



England Coast Path Stretch:

Harwich to Shotley Gate

Report HSG 6: Lower Holbrook to Shotley Gate

Part 6.1: Introduction

| | |
|----------------|---|
| Start Point: | Wall Farm Wharf, Lower Holbrook (grid reference: TM 1739 3497) |
| End Point: | Southern end of Bristol Hill, Shotley Gate (grid reference: TM 2458 3362) |
| Relevant Maps: | HSG 6a to HSG 6f |

6.1.1 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.

6.1.2 This report covers length HSG 6 of the stretch, which is the coast between Lower Holbrook and Shotley Gate. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

6.2.1 Mostly adheres to existing public rights of way (PRoW), and to two short lengths of public highway (at Harkstead and Shotley Gate; HSG-6-S011 and HSG-6-S041 on maps HSG 6a and 6f respectively). However, two lengths of new route are proposed; see 6.2.3 and 6.2.4 below.

6.2.2 Follows the estuary shoreline very closely, the only exceptions being: a short inland diversion at Harkstead (HSG-6-S007 to HSG-6-S014 on map HSG 6a), another at Shotley Gate (albeit largely along a wooded cliff face with excellent estuary views; HSG-6-S036 to HSG-6-S041 on map HSG 6f), and a very small, slightly inland diversion to the landward of Rose Farm Cottages (HSG-6-S028 to HSG-6-S033 on maps HSG 6e and 6f).

6.2.3 Includes a substantial length of proposed new route. To the west and south of Nether Hall, Harkstead, the trail follows a new field-edge alignment for approximately 1.5 km, the central part of which is along the cliff-top, reinstating cliff-top access where the PRoW has long since been undermined by coastal erosion. This central part extends short distances in either direction to pass landward of small areas of saltmarsh and link with existing footpaths (see HSG-6-S014 to HSG-6-S017 on maps HSG 6a and 6b, and associated tables below for details).

6.2.4 Also includes a much shorter length (approximately 100m) of new, field edge route, at Rose Farm Cottages, Shotley. This is parallel to, and landward of an existing PRoW, but located further away from the cottages to take account of privacy concerns (see HSG-6-S029 to HSG-6-S030 on maps HSG 6e and 6f, and associated tables below for details).

6.2.5 Has no direct contact with the Stour and Orwell Walk long distance footpath in this area, the latter being some distance inland, although there are several PRoW links between the two routes.

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.

6.2.6 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 are also the following archaeological/ heritage features:

- Two brick WWII pill boxes on cliff overlooking river Stour, one facing upriver, the other down. South of Nether Hall, Harkstead.
- Small rectangular enclosure and outline of a building on the site of St Clements chapel, south of Needle Corner, Harkstead.

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.

6.2.7 Measures to protect the environment

| Map(s) | Route section number(s) | Design features of the access proposals | Reason included |
|---------------|---|--|---|
| HSG 6a and 6b | HSG-6-S014 and HSG-6-S016 to HSG-6-S017 | The following design features are described elsewhere in this report: In these locations near Nether Hall the proposed alignment passes inland, thereby reducing the potential for disturbance of birds utilising small pockets of saltmarsh and nearby intertidal areas. These new lengths of route are remote from the fields favoured by waterbirds. | Avoids increased disturbance of non-breeding waterbirds feeding and roosting on intertidal mud and saltmarsh. <i>Highest level of habitat/ species potentially affected: SPA.</i> Avoids increased trampling of saltmarsh vegetation. <i>Highest level of habitat/ species potentially affected: Ramsar.</i> |

6.2.8 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:

6.2.9 Within this length of coast there are no artificial barriers to access on the proposed route. However, the natural coastal terrain is often challenging for people with constrained mobility and this is the case on sections of our proposed route because:

- With only two small exceptions (short lengths of road at Harkstead and Shotley Gate), the route is rural and unsurfaced.
- There are seawall sections that provide level, relatively easy walking, but they are interspersed between field-edge sections.

The terrain is more or less level throughout this part of the trail, though, with two exceptions:

- A small, but sharp incline where the trail leaves the shore and heads briefly inland towards Harkstead (HSG-6-S007, map HSG 6a).
- The section of route that meanders along the cliff face at Shotley Gate, near the end of the stretch (HSG-6-S038, map 6f), although this may be avoided by following the cliff-top road.

