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England Coast Path Stretch: Hunstanton to Sutton Bridge


Overview of Natural England's statutory reports to the Secretary of State for Environment, Food and Rural Affairs.





Map A1: Key map - Hunstanton to Sutton Bridge


Extent of proposals  N


Extent of proposals in each report 

A road 

B road 

Minor road 

Railway & station 

County boundary 

0 1 2 3 4 5 Kms
0 1 2 3 Miles

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Report number and title
1 Hunstanton to Beach Road, Shepherd's Port (Maps 1a to 1e)
2 Beach Road, Shepherd's Port to South Outmarsh (Maps 2a to 2g)
3 South Outmarsh to West Lynn Ferry (Maps 3a to 3e)
4 West Lynn Ferry to Sutton Bridge (Maps 4a to 4l)

Report number and title

HSB1: Salad Bowl Café, Hunstanton to Beach Road, Shepherd's Port (Maps HSB 1a to HSB 1e)

HSB2: Beach Road, Shepherd's Port to South Outmarsh, King's Lynn (Maps HSB 2a to HSB 2g)

HSB3: South Outmarsh, King's Lynn to West Lynn Ferry (Maps HSB 3a to HSB 3e)

HSB4: West Lynn Ferry to Sutton Bridge (Maps HSB 4a to HSB 4l)

Using the Key Map

Map A1 (opposite) shows the whole of the Hunstanton to Sutton Bridge stretch divided into shorter numbered lengths of coast.

Each number on Map A corresponds to the report which relates to that length of coast.

To find our proposals for a particular place, find the place on Map A and note the number of the report which includes it.

If you are interested in an area which crosses the boundary between two reports, please read the relevant parts of both reports.

Printing

If printing, please note that the maps which accompany reports 1 to 4 should ideally be printed on A3 paper. If you don't have the facility to print at A3 size, we suggest you print the text of the report you are interested in on A4 paper and view the associated map on your computer screen, using the zoom tool to view it at a suitable size.

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Please read first!

This Overview document sets out the context for Natural England’s proposals to improve public access to and along the stretch of coast between Hunstanton and Sutton Bridge. It explains key common principles and background underlying the detailed proposals that we make in our compendium of linked but legally separate statutory reports, each covering a single length of coast within the stretch. Each of these reports should be read in conjunction with this Overview.

Taken together, these reports explain how we propose to implement the England Coast Path (“the trail”) on this stretch of coast, and detail 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 reports also set 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 (through “roll-back”), if this proves necessary in the future because of coastal change.

So although this Overview has multiple reports associated with it, each report relating to a particular part of the stretch makes free-standing proposals, 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.

We have carefully considered any potential environmental impacts of improving public access to this stretch of coast, and made any necessary adjustments to our proposals prior to publication in order to address these. Considerations in relation to environmental matters are explained in Section 6 of this Overview and relevant reports for each length of coast. Links are provided to relevant separately published documentation where appropriate.

The reports are published on our web pages as a series of separate documents, alongside this Overview and more general information about how the Coastal Access programme works.

Each report is accompanied by detailed **Proposals Maps** for the relevant length of coast. The maps are numbered according to the part of the report to which they relate. For example, maps HSB 1a to HSB 1e illustrate the proposals in report HSB 1, which deals with the length from Hunstanton to Beach Road, Shepherd’s Port.

Introduction

1. Improving coastal access

Natural England has a statutory duty under the Marine and Coastal Access Act 2009 to improve access to the English coast. The duty is in two parts: one relating to securing a long-distance walking route (“the trail”) around the whole coast: we call this the England Coast Path; the other relating to a margin of coastal land associated with the route which, in appropriate places, people will also be able to enjoy on foot. Associated with this duty is a discretion given to Natural England to extend the trail up any river estuary on either or both sides beyond the seaward limit of the estuarial waters¹, as far as the first bridge or tunnel with pedestrian access, or as far as any point between the two.

To secure these objectives, we must submit statutory reports to the Secretary of State for Environment, Food and Rural Affairs recommending where the route should be and identifying the associated coastal margin. The reports must follow the approach set out in our methodology (the Coastal Access Scheme), which – as the legislation requires – has been approved by the Secretary of State for this purpose.

This Overview and the related compendium of reports relate to the coast of Norfolk and Lincolnshire between Hunstanton and Sutton Bridge. Taken together, our report proposals would make the following key improvements to the existing arrangements for access to this part of the coast:

- New sections of coastal path would be created in strategic places to link existing coastal paths into a continuous route along this stretch of coast for the first time;
- For the first time, there would be secure statutory rights of public access to most areas of beach, cliff and other coastal land on this stretch of coast;
- The coastal path would be able to ‘roll back’ as the cliffs erode or slip, or when other forms of coastal change occur, solving long-standing difficulties with maintaining a continuous route on this stretch of coast.

This is a significant opportunity to improve public access to this stretch of coast in these ways, with benefits for residents, businesses and visitors. More people will have easier and more extensive access to the coastal environment for open-air recreation, which is widely acknowledged to have significant benefits for human health and well-being.

Once approved and established, this part of the England Coast Path will be managed as part of the family of National Trails.

¹ section 301 of the Marine and Coastal Access Act 2009

2. The determination process

Each of the reports for this stretch is submitted in accordance with our statutory duty under section 296 of the Marine and Coastal Access Act 2009 ('the 2009 Act') to improve access to the English coast.

Publication of the reports has been advertised locally and online in accordance with the requirements of the coastal access legislation.

Following publication:

- Any person may make representations to Natural England about any of the reports; and
- Any owner or occupier of affected land may make an objection to Natural England.

In order to be treated as valid, all objections and representations must be received by Natural England no later than the end of the advertised eight week period following publication. The specific closing date appears in the statutory notice for Hunstanton to Sutton Bridge, which can be viewed here <https://www.gov.uk/government/collections/england-coast-path-hunstanton-to-sutton-bridge> together with more information about how to make representations or objections.

The Planning Inspectorate will consider any objections and any related representations before passing recommendations to the Secretary of State, who in turn will consider both representations and objections and then make a decision as to whether to approve our proposals. Chapter 3 of our Coastal Access Scheme explains these processes in more detail (see Annex A: Bibliography).

The Secretary of State may confirm the proposals in each report in full, confirm some with modifications, or reject some or all of them. If the conclusion is that some modification to our proposed approach is required, further consideration may need to be given as to whether any further environmental assessment is necessary. We may need to prepare an amended report for consideration by the Secretary of State, relating to the part(s) of the coast affected by any rejected proposals. The same procedures for representation and objection would apply to the amended report.

Once proposals for the stretch have been confirmed, there will be a preparation period before the new access rights come into force. This period is to enable any necessary physical establishment of the trail to be carried out and to put in place any necessary local management arrangements (including any approved local access restrictions or exclusions).

Once the preparation period is complete, the rights will be brought into force by order on a date decided by the Secretary of State. Normally one single commencement date is used for the whole stretch. We will publicise the commencement of the rights to ensure they are known about and understood locally.

Parts 2 to 4 of each report explain more about the further steps that will be taken to establish the route, provisions for its future maintenance and the procedures which we will follow to make any subsequent changes that prove necessary once proposals for this part of the coast have been approved.

3. Understanding the proposals and accompanying maps

Before looking at the proposals and accompanying maps, it will help you if you read the following notes and then look carefully at the key to the maps.

Our Proposals:

The proposals are divided into four reports, each relating to a particular length of coast on this stretch. Each report is accompanied by detailed maps of the relevant length of coast. The maps are numbered according to the report to which they relate. For example, maps HSB 1a to HSB 1e illustrate the proposals described in report HSB 1.

Each **report** comprises four parts:

- **Part 1: Introduction** – This sets the context for our proposals for that length of coast.
- **Part 2: Proposals Narrative** - This summarises our alignment proposals in general, including any proposed use of our discretions to align the route along an estuary, or recommended changes to the default landward coastal margin. It also summarises the main access management measures that will need to be introduced and the overall accessibility (ease of use for all) of this length of coast, for all users. Additionally, it may identify any future changes of which we are aware that are likely to impact on this part of the coast, and explain how our proposals deal with this change. In each report the Part 2 Proposals Narrative, in conjunction with the Part 3 Proposals Tables and the Part 4 Proposals Maps, sets out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.
- **Part 3: Proposals Tables** – These line-by-line listings set out in more detail our formal proposals to the Secretary of State for the length of coast in question, and should be read in conjunction with the Proposals Narrative and the relevant Proposals Maps.
- **Part 4: Proposals Maps** – These show in map form the proposals set out in the Proposals Narrative and Proposals Tables.

Part 3 Proposals Tables explained

These notes explain how the various tables found in each report work:

- In the first table or set of tables, we set out detailed information for each section of coast under the following column headings:
 - Map(s) – This column indicates which of the report maps to view alongside the details in the other columns in the same row.
 - Route section number(s) – This is the unique identification number for the route section concerned. In some cases, two or more adjacent route sections will be amalgamated into a single row in the table, if all other displayed details happen to be identical.
 - Current status of route section(s) – This describes the current status of the route we have proposed and whether it has any existing access rights. Public highways, including public rights of way such as footpaths, are excepted from new coastal access rights because the existing public rights to use such highways will remain in force, and the trail is able to make use of these. Other sections of the proposed trail that do not currently have any access rights or where access is currently permitted by the landowner will become subject to new coastal access rights if our proposals are approved. These new rights, and any national or local restrictions on them, will not affect any existing access arrangements for cyclists, horse-riders or other types of recreational

user that may currently exist at the local level - for example by formal agreement with, informal permission from or traditional toleration by the owner of the land, or through any type of pre-existing legal right that remains in force.

- Roll-back proposed? – This indicates whether we propose that, in the event of significant coastal erosion or other geomorphological processes or significant encroachment by the sea, a section of trail which is affected by such factors should be capable of being repositioned in the future in accordance with this formal proposal, without needing further confirmation of the change at that time by the Secretary of State. Roll-back may be used to adjust the trail either in direct response to such changes or in order to link with other parts of the route that need to roll back in response to such changes. The column also indicates whether the ‘roll-back’ requirement is likely to give rise to a normal or more complex change on this section. (In the case of more complex outcomes, further details are provided in the ‘Roll-back implementation’ table). Section 4.10 of the Coastal Access Scheme explains in more detail how roll-back works.
- Landward margin contains default coastal land type? – Certain coastal land types are automatically included in the coastal margin where they fall landward of the trail if they touch it at some point. These coastal land types are: foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land. This column identifies where one of the coastal land types is present in the landward coastal margin.
- Proposal to specify landward boundary of margin – This sets out any proposals for the default landward boundary of the coastal margin on this section to be altered or clarified - see iv below in the Notes on Maps.
- Reason for any proposed use of landward boundary discretion – This provides an explanation for any such proposal to alter or clarify the default margin on this section. This may be either because we are proposing a clear boundary around land that in our view would be margin by default, because it matches the description of ‘coastal land’ explained at paragraph 4.8.8 of the Scheme; or because we propose using our discretion to add land to or remove it from the default margin, as described at paragraphs 4.8.11 of the Scheme.
- Explanatory notes – This contains any additional information which may help further explain the proposal for this route section or group of sections.
- Where there is an alternative route or optional alternative route we set out the details of those routes in a separate table. The table includes columns that describe the landward and seaward boundaries of the alternative route strip. Alternative routes/optional alternative routes have a default width of two metres either side of the approved line. We propose specific landward and/or seaward boundaries to the route strip where doing so would add further clarity to the extent of access rights along the route, by working with the grain of what is already there. It should be noted that where the alternative route/optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features.
- Each report also includes a table that sets out any other options that were considered during our initial planning (in relation to the route and the coastal margin), and explains why they did not form part of our proposals.
- The final table or set of tables for each report provides further details of any situation where local circumstances mean that implementation of roll-back is likely to be more complex. We identify the key issue and our expected resolution.

Annotated examples of these various tables are given below, to illustrate how they are used.

In each report the Part 3 Proposals Tables, in conjunction with the Part 2 Proposals Narrative and the Part 4 Proposals Maps, set out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.

Examples of tables found in each report, with explanation of their contents:

Example table 1: Section details

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
ABC 1a	ABC-1-S003	Public footpath	No	No			
ABC 1b	ABC-1-S011	Public footway (shared use)	No	No	Pavement Edge	Clarity and cohesion	
ABC 1c	ABC-1-S018	Other existing walked route	Yes	Beach			
ABC 1d	ABC-1-S045	Other existing walked route	No	Bank	Edge of path	Clarity and cohesion	Top break of slope provides the greatest clarity for walkers

The route section number(s), as shown on the Proposals Map(s).

