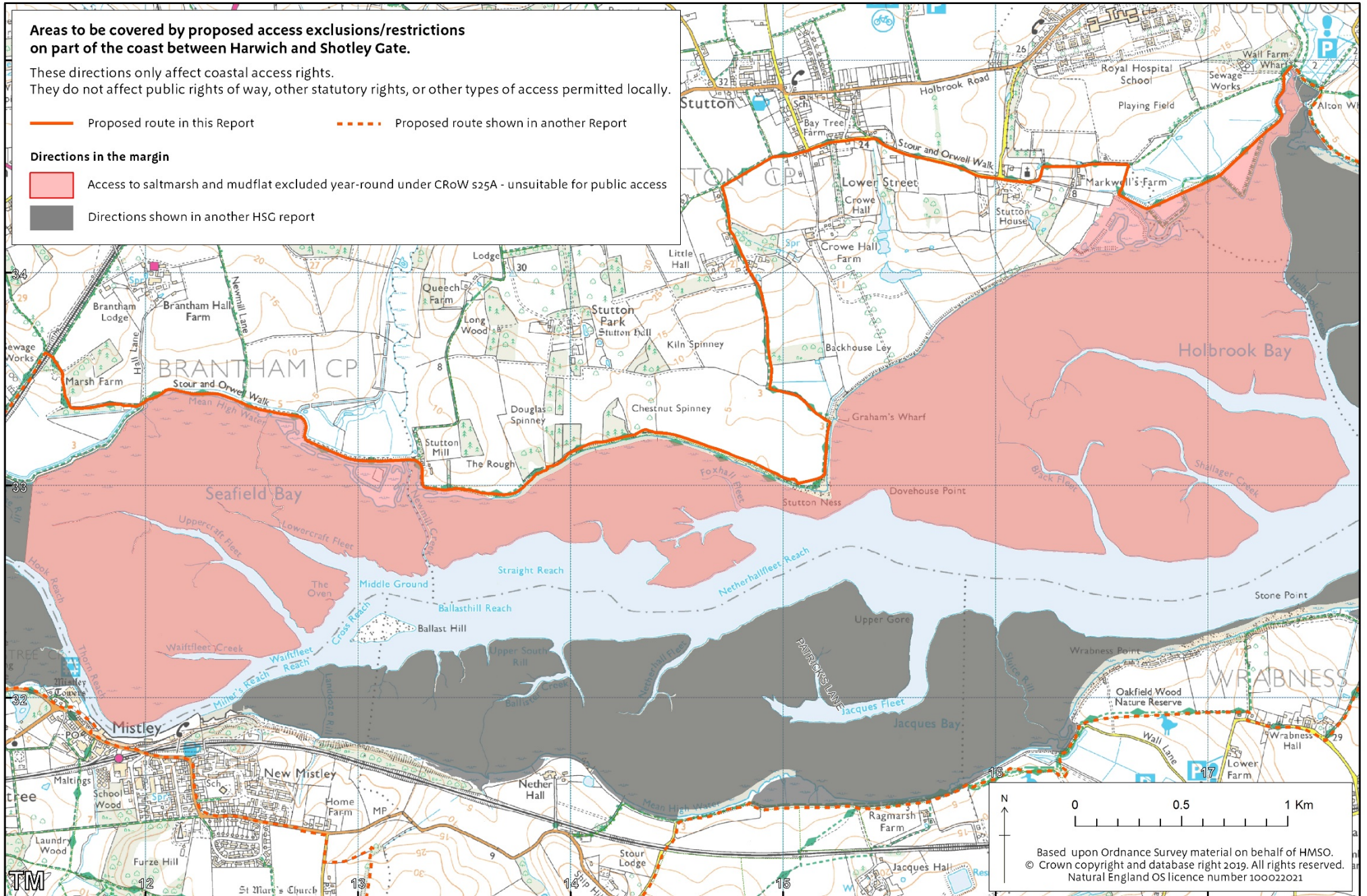
**Areas to be covered by proposed access exclusions/restrictions on part of the coast between Harwich and Shotley Gate.**

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



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