6.2.10 There are places where we propose establishment of the trail on field edges where cultivation currently takes place, e.g. to the west and south of Nether Hall, Harkstead (HSG-6-S014 to HSG-6-S017, maps HSG 6a and 6b), and to the landward side of Rose Farm Cottages, Shotley (HSG-6-S029, map HSG 6e). It may be necessary for the limit of cultivation to be pulled back a little in these areas, and we propose to carry out limited ground levelling/ improvement works to establish a relatively level, firm walking surface. We envisage this happening 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

6.2.11 **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 6f.

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

6.2.12 **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 6.3.1 below.

6.2.13 In one place within this length we have used our discretion to propose the inclusion of an additional, slightly more extensive landward area within the coastal margin, to secure or enhance public enjoyment of this part of the coast. This is at Shotley Gate, where we propose that access to the cliff, available by default, is extended as far as the seaward edge of the adjacent public highway, which provides a more easily identifiable boundary. The owner of this land is content for us to propose this. See 6.3.1, below.

6.2.14 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 6.3.1. 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 6.3.1) 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.

6.2.15 **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.

6.2.16 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.

6.2.17 Accompanied dogs must be kept on short leads from 1 August to 31 January each year, on the trail and adjoining margin at Nether Hall, Harkstead, seaward of route sections HSG-6-S014 to HSG-6-S019. This is proposed under section 24 of the Countryside and Rights of Way Act (2000) to prevent disturbance to game birds. See map 'HSC 6a – Route restriction' of this report, and Part 8 of the Overview for further details.

The proposed route is adjacent to cover crops which hold released game birds. To avoid disturbance and ensure the game birds become habituated to the site, dogs will be restricted to leads from the period of release until the end of the shooting season each year.

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

6.2.18 Access to saltmarsh and the majority of mudflat will be excluded all year round seaward of route sections HSG-6-S001 to HSG-6-S041. 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 6 and Part 8 of the Overview, for further details.

6.2.19 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.

6.2.20 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.

6.2.21 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.

6.2.22 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

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

6.2.24 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.

6.2.25 **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.

6.2.26 Column 4 of table 6.3.1, and table 6.3.4, 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 6a to HSG 6f as the proposed route of the trail.

6.2.27 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(s) 6.3.1 or 6.3.4, the route is to be at the centre of the line shown on maps HSG 6a to HSG 6f as the proposed route of the trail.

Other future change:

6.2.28 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:

6.2.29 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.

6.2.30 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£24,300** 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.

6.1.31 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 much of the proposed new length of field-edge/ cliff-top route to the west and south of Nether Hall, Harkstead (approximately 1.5 km; trail sections HSG-6-S014 to HSG-6-S017, maps HSG 6a and 6b), and to the short length of new route to the landward of Rose Farm Cottages (trail section HSG-6-S029, map HSG 6e).
- We propose that interpretation panels be installed at Shotley Gate and Lower Holbrook.

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 | £5,800 |
| Steps | £600 |
| Foot bridge | £300 |
| Surfacing works | £17,600 |
| Total | £24,300 (Exclusive of any VAT payable) |

6.2.32 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, 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:

6.2.33 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).

6.2.34 We estimate the annual cost of maintaining the trail to be **£6,600** (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 6.3: Proposals Tables

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

6.3.1 Section Details – Maps HSG 6a to HSG 6f: Lower Holbrook to Shotley Gate

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 |
| 6a | HSG_6_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 |
| 6a | HSG_6_S002 | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S003 | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S004 | Other existing walked route | Yes - Normal | 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 |
| 6a | HSG_6_S005 | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S006* | Other existing walked route | Yes - Normal | No | | | |
| 6a | HSG_6_S007* | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S008* | Other existing walked route | Yes - Normal | No | | | |
| 6a | HSG_6_S009* | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S010* | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S011* | Public highway | Yes - Normal | No | Road | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the road |
| 6a | HSG_6_S012* | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S013* | Public footpath | Yes - Normal | No | | | |
| 6a | HSG_6_S014* | Not an existing walked route | Yes - Normal | No | | | |
| 6b | HSG_6_S015 | Other existing walked route | Yes - Normal | No | | | |
| 6b | HSG_6_S016 | Not an existing walked route | Yes - Normal | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |

| 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 |
| 6b | HSG_6_S017 | Not an existing walked route | Yes - Normal | No | | | |
| 6b | HSG_6_S018 | Other existing walked route | Yes - Normal | No | | | |
| 6b | HSG_6_S019 | Other existing walked route | Yes - Normal | No | | | |
| 6c | HSG_6_S020 | Public footpath | Yes - Normal | No | | | |
| 6c | HSG_6_S021 | Public footpath | Yes - Normal | Yes - Bank | | | The margin extends to the toe of the landward slope, by default. |
| 6c | HSG_6_S022 | Public footpath | Yes - Normal | No | | | |
| 6c | HSG_6_S023 | Other existing walked route | Yes – see table 6.3.4 | No | | | |
| 6d | HSG_6_S024 | Public footpath | Yes – see table 6.3.4 | No | | | |
| 6d | HSG_6_S025 | Public footpath | Yes – see table 6.3.4 | Yes – Bank | | | The margin extends to the toe of the landward slope, by default. |
| 6e | HSG_6_S026 | Public footpath | Yes – see table 6.3.4 | Yes – Bank | | | The margin extends to the toe of the landward slope, by default. |
| 6e | HSG_6_S027 | Public footpath | Yes – see table 6.3.4 | No | | | |
| 6e | HSG_6_S028 | Other existing walked route | Yes - Normal | 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 |
| 6e | HSG_6_S029* | Not an existing walked route | Yes - Normal | No | | | |
| 6f | HSG_6_S030* | Public footpath | Yes – see table 6.3.4 | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |
| 6f | HSG_6_S031 | Public footpath | Yes – see table 6.3.4 | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |
| 6f | HSG_6_S032 | Public footpath | Yes – see table 6.3.4 | No | Track | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the track |
| 6f | HSG_6_S033 | Public footpath | Yes – see table 6.3.4 | No | Various | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with garden hedges, fences and gates |
| 6f | HSG_6_S034 | Public footpath | Yes – see table 6.3.4 | No | Hedgerow | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the garden hedge |
| 6f | HSG_6_S035 | Public footpath | Yes - Normal | No | | | |
| 6f | HSG_6_S036 | Public footpath | Yes - Normal | 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 |
| 6f | HSG_6_S037* | Public footpath | Yes - Normal | No | | | |
| 6f | HSG_6_S038* | Public footpath | Yes – see table 6.3.4 | Yes - Cliff | Road | Additional landward area | The landward boundary of the coastal margin is to coincide with the seaward edge of Stourside (road) |
| 6f | HSG_6_S039* | Public highway | Yes – see table 6.3.4 | No | | | |
| 6f | HSG_6_S040* | Public footpath | Yes – see table 6.3.4 | No | Fence line | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the boundary fence of the adjacent private garden |
| 6f | HSG_6_S041* | Public footway (pavement) | Yes – see table 6.3.4 | No | Pavement edge | Clarity and cohesion | The landward boundary of the coastal margin is to coincide with the landward edge of the roadside pavements of Estuary Road and Bristol Hill |