This column shows whether we are proposing that this route section could be repositioned in future in response to erosion etc. without further approval by Secretary of State. See notes to table. More complex situations are explained in Example Table 4 below.

If column 5b proposes any change or clarification to the landward extent of the margin, this column says why.

This column may offer further explanation of a more complex situation involving the margin.

The relevant Proposal Map(s) for the route section(s).

This column specifies the current access status of the proposed trail section.

We indicate here whether the landward coastal margin for this route section includes a default coastal land type.

This column shows any proposal we are making to align the landward boundary of the coastal margin for this route section with the physical feature shown. 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 column 5a, would be its landward boundary instead.

Example table 2: Alternative routes and optional alternative route details

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
ABC 2a	ABC-2-A001	Public Footpath	No			
ABC 2b	ABC-2-OA001	Public Footway (shared use)	No	Pavement edge	Pavement edge	
ABC 2b	ABC-2-OA002	Other existing walked route	Yes	Fence	Various	The landward boundary corresponds with various features including a wall, fence and bramble hedge.

The route section number(s), as shown on the Proposals Map(s).

This column shows whether we are proposing that this route section could be repositioned in future in response to erosion etc. without further approval by Secretary of State. See notes to table. More complex situations are explained in Example Table 4 below.

This column may offer further explanation of a more complex situation, e.g. involving the boundaries of the route strip.

The relevant Proposal Map(s) for the route section(s).

This column specifies the current access status of the proposed trail section.

These columns show any proposal we are making to align either or both boundaries of the alternative route strip with a physical feature on the ground. No text in either column means that the edge of this section of the alternative route strip would be that of the trail itself.

Example table 3: Other options considered

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option
ABC 3b	ABC-3-S011 to ABC-3-S019	We considered aligning the trail along the route of the existing public footpaths through the boat yard and along the flood bank.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it offers a safer and more convenient route with a newly created tarmac surface which is accessible to all. ■ it avoids passing through the working area of the boat yard. ■ the surface of the existing footpath along the flood bank is uneven and often waterlogged. <p>Under our proposals, the public footpaths would remain available for people to use but would not form part of the designated trail.</p>
ABC 3c	ABC-3-S017 to ABC-3-S020	We considered aligning the trail along the route of the existing public footpath on the cliff edge around the western edge of Cranham Hill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids increased footfall on the fragile limestone grassland flora which is designated as a SAC and SSSI feature. ■ it is comparable, in terms of the safety and convenience of walkers. <p>Under our proposals, the public footpath would remain available for people to use but would not form part of the designated trail.</p>

The relevant Proposal Map(s) for the route section(s).

The route section number(s), as shown on the Proposals Map(s).

This column describes other options we considered for the route or margin for the identified route section(s).

This column summarises the reason(s) that the other options we considered were not preferred.

Example table 4: Roll-back implementation – more complex situations

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
ABC 4f	ABC-4-S040 to ABC-4-S045	Super Camp Holiday Village	<p>If it is no longer possible to find a viable route seaward of the specified campsite, we will choose a new route after detailed discussions with all relevant interests, either</p> <p>(a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it.</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>

The relevant Proposal Map(s) for the route section(s).

The route section number(s), as shown on the accompanying map(s).

This column identifies any areas that could cause us to consider a more complex solution to roll back than would normally be required.

This column summarises our expected approach to roll back in these circumstances.

Part 4 Proposals Maps explained

The notes that follow will help explain the maps provided for each report.

The proposed route of the trail:

- i The thickness of the line used to depict the proposed route on the maps is intended to make it easy to find on the map. Different shading on the line differentiates between sections of the route that would use existing rights of way, sections that appear to follow other existing walked lines on the ground, and sections that do neither. The thickness of the line on the map is not an indication of the width of the actual trail on the ground. The proposed route simply follows the centre of the line shown. The legislation makes the default width of the trail four metres, but its actual width varies in practice according to the detail included section by section in our proposals.
- ii In places there are differences between the line of public rights of way recorded on the local Definitive Map that is maintained by the local highway authority, and paths currently used and managed on the ground as public rights of way. Some of these differences may be attributed to adaptation of the path over time to cope with coastal erosion and other processes, whilst others appear to arise from anomalies in the way the rights were originally recorded on the definitive map. The maps in this report show the public rights of way as recorded on the definitive map, and depict them as accurately as possible at the scale used. See part 4.7 of the Scheme for further information.

The coastal margin:

- iii The proposed route of the trail shown on the maps is important in understanding the extent of the coastal margin that would apply to either side of it. Under the legislation:
 - the coastal margin is a single, continuous corridor of land which includes the trail itself;
 - the margin includes all land seaward of the trail land - although not all of that land would be subject to a new right of access (see point vi below);
 - the landward extent of this margin is by default the trail itself, or the inland edge of any land adjoining the trail on its landward side that is foreshore, cliff, dune or beach, or a bank, barrier or flat, or section 15 land (see Annex B: Glossary of terms).
- iv We have the discretion to propose that the landward boundary of the coastal margin should coincide with a recognisable physical feature on the ground – even if the effect of doing so is to add land into the margin, or to remove land from it. We may use this discretion:
 - to propose that instead of the default trail width of four metres set by the legislation, particular physical features such as walls, fences or pavement edges should be used where appropriate to define the landward extent of the trail land on that section of the route: such features cannot be depicted on the maps at the scale used, but they are described in the Proposals Tables;
 - to clarify or adjust the boundaries of a landward area included by default as margin, in order to create a better ‘fit’ with the circumstances on the ground; or
 - to propose in some places that additional areas of land should be added to the coastal margin landward of the trail: land which is affected by such proposals is indicated on the maps with a purple wash and described in parts 2&3 of each report.

Further explanation of these powers can be found at part 4.8 of the Coastal Access Scheme. Our proposals take full account of any views expressed by the owner or occupier of affected land about whether the powers should be used in any of these ways.

- v Land which forms part of the coastal margin would be subject to access rights, other than:

- any **excepted** land, such as land covered by buildings or their gardens or curtilage: Annex C summarises in full the categories of excepted land under the legislation; or
 - any land where coastal access rights would be **excluded** under our statutory powers: we indicate in the report where we already know of circumstances that make this necessary, and make any proposals accordingly.
- vi **Spreading room** is the term used in the reports to describe any land, other than trail land, which would form part of the coastal margin and would have public rights of access. It does not therefore include any excepted land within the margin, or any existing access land on the landward side of the trail that is omitted from the margin.

Annex B (Glossary of terms) includes a full definition of these terms which you may find helpful in understanding the report.

Voluntary access dedication

- vii Land that was previously dedicated as access land under section 16 of the Countryside and Rights of Way Act 2000 (CROW) will become subject to the coastal access regime if it forms part of the coastal margin in any of the ways described above. There is also provision in the legislation for a land owner or long leaseholder to dedicate other land voluntarily as coastal margin if it lies adjacent to it or within it. Dedicating land as coastal margin means the excepted land provisions do not apply there and may also be used to relax or remove specific **national restrictions** that would otherwise apply. Parts 4.8.20 to 4.8.23 of the Coastal Access Scheme explain these provisions in more detail.

In each report the Part 4 Proposals Maps, in conjunction with the Part 2 Proposals Narrative and the Part 3 Proposals Tables, set out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.

4. Preparation of the report

To secure the twin objectives under the legislation we have followed the approach set out in our Coastal Access Scheme, as approved by the Secretary of State on 9 July 2013. Chapter 3 of this detailed document sets out the stages of implementation we must follow.

In line with this, before making the proposals in this compendium of reports for the stretch, we conducted extensive preliminary work in two main stages:

- Stage 1: Prepare – defining the extent of the coastal stretch with access authorities and identifying the key issues and opportunities, including sensitive features, in conjunction with key organisations; and
- Stage 2: Develop – checking the alignment on the ground, sharing our initial thoughts with land owners and offering to ‘walk the course’ with them, planning for the protection of key features, talking further with key interests and reality checking our proposals.

Stage 1 - Prepare

This stage involved us working closely with access authorities to develop an understanding of the stretch, agree its exact extent and carry out initial familiarisation visits. We held discussions with representatives of national and local organisations with a strategic interest in this stretch of coast. This included discussions with those we are required by legislation to consult at this stage:

- the Local Access Forum;
- County and District Council officers, including historic environment, planning and transport;
- local officers from the Environment Agency, in relation to flood defence and coastal erosion management on this stretch of coast;
- local officers of Historic England, in relation to historic features on this stretch of coast; and

We also held discussions with representatives of specific interest groups, including:

- the Ramblers Association;
- the Country Land and Business Association.
- the National Farmers Union;
- Maritime and Coastguard Agency (MCA);
- Royal National Lifeboat institution (RNLI); and
- local wildfowling groups.

We publicised on our website the start of work on the stretch and provided an opportunity for all other interested parties to submit to us their views on local issues and opportunities.

We also engaged with internal specialists and relevant organisations locally - including Royal Society for the Protection of Birds, volunteers contributing to the national Wetland Birds (WeBs) survey and English Heritage - to consider any potential for impacts on key sensitive features.

In addition to these discussions we took into account a wide variety of information, plans and strategies that we considered relevant to the alignment process. Those that are published on the internet are listed in Annex A: Bibliography.

We then took all reasonable steps to identify owners, occupiers and those with a legal interest in the land which could be affected.

Stage 2 - Develop

This stage involved us contacting, and discussing our initial thoughts with, relevant owners, occupiers and other legal interests.

We asked for their views and invited them to join us when we visited the land to 'walk the course' so that we could discuss options for alignment based on mapped summaries of our emerging proposals. This was done through separate site meetings with the individuals and businesses concerned.

We then held further detailed discussions with internal and external specialists to refine our thinking on protecting key sensitive features, carrying out any necessary assessments.

After further discussions with key local and national organisations we refined our proposals and checked them on the ground before moving onto Stage 3 – Propose, which is the substance of these reports.

Key issues along this stretch

5. Discretion to include part or all of an estuary or estuaries

The proposed stretch contains sections that fall upstream of the seaward limit of the Inner Wash Estuarial System. Several rivers drain into this estuarial system, though individual rivers also have their own transitional waters (see Map A2). For the purpose of these proposals it seems best to view this collection of rivers as a single estuary system (Inner Wash Estuary complex).

This stretch identifies a trail from Hunstanton along the eastern shore of the Wash as far as Sutton Bridge on the River Nene. The remainder of the estuary system is included in the Sutton Bridge to Skegness Report.

The Secretary of State should note the close practical relationship between the rivers that drain into the Inner Wash, and the fact that the estuary system is subject to more than one report.

a) Introduction

This part of the Overview:

- introduces the core statutory duties and considerations for the national programme as a whole in relation to exercising the discretion to include part, or all, of an estuary within our proposals;
- describes the overall nature of the estuary systems found in this part of England, identifying the geographical limits of our discretion to align the trail around the part of the Inner Wash Estuary complex (Great Ouse and part of the Nene rivers) included within this stretch of coast;
- goes on to explain in more detail how each of the specific estuary considerations set out at section 301 of the 2009 Act affects our view of the options for the Great Ouse and Nene;
- sets out the options for estuary trail alignment which we have identified as a result of this analysis, and;
- describes and explains our chosen proposal.

b) Estuary discretion

Under the 2009 Act there is no requirement for the trail to extend up any estuary further than the seaward limit of estuarial waters that is explained below under “Geographical limits of our discretion”.

But Natural England has a discretion to propose that the trail should extend from the seaward limit as far as the first bridge over which, or tunnel through which, there is a public right of way, or a public right of access, by virtue of which the public are able to cross the river on foot, or as far as any specified point in between. In exercising its discretion, Natural England must have regard to the core national duties and considerations described in Part B and Chapter 10 of the Coastal Access Scheme.

c) Core national duties and considerations relevant to estuaries

Section 296 of the 2009 Act places a legal duty (the Coastal Access Duty) on Natural England and the Secretary of State to secure a walking route around the whole of the open coast of England, together with an associated margin of land for the public to enjoy either in conjunction with their use of the route, or otherwise.