6.3.2 Alternative routes and optional alternative route details – Maps HSG 6a to HSG 6f: Lower Holbrook to Shotley Gate

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

6.3.3 Other options considered - Maps HSG 6a to HSG 6f: Lower Holbrook to Shotley Gate

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|---|--|
| HSG 6a | HSG-6-S006 to HSG-6-S014 | <p>We considered aligning the trail along the beach in front of Gallister Cottage, Copperas Reach, Shore Cottage and the small area of saltmarsh to the south-east.</p> <p>We also considered a variation on this route: the trail would pass along the beach to seaward of the above properties, but landward of the saltmarsh, via the field to the east of Copperas Reach.</p> | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more likely to be able to sustain a walking route in the medium to long term. Although much of the beach in this location appears to be stable/ accreting, part of it is more vulnerable to erosion/ inundation by high tides, in keeping with neighbouring areas. ■ It provides a better walking surface. ■ It avoids the need for installation of a steep set of steps on the cliff face near Gallister Cottage. ■ It avoids the need to take the trail through the field to the east of Copperas Reach, either along the southern edge, or diagonally across it. The southern part of this field is low-lying, frequently water-logged in winter, and may be subject to tidal inundation in the future. The diagonal route would be a significant constraint on cultivation in a field already bisected by a PRow. ■ We concluded that the proposed route achieved the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>. ■ Under our proposals, the beach would remain available for people to use as part of spreading room, but would not form part of the designated trail. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|-------------|--------------------------|--|--|
| HSG 6e – 6f | HSG-6-S029 to HSG-6-S030 | <p>We considered proposing that the trail adopt the same alignment as the existing PRoW that passes through the gardens of 1, 2 and 5 Rose Farm Cottages, Shotley.</p> | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing footpath route is extremely close to the cottages so alignment here would impinge on the privacy of residents. ■ We acknowledge that, were it not for the existence of the PRoW, we would not be able to propose a route through the gardens, as they are excepted land. ■ With the existing route lying between the cottages and their respective gardens, it would be inconvenient for residents to fence it off, should they wish to. ■ It is almost as direct as the existing route and users are likely to approach it with greater confidence, given that the existing route goes through an area that ‘feels private’. ■ 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 6f | HSG-6-S037 to HSG-6-S041 | <p>We considered aligning the trail along the cliff toe at Shotley Gate.</p> <p>We also considered not extending the landward margin landward of the cliff top (the cliffs being one of the land types that are included within the landward coastal margin by default).</p> | <p>We opted for the proposed alignment because:</p> <ul style="list-style-type: none"> ■ The cliffs are subject to coastal erosion which would impact on a route at their toe. ■ It provides excellent views across and along the estuary, and is a generally pleasant route through an area managed by and for the public. ■ 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>. ■ Under our proposals, the cliff-toe route would remain available for people to use as part of spreading room, but would not form part of the designated trail. ■ We concluded that the landward margin should be extended a short distance, as far as the seaward edge of Stourside, |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|--------|--------------------------|----------------------------|--|
| | | | which would be a more clearly defined limit than the wooded cliff top. |

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.

6.3.4 Roll-back implementation – more complex situations - Maps HSG 6a to HSG 6f: Lower Holbrook to Shotley Gate

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|--------------|--------------------------|--|--|
| HSG 6c to 6e | HSG-6-S023 to HSG-6-S027 | Low-lying grass and arable fields landward of seawall in Erwarton Bay. | Should the seawall be caused to breach by natural processes and not be repaired, or deliberately breached, for example to allow intertidal habitat to re-develop, it would be necessary to identify a revised trail alignment to landward of the resultant flooded land. We would specify a route just inland of the newly flooded land and following a topographic contour high enough to ensure the trail remained above flood level for the foreseeable future. This would be unlikely to bring the trail close to existing buildings or their curtilages. |
| HSG 6f | HSG-6-S030 to HSG-6-S034 | Gardens of No.3 Rose Farm Cottages and Cockle Creek Cottage | In the event of it no longer being possible to find a viable route seaward of the specified excepted land (e.g. due to coastal erosion of land to seaward of the garden of Cockle Creek Cottage), we will choose a route landward of it, following discussions with owners and occupiers. |
| HSG 6f | HSG-6-S038 to HSG-6-S041 | Stourside and Estuary Road (public roads, private houses and gardens) | Coastal erosion is extremely unlikely to affect properties to the landward of the proposed trail for the foreseeable future. However, roll-back is proposed because the relevant length of shoreline is subject to significant coastal erosion pressure which could potentially result in slippage of part(s) of the cliff face and the need to re-align the trail. In an extreme erosion situation the roll-back applied would be complex in nature. In this scenario we would seek to re-align the trail via existing public highways/ public open space/ field edges, as appropriate. Should the revised route involve land not already subject to public access rights we would consult all relevant interests. Before making a judgement we would have full regard to the need to seek a fair balance between the |

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|--------|-------------------------|--|---|
| | | | interests of potentially affected owners and occupiers and those of the public. |

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 6.4: Proposals Maps

6.4.1 Map Index

| Map reference | Map title |
|----------------------------------|---|
| HSG 6a | Lower Holbrook to Nether Hall, Harkstead |
| HSG 6b | Nether Hall, Harkstead to Palace Quay |
| HSG 6c | Palace Quay to Erwarnton Ness |
| HSG 6d | Erwarnton Ness to Waterhouse Creek |
| HSG 6e | Waterhouse Creek to Rose Farm Cottages |
| HSG 6f | Rose Farm Cottages to Shotley Gate |
| HSG 6 | Directions Map HSG 6 – Lower Holbrook to Shotley Gate |
| HSG 6a – Route restriction | Directions Map HSG 6a – Route restriction – Proposed direction to prevent disturbance of game by dogs (CROW section 24) |