Section 297 goes on to require both, in discharging this duty, to have regard among other things to the desirability of ensuring that so far as reasonably practicable, interruptions to this route are kept to a

minimum. This is a key consideration for the whole of the national delivery programme for coastal access. The whole concept of the England Coast Path relies on delivering continuity of the route so far as reasonably practicable for the whole country. Although proposing a route around each estuary is a discretion rather than a legal duty, if the presence of an estuary would interrupt this **continuity of access** along the open coast then this will constitute a strong prima facie reason for the trail to serve the estuary too, at least to the extent necessary to enable users to continue their onward journey around the coast.

The Scheme notes at paragraph 10.1.4 that because the seaward limit of estuarial waters is an arbitrary point from an access perspective, we are likely to use our discretion at most estuaries to extend the trail upstream to a more convenient point than this seaward limit. Paragraph 10.1.5 then adds “We will always give careful consideration to our option to extend the trail as far as the first bridge or tunnel with pedestrian public access” – both for reasons of continuity, and with a view to any additional recreational benefits that might result within the estuary itself from doing so.

Chapter 10 of the Scheme explains the **statutory estuary criteria** that section 301(4) of the 2009 Act requires to be taken into account in deciding whether or not to include an estuary in our proposals. These are discussed in more detail in subsection **e)** below in relation to the Great Ouse and Nene rivers that form part of the Inner Wash Estuary complex on this stretch.

The other key considerations, including achieving a fair balance with the interests of owners and occupiers, are discussed in part 6 of this Overview.

d) Overall nature of estuary systems in this part of England

The Wash is a large (around 615km²), relatively low-energy coastal inlet, open to the North Sea, in which tides are the main factor in controlling sedimentary processes.

Four tidal rivers, namely the Nene, Great Ouse, Witham and Welland drain into The Wash. These have been greatly changed by human activity as part of work to drain the Fens. The low-lying Fenland stretches far inland: about 20km to the west, up to over 50km to the south, and then narrows to about 5km near King’s Lynn. All this land is protected by seabanks around The Wash.

e) Inner Wash Estuary Complex

The seaward limit of the Inner Wash estuary transitional waters lies west of Snettisham on the eastern shore and near Freiston on the western shore.

The proposal for the stretch of coast covered in this report extends the trail downstream from Cross Keys Bridge at Sutton Bridge. Options to extend the trail beyond this point were considered as part of the published Sutton Bridge to Skegness stretch.

This stretch includes the eastern area of the Inner Wash Estuary, which includes the Great Ouse River and the eastern shore of the River Nene. Each river is assessed within this section.

Geographical limits of our discretion

The seaward limit of the Inner Wash Estuary complex transitional waters lies from Shepherd’s Port on the eastern shore and near Freiston on the western shore, as shown on Map A2. The first bridges with pedestrian access are the Free Bridge that crosses the Great Ouse at King’s Lynn and Cross Keys Bridge which crosses the Nene at Sutton Bridge.

The statutory estuary criteria

We have considered below each of the section 301 criteria under the headings given in Chapter 10 of the Scheme.

i) Ferry services

There is a ferry that runs across the Great Ouse between King's Lynn and West Lynn. This is located 2km seaward of the Free Bridge. It operates six days a week (not Sundays and Bank Holidays) between 6:45am and 6:30pm, with a continuous service at peak times. A ferry has been operating across the river since 1285.

There is no ferry service crossing the River Nene, nor is there a service crossing the Inner Wash Estuary's main body of water.

ii) Character of the Estuary

Estuary width

The main water body of the Inner Wash Estuary is around 15 miles wide which contributes to a strong feeling of being at the open coast. The two tributaries detailed in this stretch – the Great Ouse and the Nene are both long, straight and reasonably narrow rivers which retain a coastal feel towards their mouths, however this coastal feel disappears further upstream towards the settlements of King's Lynn and Sutton Bridge.

Topography of the shoreline

This shoreline of the Inner Wash Estuary complex is fairly uniform, with an almost entirely man-made coastline created by seabanks; constructed to protect the drained arable farmland. On much of the seaward side there are large areas of saltmarsh which have many conservation designations. There is a long beach ridge north of Wolferton Creek.

Nature of affected land

The nature of the land in this estuary system has been shaped by the seabank. To seaward side there is saltmarsh and/or mudflats. To the landward side, large arable fields have been created on marsh that has been reclaimed over several hundred years. Because the land has been created for farming there are no settlements on the coast, with the exception of historic ports located on the rivers that feed this estuary complex.

Seaward of these embankments is a large expanse that is exposed at low tide and submerged at high tide and consists of a mosaic of sand banks and low water channels. This intertidal zone is divided into saltmarsh closest to the defences and sand and mud flats towards the low water mark.

Features of interest

The wildlife value of this part of The Wash is a draw for visitors, the estuary system is of international wildlife value (The Wash Ramsar, Special Protection Area, and Special Area of Conservation). The area is also entirely a Site of Special Scientific Interest and parts are designated as The Wash National Nature Reserve. Currently there is access to the NNR on the coast west of the Ouse and to the RSPB reserve at Snettisham where viewing the large number of birds is a popular activity and a new hide has recently been built.

King's Lynn is a major town that has developed as an important historic port and still handles around 400,000 tonnes of goods a year. The King's Lynn visitor website says the town has more Grade 1 listed buildings than York.

Hunstanton is outside the extent of the estuary complex but it is a regional commercial centre and coastal resort that has developed since Victorian times. It is characterised by the beach, promenade, seaside

amenity area and numerous holiday parks. As a result, it provides high quality year-round tourist accommodation and facilities and so there may be day trips into the estuary area.

The coastal strip is of high agricultural value and the Fens produce 37 per cent of the country's vegetables grown in the open and 38 per cent of its bulbs and flowers.

This proposed stretch contains sections of the Great Ouse and Nene that fall upstream of the seaward limits of the Inner Wash estuarial waters. The other rivers were considered as part of the published ECP proposals for Sutton Bridge to Skegness on the Lincolnshire side.

Between Wolferton and Hunstanton the character is different, with a narrow low-lying coastal strip backed by villages on higher ground. Both Heacham and Shepherd's Port have a distinct coastal character and have large numbers of caravan parks, holiday homes and camping sites. The grass banks and arable landscape that characterised other parts of the Inner Wash Estuary complex have been replaced by expanses of sand, which support a well-developed holiday industry.

iii) Recreational Benefit

An estuary route would take in King's Lynn which has good transport provision and a Tourist Information Centre and Sutton Bridge which has local services and bus stops. Because of the size and shape of the estuary the recreational benefit would extend to villages that lie slightly outside the line of the estuarial waters e.g. Snettisham and Heacham. These settlements along the stretch, as well as Hunstanton, which is the main tourist centre, support a number of tourism businesses including tearooms, and tourist accommodation.

With the recreational focus at the eastern end of the stretch there is good access between Hunstanton and Snettisham RSPB. There is no public access between Snettisham RSPB reserve and South Outmarsh.

The shore west of the Ouse and King's Lynn is served by the Peter Scott Walk, which is a public right of way on the bank between West Lynn and the lighthouse, once owned by Sir Peter Scott near the mouth of the River Nene. Access getting to the coast is poor as rights of way have not been created on reclaimed arable land.

A trail around the estuary will provide a continuous walking route around this vast expanse of water for the first time.

iv) Excepted land

Some of the shore on the east bank of the Ouse, close to King's Lynn is likely to be excepted land, consisting of private houses, the Port of King's Lynn and industrial areas which prevents a truly coastal feel. On the opposite bank the only excepted land is associated with occasional houses and so there are good views of the river, town and the port area. Along the Nene the route is close to the river, with no areas of excepted land and so a coastal feel is maintained.

v) Options for Inner Wash Estuary

- Option 1 - do not extend the trail up the estuary further than the seaward limit of the Inner Wash estuarial waters. Walkers would have an interrupted journey along the England Coast Path and taking the estuary as a whole (as it is covered by two reports) there would be a gap of over 50 miles, with no reasonable transport links. The estuarial waters start in remote locations, with no links to other transport networks that would allow the user to gain access to facilities and services.

- Option 2 - extend the trail around the Inner Wash Estuary System, making use of the first available crossing point on each river channel, to provide a continuous route for the trail. This option has been chosen for the published proposals for the estuary between Sutton Bridge and Skegness.
- Option 3 – extend the trail around the Inner Wash Estuary, making use of the ferry at King’s Lynn and establish an alternative route following existing walked routes and PRow for when the ferry service is not available.

Proposed route of the trail

Our proposal is Option 2, to align the trail around the Inner Wash Estuary System using the first pedestrian crossing points over the Great Ouse and the River Nene. Walkers will be able to enjoy an area rich in natural, social and maritime history.

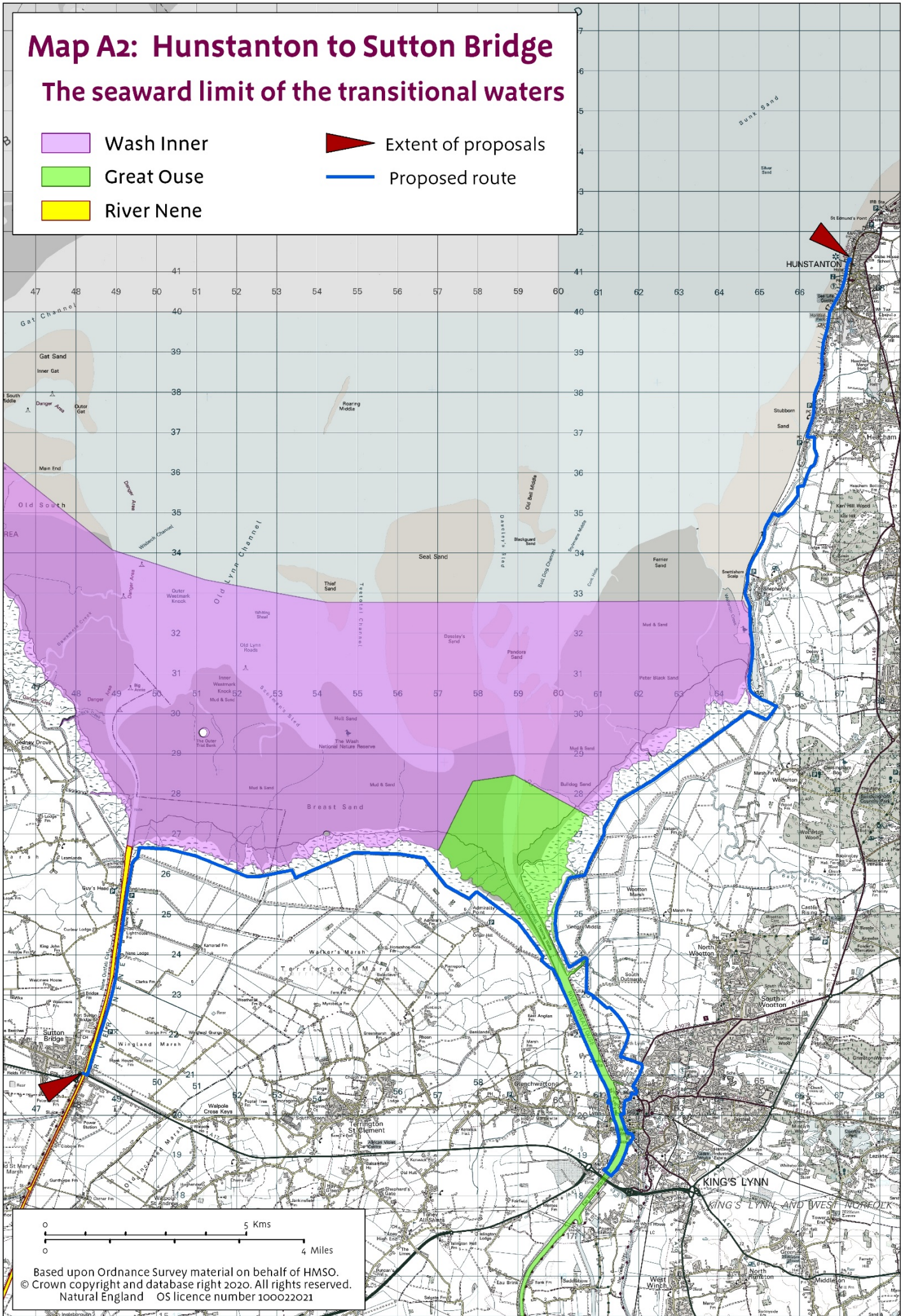
An estuary alignment compliments the proposals detailed in the Sutton Bridge to Skegness Report and fulfils the core objective of the legislation - to create a continuous route around the coast – in a simple and cost effective way.

Our proposed route around the Great Ouse does not use the ferry, because by instead continuing the trail a short distance upstream to the Free Bridge, we are able to deliver, at little additional cost, a continuous walking route that is available at all times. However, the proposed route is aligned very close to the ferry terminals so walkers will have the option to use the ferry to cross the river when it is operating.

Map A2: Hunstanton to Sutton Bridge

The seaward limit of the transitional waters

- Wash Inner
- Great Ouse
- River Nene
- Extent of proposals
- Proposed route



0 5 Kms
0 4 Miles

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6. Other considerations on this stretch

a) Recreational Issues

The existing access provision on this stretch is variable. At Hunstanton there is a continuous public promenade next to the sea for several kilometres but it does not have any formal status. De facto access and footpaths create an 11km route to the RSPB reserve at Snettisham. Arable land has been formed through drainage and reclamation between the RSPB reserve and King's Lynn upon which no public rights of way have developed, nor are there any settlements. Between King's Lynn and Sutton Bridge there is a similar history of land reclamation but a public footpath (bridleway in Lincolnshire) has been created on top of the bank and is promoted as the Peter Scott Walk (Sir Peter Scott owned one of the lighthouses at the mouth of the River Nene). The creation of the England Coast Path will secure rights to a continuous route around the coast of The Wash. It will provide a route as close as practically possible to the sea with good sea views except in a few places where sensitive species and habitats on protected sites preclude this.

The landscape and walking experience along the coast north of King's Lynn is very similar to that on the Sutton Bridge to Skegness stretch – wide open skies, arable fields, walking on a bank and being remote from services and facilities. To the east of King's Lynn the initial walking is similar before coming across seaside communities and facilities that start the general pattern of small, frequent communities through the rest of coastal Norfolk. The route from King's Lynn to Sutton Bridge uses existing public rights of way and highways.

We have considered interrelationships between our proposals and the local access improvement plans (Lincolnshire Countryside Access and Rights of Way Improvement Plan and the Norfolk Access Improvement Plan).

The England Coast Path has been recognised in the Lincolnshire Plan (currently being updated) as a core task and recognises the value of coastal access to the rural economy.

The England Coast Path has been recognised in Norfolk Priority Actions:

- Establish the England Coast Path in Norfolk;
- Encourage users into the less visited areas of the county to reduce visitor pressure on 'honey pot' sites e.g. by encouraging walkers to visit new stretches of the England Coast Path in Norfolk as opposed to already popular sections.

and has identified the opportunity to seek to create and promote new circular walks from the new coastal access route to support investment in the local economy.

Map B: Existing public access between Hunstanton and Sutton Bridge gives an overview of existing access to the coast, showing public rights of way, access land and promoted routes/National Trails along the stretch.

The existing Peddars Way and Norfolk Coast Path National Trail ends at Hunstanton but at a point slightly inland and closer to the town centre. This stretch of ECP joins the existing National Trail before its end point and creates a route to the promenade. This decision therefore leaves a short length into Hunstanton that will continue to be the Peddars Way and Norfolk Coast Path National Trail. If the Secretary of State approves our proposed route for the England Coast Path along this length of coast, we will discuss with Norfolk County Council whether to modify the current end point of the existing national trail to coincide with the proposed route for the England Coast Path. This would be achieved by means of a separate variation report to the Secretary of State.

Local user groups expressed a desire for better access to the coast between King's Lynn and Snettisham where there are currently no legal access rights. We have worked closely with the relevant landowners here to achieve this, and Coastal Access Reports 2 includes our proposals for 7 miles of new coastal access here.

Much of the trail is remote from local facilities (food, toilets etc) and support for long distances from Snettisham RSPB to King's Lynn (11km/7 miles) and West Lynn to Sutton Bridge (21km/13 miles). Mobile phone coverage may also be unreliable, depending on the network.

b) Protection of the environment

Much of the coastline in this stretch has at least one conservation designation including Special Protection Area (SPA), Special Area of Conservation (SAC), Ramsar, Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR), shown on Maps C1 and C2.

During the winter months The Wash supports internationally recognised populations of non-breeding waterbirds. The extensive areas of soft mud exposed at low tide are the main feeding areas but the birds also need suitable undisturbed places to roost and several species use inland areas that provide supporting habitat for feeding and resting.

Intertidal mud and sand flats support a variety of polychaete worms and bivalve molluscs, including cockle and mussel beds, which alongside algae provide rich foraging grounds for many bird species. These include the dark bellied brent geese, oystercatcher, common scoter, sanderling, gadwall, curlew, pintail, shelduck, dunlin, knot, bar tailed- and black tailed godwit.

The extensive saltmarsh provides important roosting habitat for many bird species, including redshank, curlew, pintail and dunlin. The saltmarsh also houses a nutritious food resource for dark bellied brent geese, wigeon, pintail and dunlin. The latter of which also roosts alongside oystercatchers on arable fields.

The Wash NNR is the biggest reserve in England, covering 8,880 ha. It is also the most important wetland site in the UK, with its vast mudflats and huge expanse of saltmarsh supporting thousands of birds all year round. In winter, the Reserve attracts large numbers of wildfowl including pink-footed geese, brent geese and shelduck, while in the summer, waders and seabirds come here to breed. The Wash is also one of the best breeding areas in England for common seals.

The stretch can be clearly divided into three sections for how it is used for recreation. The settlements of Hunstanton, Heacham and Snettisham are the focus of holiday activities and also local recreational use e.g. dog walking. Between West Lynn and Sutton Bridge there is access on the existing public right of way (Peter Scott Walk) but usage is low because of it being isolated and a distance from facilities. The section between Wolferton and King's Lynn is similar in character to the Peter Scott Walk but there is currently no legal right of access.

Recreational disturbance from walkers, especially walkers with dogs, has become increasingly recognised as an issue for protected sites designated for their bird interest across the UK. Actions relating to the ECP

are given in the HRA. Local authorities with allocated new housing in the vicinity of designated sites need to consider the impact of recreational disturbance from new residents from developments. In the case of The Wash two studies have been carried out by Footprint Ecology on behalf of: Norfolk County Council; and the South East Lincolnshire Joint Strategic Planning Committee. Pending a countywide strategy being adopted, the Borough of King's Lynn and North Norfolk is collecting £50 per new dwelling / holiday accommodation to fund mitigation projects.

In South East Lincolnshire the impacts of planned growth in housing is being mitigated by providing Suitable Alternative Natural Greenspace (SANGs) for all major housing sites in Boston, Spalding and Holbeach West.

Access restrictions have been proposed for the majority of saltmarsh and flat seaward of the path due to its unsuitability for access (see Maps E1 to E4b). An additional benefit will be reduced disturbance to birds and hence the restriction has a wider nature conservation value.

As a result of the proposals described in this Overview and associated reports for each length of coast, the quality of coastal paths will be improved and there will be greater certainty and clarity about the rights people have within the coastal margin. Use of the coast for outdoor recreation can, if not carefully managed, add to environmental pressures such as the presence of people causing disturbance to wildlife or new paths leading to removal and fragmentation of habitat. Part of the process we go through on each length of coast when we are developing our detailed proposals is about finding ways to avoid or reduce such impacts, and ensure compliance with legislation to protect the environment.

In developing our detailed proposals for coastal access we have taken account of environmental protection objectives and these are, where relevant, discussed in more detail in the relevant report for each length of coast and the following documents that we have published separately:

- A single Habitats Regulations Assessment [*Make this phrase a Hyperlink*] relating to any potential impact on the conservation objectives of affected sites from the proposals we make in each report for the stretch. This assessment considers any potential impacts in relation both to the individual length of coast covered by each report, and to the stretch as a whole.
- Our Nature Conservation Assessment [*Make this phrase a Hyperlink*] for the stretch, in which we document our conclusions in relation to any potential impacts on nature conservation.

c) Interests of owners and occupiers

In discharging our coastal access duty we must aim to strike a fair balance between the interests of the public in having rights of access over coastal land, and the interests of owners and occupiers of land over which any coastal access rights would apply. This was a key driver in the design of our proposals, which were discussed in detail with the owners and occupiers of the affected land during 'walking the course' and other processes.

Rural coast

The majority of the coast on the Hunstanton to Sutton Bridge to Skegness stretch is rural in character. The land is low lying and protected with substantial sea defences in the form of grassed banks, which in some places are grazed with cattle. We have considered the potential for conflict between grazing and increased use of the banks for access and have recognised the need to increase public awareness of the presence of cattle and to ensure appropriate behaviour and control of dogs around them. Landward areas are predominantly in use by arable farming in these areas limiting any opportunity to extend the margin landward.

In some areas there are several, roughly parallel seabanks, each marking phases of land reclamation and our proposed route generally follows the most seaward bank. Beyond this there are extensive areas of

saltmarsh and mud or sandflats. Landowners and users made us aware of their concerns about the risks that would be created by greater public access to these areas. We also consulted local emergency services on this risk and both HM Coastguard and the RNLI agreed that these areas are inherently too dangerous to be considered as spreading room because of the hazards associated with rapid tidal inundation across wide areas dissected by deep channels and interspersed with areas of soft sands or mud. We have therefore proposed a public access exclusion under Section 25A of the CROW Act for public safety across all larger areas of saltmarsh.

Urban and industrial coast

Hunstanton, Heacham and Snettisham

The urban area of these settlements is mainly on the landward side of the trail. The issues raised by owners and occupiers on this part of the stretch generally relate to the privacy of residents. Where some houses are on the seaward side these issues are to a large extent addressed by the provisions in the legislation for particular categories of land to be automatically excepted from the coastal access rights – including land covered by buildings and their curtilage and land used as a garden. Land which becomes subject to development in the future will also become excepted from the coastal access rights if it is developed in these ways. Annex C: Excepted land categories sets out these provisions in more detail. At South Beach Heacham we considered proposing alignment of the trail along a private road. However we did not propose this option because we felt the potentially large number of walkers arising from the extensive caravan sites nearby would impact on owners' privacy.

King's Lynn

King's Lynn includes a significant commercial port area. This means that a riverside route is not available and so we have proposed that the trail be aligned inland through the town before re-joining the river at the first opportunity.

The proposed route goes on the landward side of the port on public pavements. Most of coastal margin in this area is composed of various buildings and their curtilage which would therefore be excepted from coastal access rights.

The issues raised by other owners and occupiers on this part of the stretch generally related to the operational needs of businesses or to the privacy of residents. These issues are to a large extent addressed by the provisions in the legislation for particular categories of land to be automatically excepted from the coastal access rights – including land covered by buildings and their curtilage and land used as a garden. Land which becomes subject to development in the future will also become excepted from the coastal access rights if it is developed in these ways. Annex C: Excepted land categories sets out these provisions in more detail.

d) Coastal processes

The principal source of information regarding coastal processes on this stretch of coast is The Wash Shoreline Management Plan (SMP) (see Annex A: Bibliography), a non-statutory policy document for the management of flood risk and coastal erosion.

The land is protected by man-made defences or natural features that are maintained to have a flood defence function.

In general where the coast is defended with some certainty, we have not made any specific proposals to enable the trail to adapt to coastal change - for example, where the trail would be on, or on the landward side of sea defences which would protect it.

However, in some cases we have identified a possible requirement for roll-back even in scenarios like this, to ensure that we can maintain continuity of the trail should a nearby section of the trail be affected by coastal change (see Part 4.10 of the approved Scheme).

The developed area of Hunstanton described in report HSB 1 of the proposals is protected by hard defences and is unlikely to be affected significantly by coastal processes in the foreseeable future. We have not made any specific proposals to enable the trail to adapt to coastal change on this length of coast but some sections of the trail may move to link with sections that move because of rollback.

The coast from south of Hunstanton to Wolferton described in reports HSB 1 and HSB 2 of the proposals is protected mainly by soft defences. On this length of coast we propose to recommend that the trail is able to roll back so that it can be repositioned without further reference to the Secretary of State, once he has approved the initial route. There is more detail about these roll-back arrangements in part 7 of the Overview and in the relevant reports.