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 |

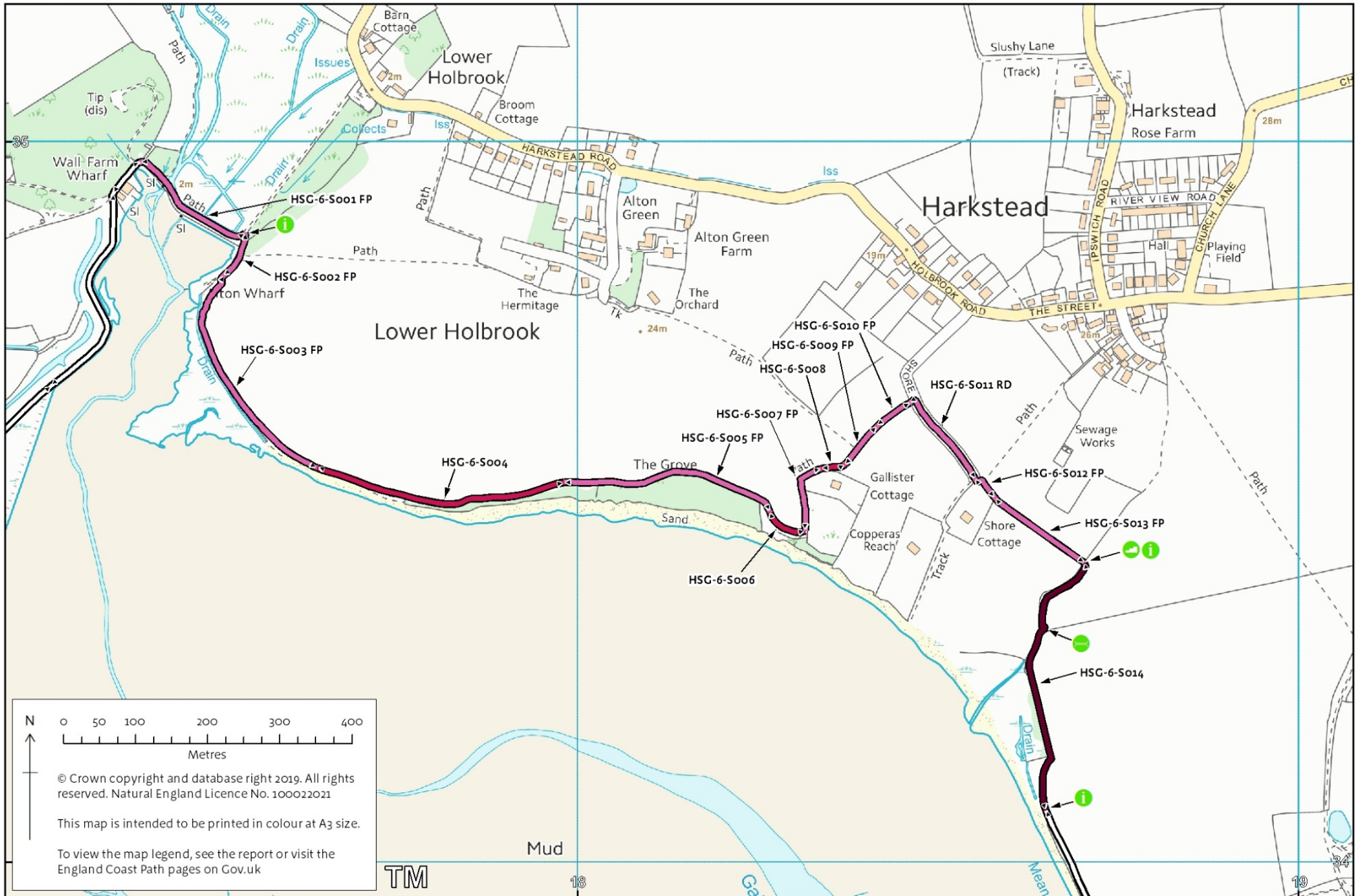
Infrastructure status

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