The coast from Wolferton to South Outmarsh described in reports HSB 2 and HSB 3 of the proposals is defended by earth banks and is unlikely to be affected significantly by coastal processes in the foreseeable future. We have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

The developed area of King's Lynn described in report HSB 3 of the proposals is protected by hard defences and are unlikely to be affected significantly by coastal processes in the foreseeable future. We have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

The coast from West Lynn to the River Nene described in report HSB 4 of the proposals is defended by earth banks and is unlikely to be affected significantly by coastal processes in the foreseeable future. We have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

e) Other substantive issues

Grazing Cattle

A great deal of land grazed by cattle has public access, showing that the two uses are generally compatible. Concerns are significantly more likely where people bring dogs with them. Two national requirements help to address these concerns:

- It is an offence under the Dogs (Protection of Livestock) Act 1953 to allow dogs to attack or chase livestock.
- On land with coastal access rights, people are required to keep dogs on short leads in the vicinity of livestock.

In addition any buildings used for housing cattle (and the curtilage of such land) will be excepted from coastal access rights, as will land covered by pens used for the temporary reception or detention of livestock.

Some sections of seabank included in the proposed route of the trail are grazed by cattle. The cattle will be distant from trail users at most times when they spread out across the extensive saltmarsh area. However at some times the cattle may gather on the trail particularly during high tides or at watering points.

Cattle grazing is integral to sustainable management of the saltmarsh and adjacent seabanks and access to the seabank is essential so that cattle can take refuge from high tides and also have access to fresh water, supplementary feed and grassland at times when saltmarsh vegetation alone may not provide sufficient nutrition.

We have therefore incorporated practical measures to:

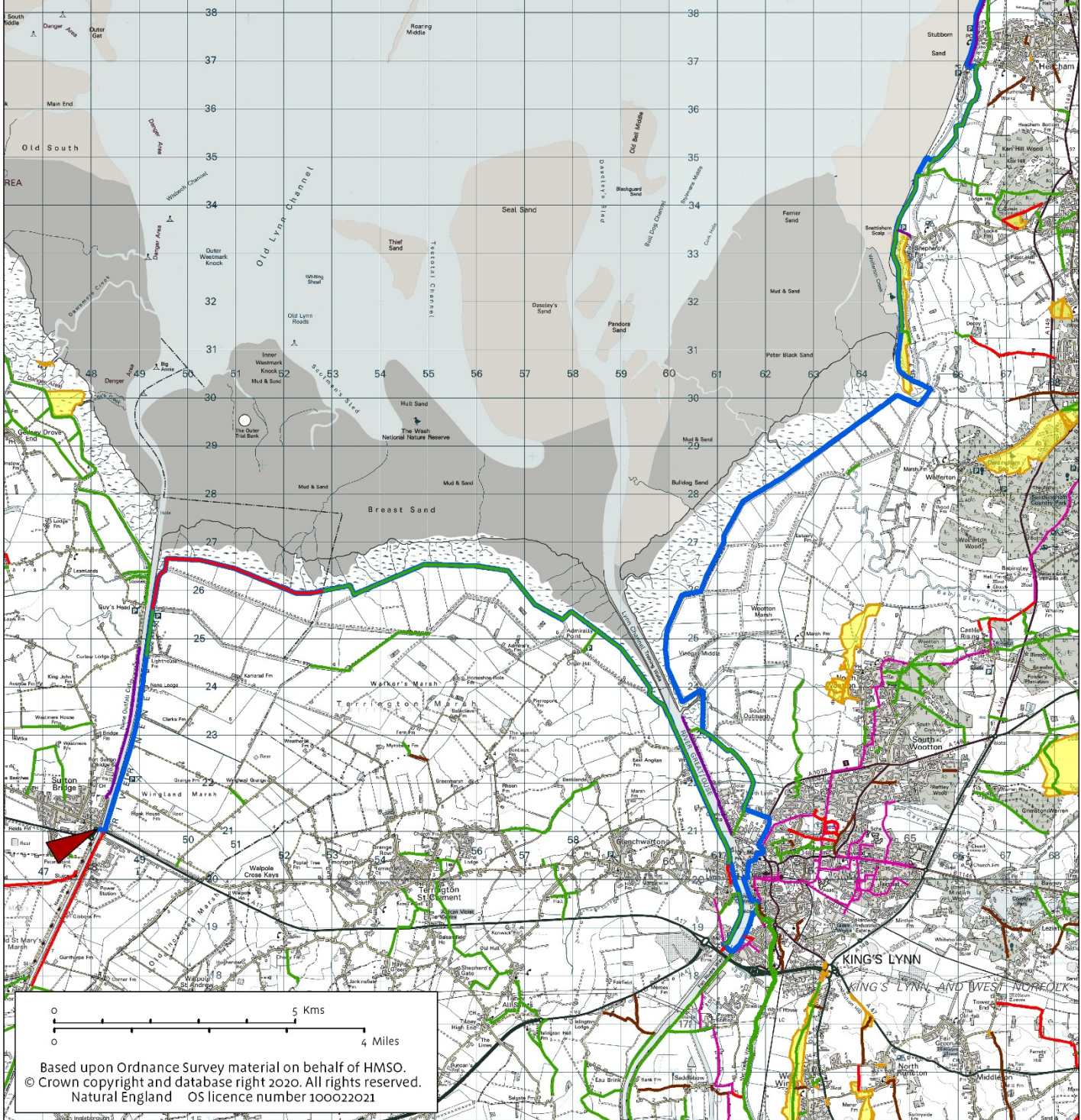
- raise awareness of the likely presence of cattle at main access points where appropriate so that users can decide whether to proceed and be prepared to turn back if they encounter cattle that cannot be avoided in the space where coastal access rights apply
- provide concise advice notices on appropriate behaviour that will reduce the risk to walkers and their dogs.
- remind users through signage that coastal access rights require that they must have dogs on leads in the vicinity of cattle.

Map B: Hunstanton to Sutton Bridge

Existing public access on the Hunstanton to Sutton Bridge stretch

Existing designations:

- Public bridleway
- Public footpath
- Byway open to all traffic
- Restricted byway
- Cycle route
- Peddars Way and Norfolk Coast Path
- Access land
- ▶ Extent of proposals
- Proposed route










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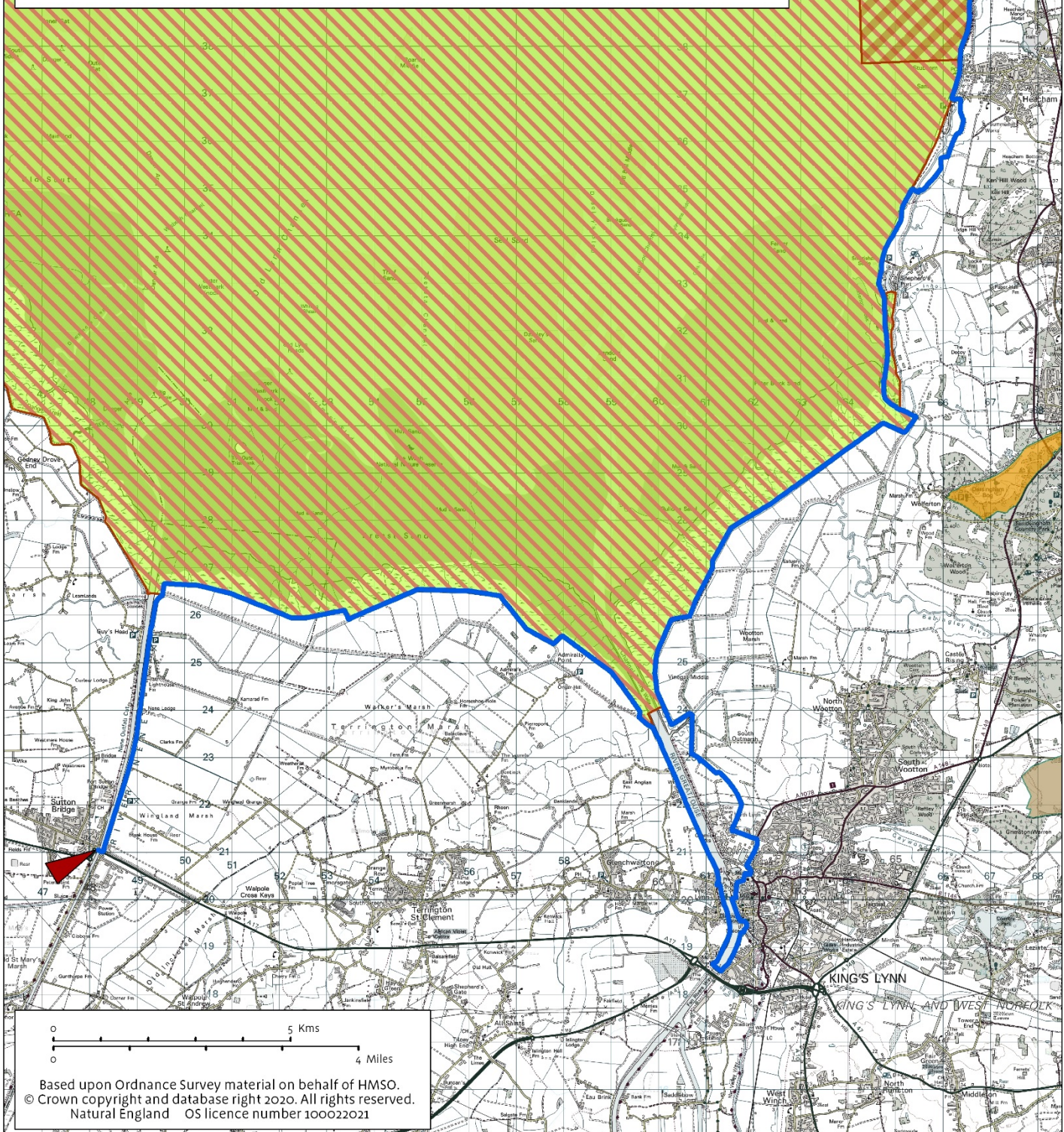
Map C1: Hunstanton to Sutton Bridge

Key International Statutory Environmental Designations

Existing designations:

-  The Wash Ramsar & SPA
-  Roydon Common Ramsar & SAC
-  Dersingham Bog Ramsar & SAC
-  The Wash and North Norfolk Coast SAC
-  Greater Wash SPA

-  Extent of proposals
-  Proposed route








0 5 Kms
0 4 Miles

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Map C2: Hunstanton to Sutton Bridge

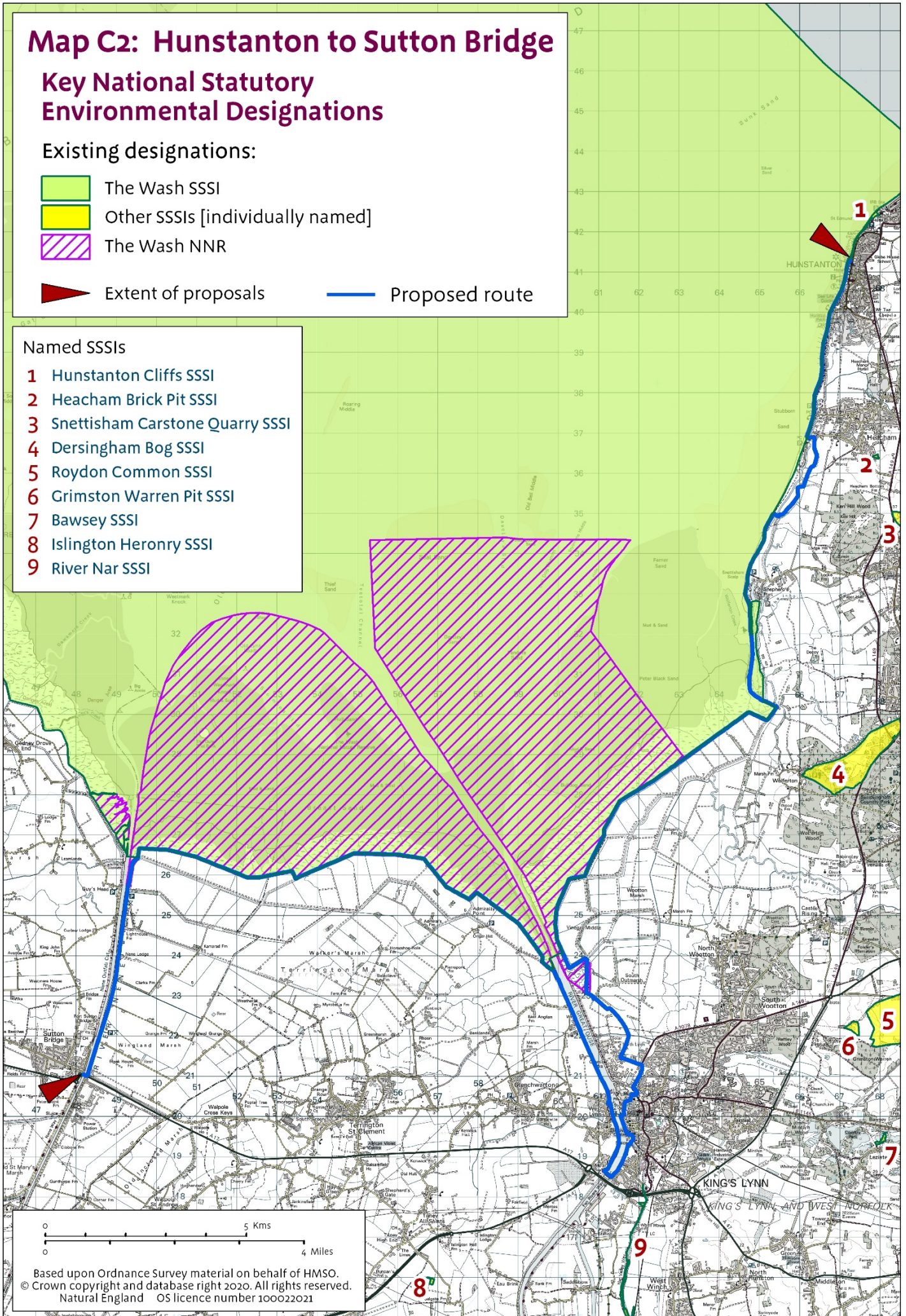
Key National Statutory Environmental Designations

Existing designations:

-  The Wash SSSI
-  Other SSSIs [individually named]
-  The Wash NNR
-  Extent of proposals
-  Proposed route

Named SSSIs

- 1** Hunstanton Cliffs SSSI
- 2** Heacham Brick Pit SSSI
- 3** Snettisham Carstone Quarry SSSI
- 4** Dersingham Bog SSSI
- 5** Roydon Common SSSI
- 6** Grimston Warren Pit SSSI
- 7** Bawsey SSSI
- 8** Islington Heronry SSSI
- 9** River Nar SSSI



0 5 Kms
0 4 Miles


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Map D: Hunstanton to Sutton Bridge


Key Landscape and Historical Designations

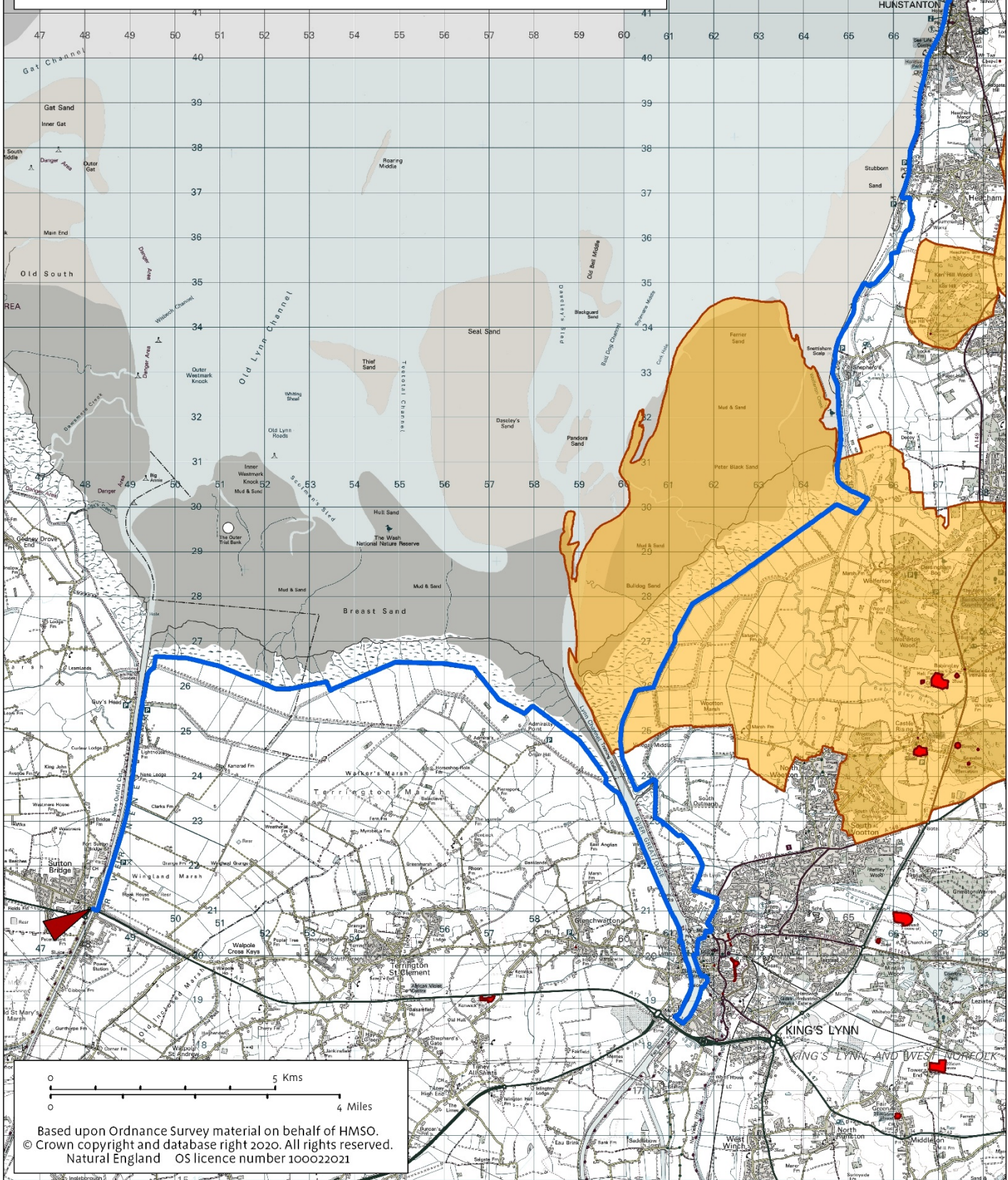
Existing designations:

 Norfolk Coast Area of Outstanding Natural Beauty (AONB)

 Scheduled Monument

 Extent of proposals

 Proposed route



0 5 Kms
0 4 Miles

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Other issues

7. Future changes

Below we explain the procedures for future changes to the coastal access provisions, once proposals have been approved by the Secretary of State. Where the need for future changes was foreseeable at the time of preparing the proposals we have indicated this in the relevant reports.

Roll-back

Reports HSB 1 and HSB 2 include proposals for specified parts of the route to 'roll back' either:

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

Where sections of the approved route need to change for these reasons in order to remain viable, the new route will be determined by Natural England without any requirement for further reference to the Secretary of State. Coastal erosion can happen at any time and so, in some cases, this provision may need to be invoked between approval of the report and commencement of new access rights.

In particular, so far as we consider it necessary in order to maintain the viability of the route as a whole, we may determine that any part of the route is to be repositioned landward of any physical boundary feature, area of excepted land or area from which we consider it necessary to exclude access e.g. a protected site designated for its conservation value.

In determining the new route, we will take into account:

- the local factors present at that time, including any views expressed by people with a relevant interest in affected land;
- the terms of the Coastal Access duty (see Annex B: Glossary of terms), including the requirement to aim to strike a fair balance between the interests of the public and the interests of any person with a relevant interest in the land; and
- the criteria set out in part B of the Coastal Access Scheme.

Any changes to the route in accordance with these proposals will come into force on a date decided by us. On this date, coastal access rights will come into force as necessary along any new alignment. The date of change will follow any necessary physical establishment work, including any installation of signs to enable the public to identify the modified route on the ground. We will take reasonable steps to ensure that anyone with a relevant interest in land directly affected by the change is made aware this date.

In places where the trail rolls back in this way in response to coastal change, the landward extent of the coastal margin may also move inland automatically:

- with the trail itself, or
- because a landward area of section 15 land (see Annex B: Glossary of terms) or foreshore, cliff, dune, or beach, or a bank, barrier or flat, newly touches the trail when it rolls back, with the result that it automatically becomes part of the margin under the terms of the legislation.

Ordinarily, where roll-back has been proposed and becomes necessary, we would expect the trail to be adjusted to follow the current feature (for example, the cliff edge or top of foreshore). Where we foresee that local circumstances will require more detailed consideration, we have provided further information within the tables in Part 3 of the relevant report. This and the above information is intended as a guide only, based on information available to us at the time of writing, and on expert advice provided by the access authority,

Environment Agency and others. We have taken and will continue to take all reasonable steps to discuss implications and options with all parties likely to be affected by such changes, both during the initial planning work that preceded the writing of the reports for each length, and during any future work to plan and implement a 'rolled back' route.

Other changes

We will normally be required to submit a variation report seeking approval from the Secretary of State in order to make changes to the route of the trail (or to propose non-automatic changes to the landward boundary of the coastal margin) - for example if the land was subject to new build development. Such changes would be subject to the same procedures for consultation, representations and objections as our initial reports. Potential developments of which we are already aware that could potentially affect the route on the stretch are summarised below.

Boal Quay, King's Lynn: we have been involved in discussions about the future development of this area of King's Lynn and including a route for the ECP as part of any proposals. At the time of writing though there are no firm proposals for this area and so we have proposed the use of existing walked routes. During any development phase we would discuss with the developer the possibility of a waterside route through the quayside.

However, even without a variation report:

- i We would be able to impose new or modify existing local restrictions or exclusions on coastal access rights as necessary, and people with a legal interest in the land would be able to apply to us for such directions under certain circumstances – see chapter 6 of the Coastal Access Scheme.
- ii Further work could be carried out where necessary either to establish or maintain the route, or to provide any means of access to the coastal margin, using powers and procedures set out in Schedule 20 of the Marine and Coastal Access Act 2009 and chapter 3 of Part 1 the Countryside and Rights of Way Act 2000.
- iii. If at any time the use of affected land should change, the normal rules in relation to excepted land would apply, so for example land newly covered by buildings and their curtilage, and land in the course of development, would automatically become excepted from the coastal access rights – see Annex C: Excepted Land Categories.

8. Restrictions and exclusions

In certain circumstances we can restrict or exclude access to the trail and margin. The legal term for an exclusion or restriction is a direction.

Below, we summarise the directions to exclude or restrict coastal access rights proposed by these reports.

Refer to Part 6.7 and Figure 19 of the approved Coastal Access Scheme for more information.

Report reference	Location/extent (see relevant map for more information)	Type of direction	Purpose of direction	Grounds and relevant section of CROW	Duration
HSB 1	Grazing marsh at South Beach Heacham. Part of the coastal margin seaward of the trail – see map [x]	No public access	Sensitive wildlife	Nature conservation 26(3)(a)	All year
HSB 1 to HSB 4	Saltmarsh & flats between Snettisham and Sutton Bridge. Part of the coastal margin seaward of the trail – see Map E	No public access	Unsuitable for public access	Saltmarsh and flat S25A	All year

These directions will not prevent or affect:


- any use of the land by existing right: such use is not covered by coastal access rights;
- use of any registered rights of common or of any individual or local rights that operate at common law or by Royal Charter etc; or
- any use that people already make of the land with the express permission of the landowner, or where such permission is implied by existing signage, site management arrangements etc.


Any such use that already takes place locally is not prohibited or limited by these arrangements - though it remains open to the landowner, as now, to vary any existing permissions.

Where there is a clear and significant pattern of use of an area of land or a coastal route by local people or the wider public for open-air recreation, without any recognised legal right or express or implied permission for them to do so, we have scrutinised particularly carefully any suggestion that such use should be ended or limited under the new arrangements. CROW exclusions of or restrictions on such use are imposed only as a last resort, if the need is pressing and there is clear evidence that the situation cannot be sufficiently improved through improved access management measures on the ground. See section 6.5 of the Coastal Access Scheme for more information on such management measures.