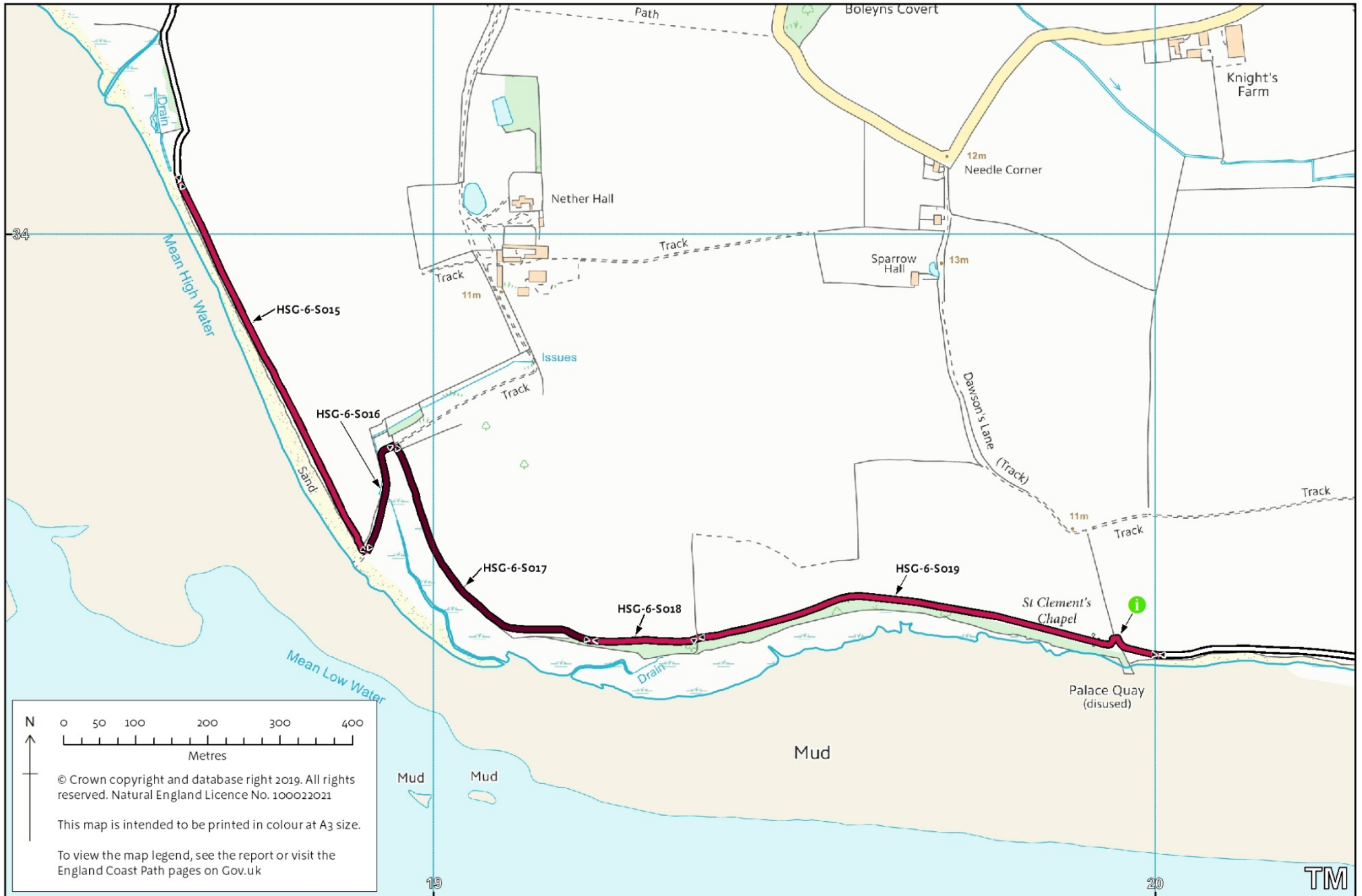
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map HSG 6a - Lower Holbrook to Nether Hall, Harkstead

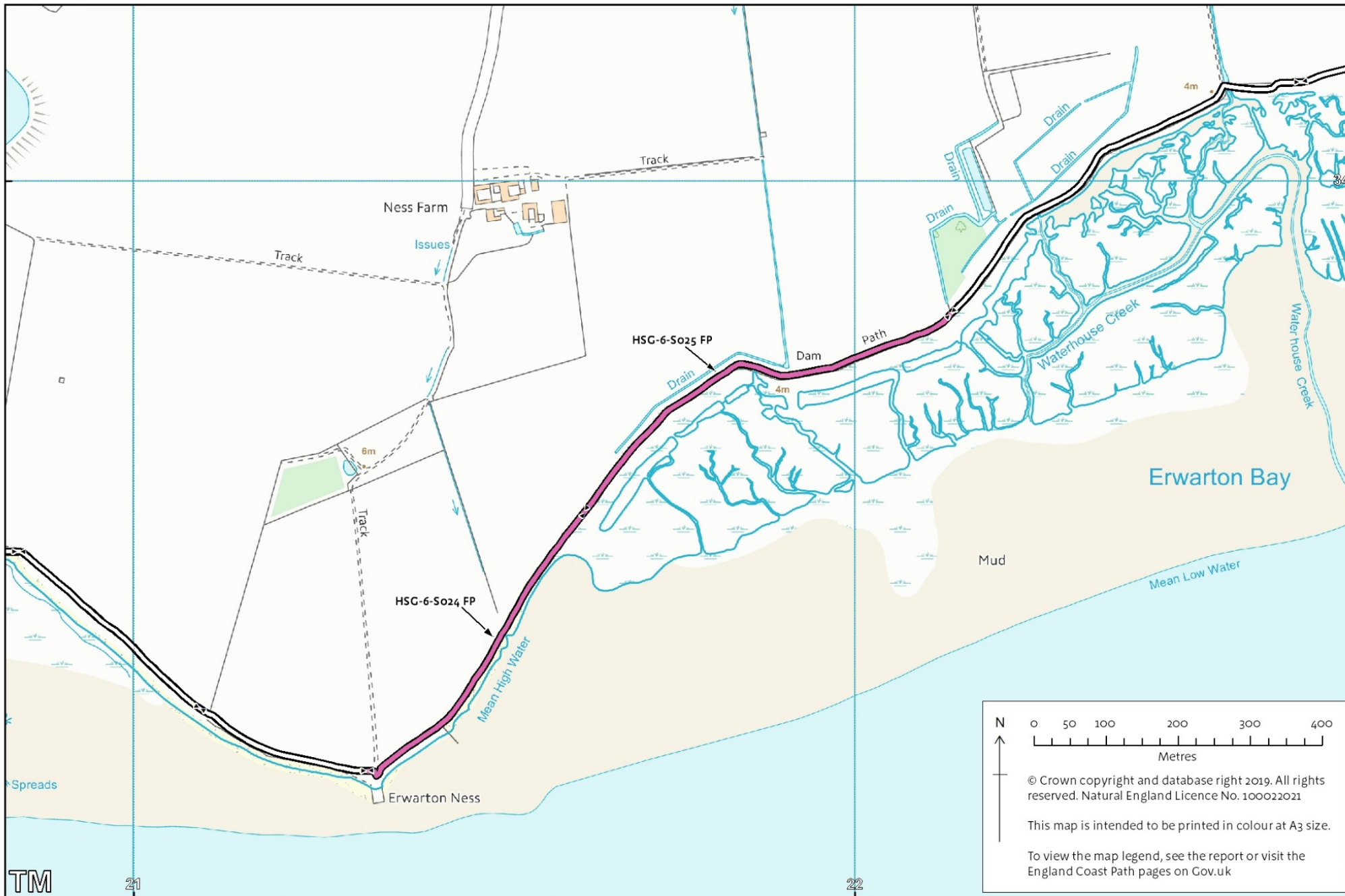


Map HSG 6a - Lower Holbrook to Nether Hall, Harkstead



Map HSG 6c - Palace Quay to Erwarnton Ness





Map HSG 6d - Erwarton Ness to Waterhouse Creek

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 6e - Waterhouse Creek to Rose Farm Cottages