Map E: Hunstanton to Sutton Bridge

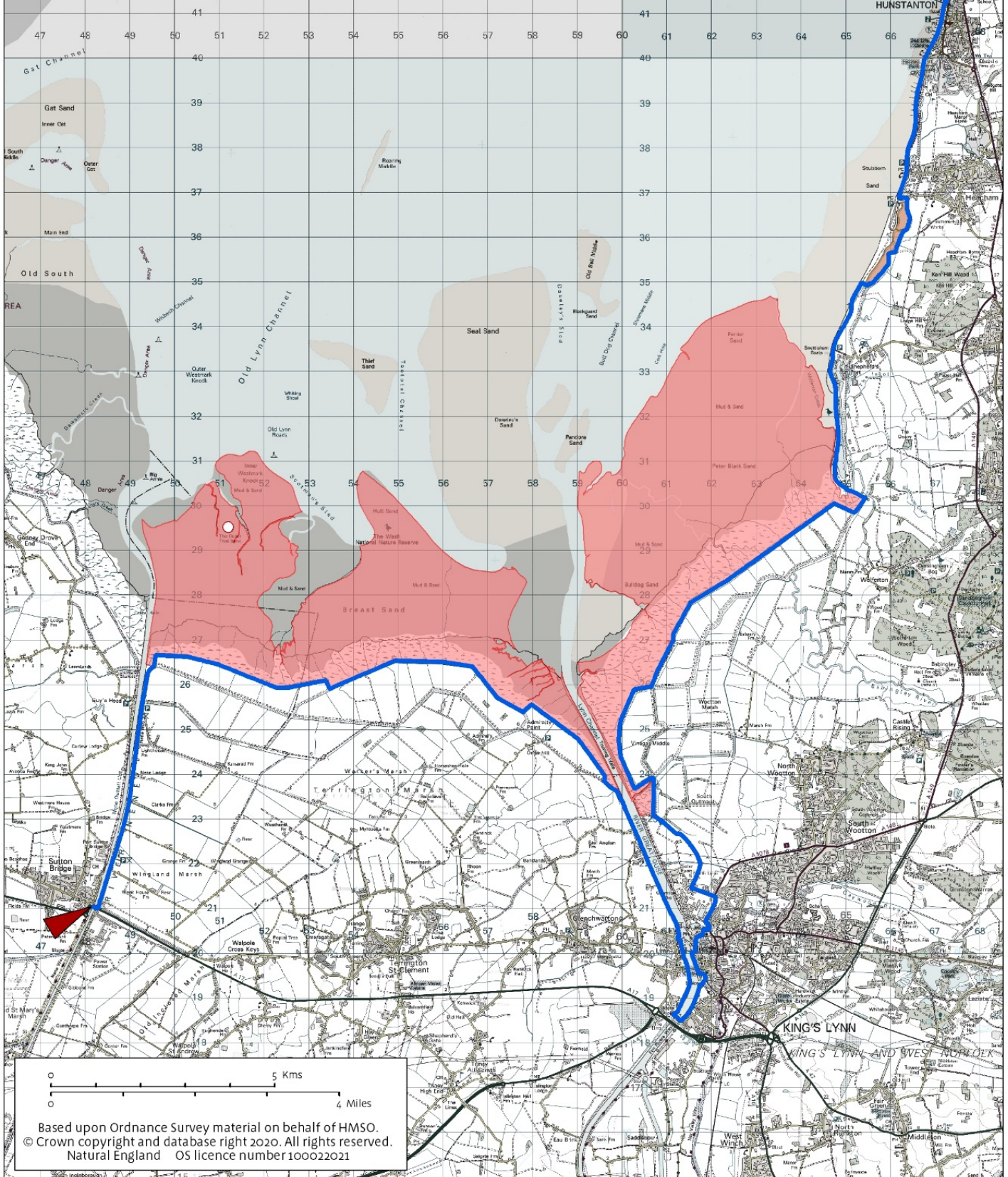
Extent of directions to exclude/restrict access

 s25A Saltmarsh and flat unsuitable for public access all year round

 s26(3)(a) Sensitive wildlife. No public access all year round

 Extent of proposals

 Proposed route



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Map HSB E1:

Directions to exclude/restrict access - as proposed for area covered by Report HSB1

Map HSB E1: Directions to exclude/restrict access - as proposed for area covered by Report HSB1

Areas to be covered by proposed access exclusions/restrictions on part of the coast between Hunstanton and Sutton Bridge.

Restrictions on coastal access rights do not affect public rights of way, or other permitted types of use that may currently exist at a local level.

- Proposed route in this Report
- - - Proposed route shown in another Report
- s26(3)(a) Sensitive wildlife. No public access all year round
- Directions shown in another HSB report

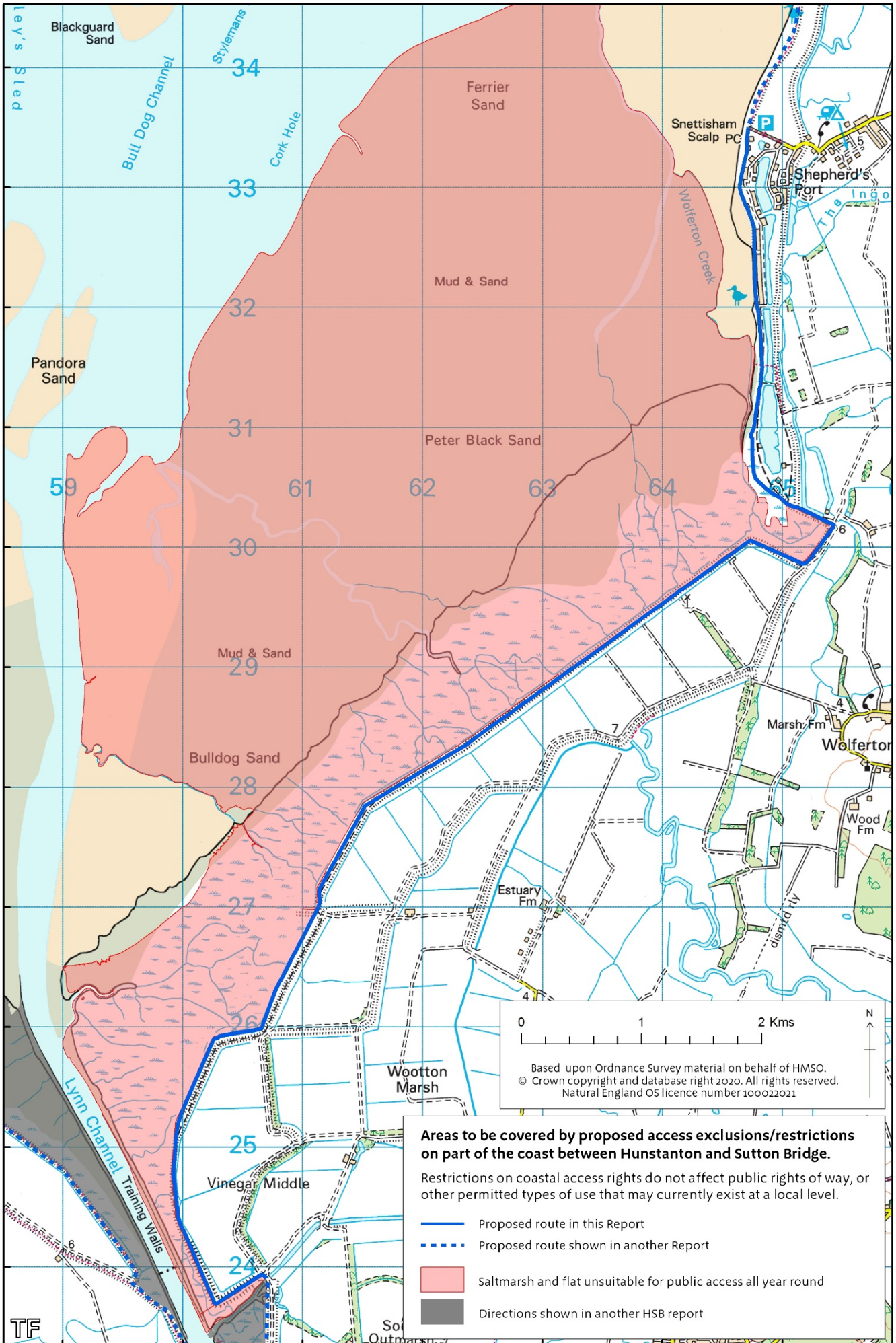


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Map HSB E2:

Directions to exclude/restrict access - as proposed for area covered by Report HSB2

Map HSB E2: Directions to exclude/restrict access - as proposed for area covered by Report HSB2

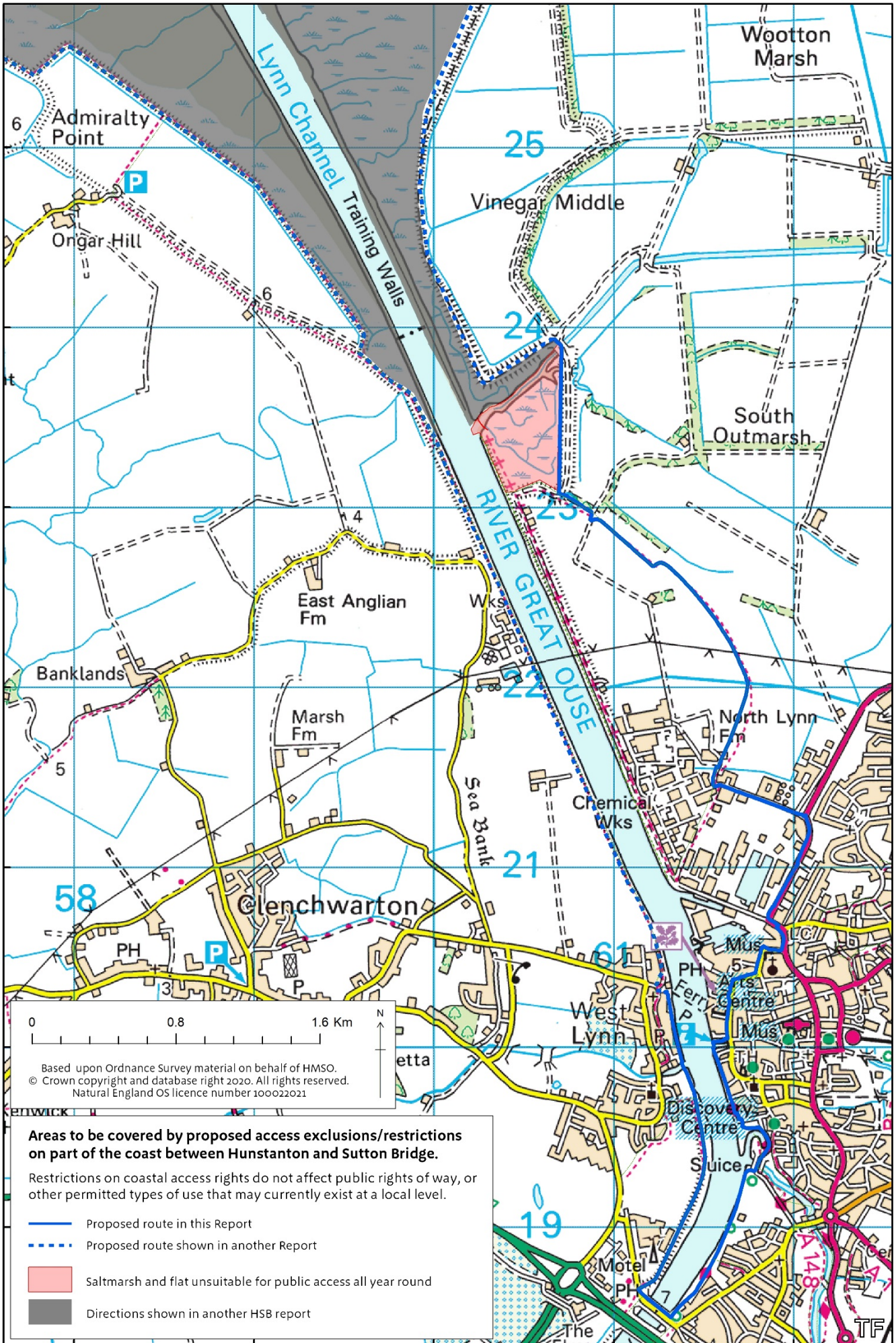


TF

Map HSB E3:

Directions to exclude/restrict access - as proposed for area covered by Report HSB3