Map HSG 6e - Waterhouse Creek to Rose Farm Cottages



Map HSG 6f - Rose Farm Cottages to Shotley Gate

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

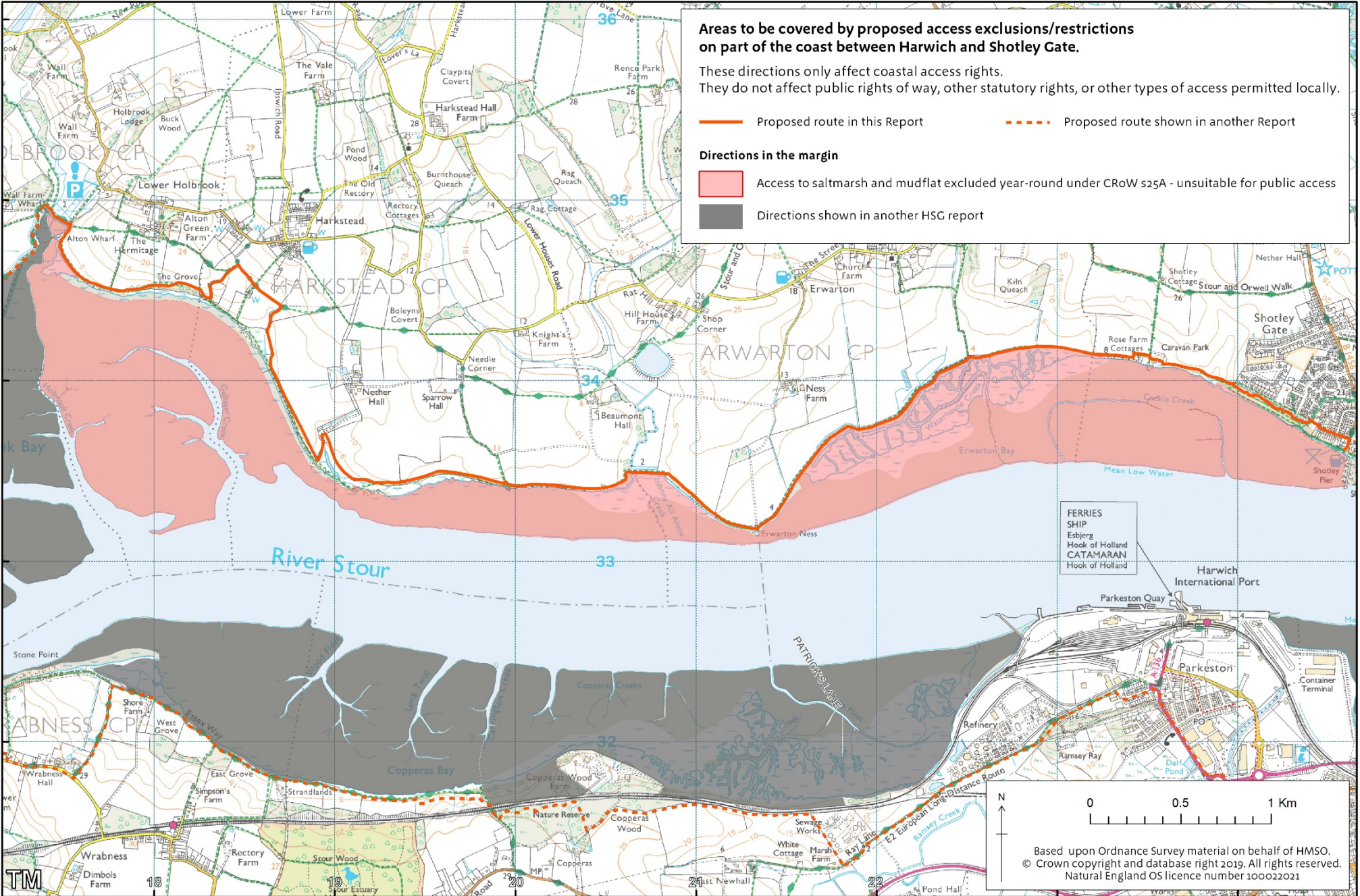
These directions only affect coastal access rights. They do not affect public rights of way, other statutory rights, or other types of access permitted locally.

— 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



FERRIES
 SHIP
 Esbjerg
 Hook of Holland
 CATAMARAN
 Hook of Holland

Harwich International Port

Parkeston Quay

Parkeston

Refinery

Ramsey Ray



Container Terminal

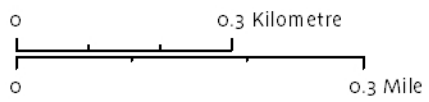
0 0.5 1 Km

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Map HSG 6a - Route restriction

Proposed direction to prevent disturbance of game by dogs (CROW section 24)

-  Proposed route
-  Proposed route with restriction: Dogs on leads 1 Aug to 31 Jan



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