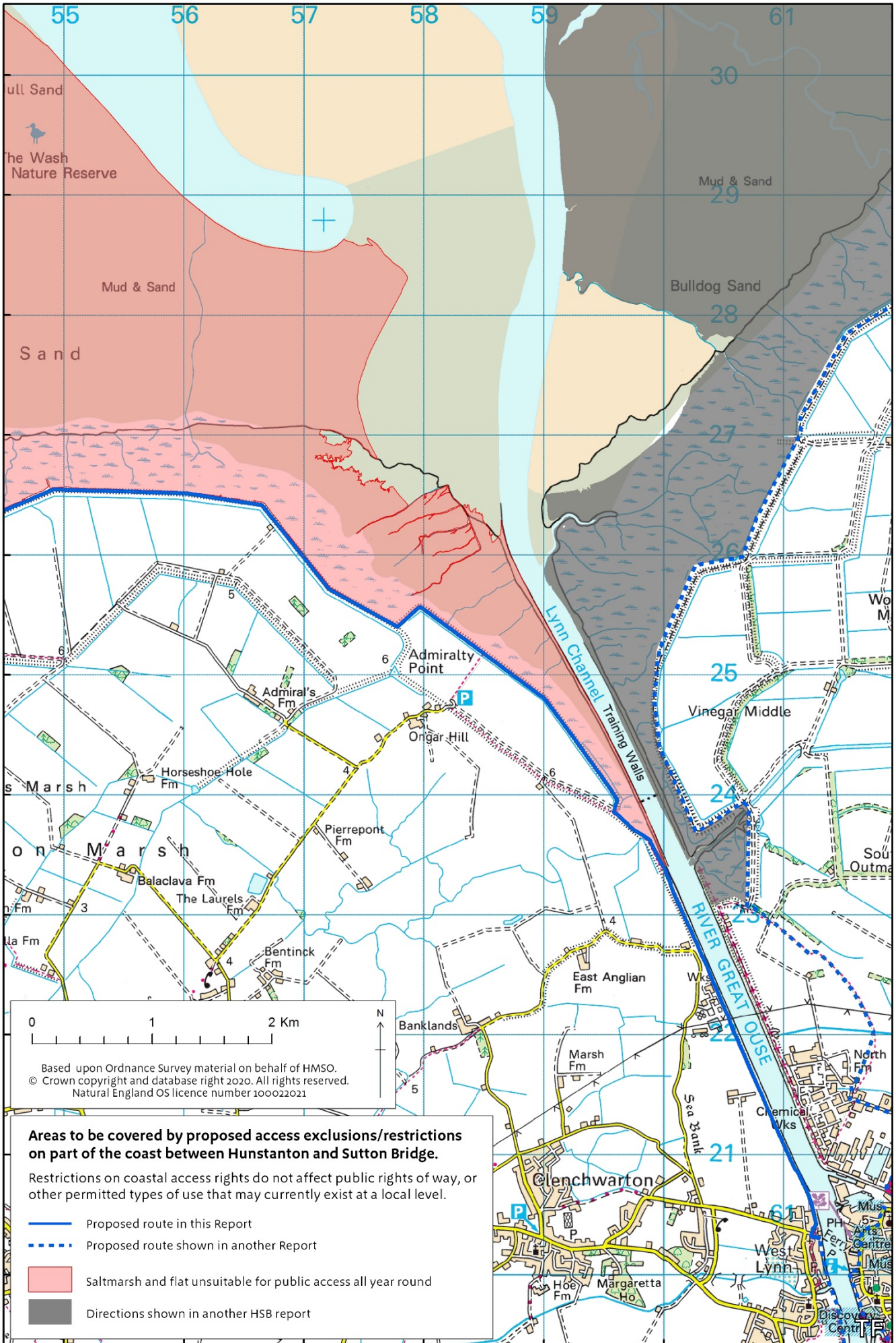
Map HSB E3: Directions to exclude/restrict access - as proposed for area covered by Report HSB3



Map HSB E4a:

Directions to exclude/restrict access - as proposed for area covered by Report HSB4

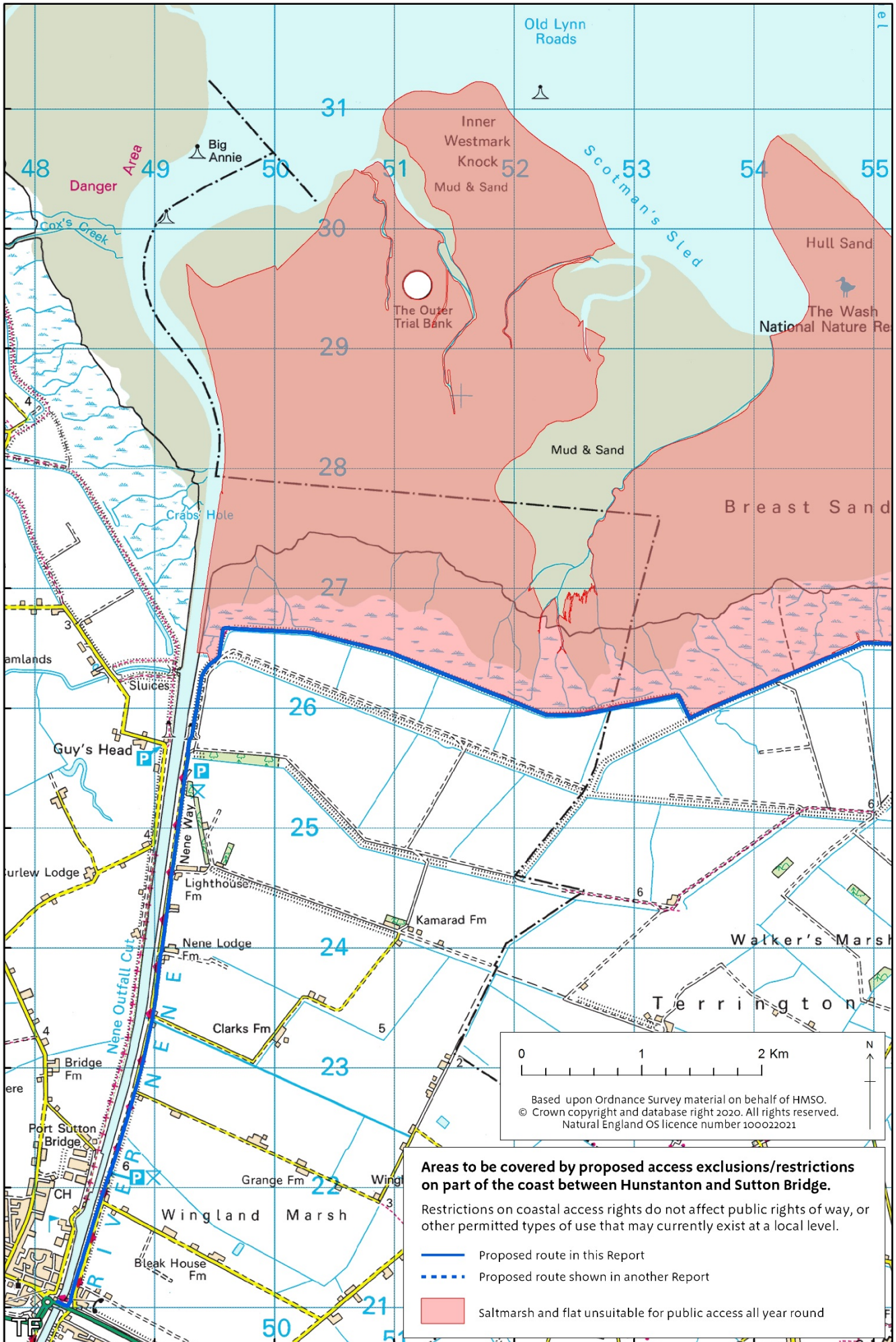
Map HSB E4a: Directions to exclude/restrict access - as proposed for area covered by Report HSB4



Map HSB E4b:

Directions to exclude/restrict access - as proposed for area covered by Report HSB4

Map HSB E4b: Directions to exclude/restrict access - as proposed for area covered by Report HSB4



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The Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018

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Annex B: Glossary of terms

Review the entries in the Glossary before finalising the text for each report. Remove from the list below any definitions not used in the reports. Contact a specialist from the National Team if there are any terms used in the reports which do not appear in the Glossary and require explanation.

1949 Act means the National Parks and Access to the Countryside Act 1949. The 1949 Act includes provisions and procedures for the creation of long-distance routes (now more commonly known as National Trails). These provisions were amended and added to by the 2009 Act for the purpose of identifying the coastal trail. See Bibliography for publication details.

2009 Act means the Marine and Coastal Access Act 2009. Part 9 of the 2009 Act includes provisions to improve public access to the coast. There are supplementary provisions relating to:

- consideration of coastal access reports, objections and representations by the Secretary of State – in Schedule 1A of the 1949 Act (inserted by Schedule 19 of the 2009 Act);
- the establishment and maintenance of the English coastal route – in Schedule 20 of the 2009 Act.

Section 1.2 of the Coastal Access Scheme includes a brief overview of the main provisions, which are explained in more detail in subsequent chapters. See Bibliography for publication details.

alignment is the term we use to describe the choices we make about the proposed route of the trail and the landward boundary of the coastal margin.

alternative route means a route proposed to the Secretary of State under section 55C of the 1949 Act, to operate as a diversion from the ordinary route at certain times. The associated term optional alternative route denotes a route which the public has the *option* to use at times when the ordinary route is unsuitable for use because of flooding, tidal action, coastal erosion or other geomorphological processes. Neither type of alternative route creates any seaward margin. Paragraphs 4.10.16 to 4.10.18 of the Scheme explain more about the potential use of optional alternative routes.

building has the same meaning given in Schedule 1 to CROW, as amended for the coast by the Order. The term includes any structure or erection and any part of a building. For this purpose “structure” includes any tent, caravan or other temporary or moveable structure. It does not include any fence or wall, anything which is a means of access (as defined by CROW section 34 – for example steps or bridges), or any slipway, hard or quay.

coastal access duty means Natural England’s duty under section 296 of the 2009 Act to secure improvements to public access to the English coast. It is explained in more detail in 1.2 of the Coastal Access Scheme.

coastal access rights is the term we use to describe the rights of public access to the coast provided under section 2(1) of CROW as a result of the provisions of the 2009 Act and the Order. Coastal access rights are normally rights of access on foot for open-air recreation. These rights are by default subject to national restrictions and may additionally be subject to directions which restrict or exclude them locally. Section 2.4 of the Coastal Access Scheme explains more about the nature and management of coastal access rights.

coastal margin or margin means a margin of land at the coast falling within one or more of the descriptions given at article 3 of the Order. Its main component is land subject to the coastal access rights, but it also contains other land, including some land that is not accessible to the public. A land owner may also voluntarily include land in the coastal access margin by making a dedication. Section 2.3 of the Scheme explains these other categories of land and how they fit in.

coastal processes is a term used in the reports to mean coastal erosion, encroachment by the sea or other physical change due to geomorphological processes such as landslip. Where any part of the trail

could be significantly affected by coastal processes, either directly or because of the need to maintain continuity with a part that is directly affected, we have included recommendations for it to roll back in accordance with a description in the relevant report.

CROW means the Countryside and Rights of Way Act 2000. Coastal access rights take effect by virtue of CROW section 2(1). Certain provisions in CROW are amended or added to by the 2009 Act and the Order for the purposes of the coast. Chapter 2 of the Coastal Access Scheme provides an overview of how the amended CROW provisions apply to the coast. See Bibliography for publication details.

dedicate/dedication means any voluntary dedication of land by the owner or long leaseholder under section 16 of CROW so that it will be subject to access rights under that Act. A dedication may also make provision for specific national restrictions that would otherwise apply over the affected land to be removed or relaxed.

Land within the coastal margin that was previously dedicated as access land under CROW becomes subject to the coastal access regime, including the national restrictions and the reduced level of liability operating on other parts of the margin with coastal access rights. On certain land, a dedication may be used to 'opt in' to the coastal access regime land where it would not otherwise apply. Chapter 2 of the Coastal Access Scheme explains these scenarios in more detail.

definitive map means the legal record of public rights of way. It shows public footpaths, bridleways, restricted byways, and byways open to all traffic.

direction means a direction under chapter II of CROW Part 1 to impose local restrictions or exclusions on the use of the coastal access rights.

Estuarial waters are defined in section 309 of the 2009 Act as any waters within the limits of transitional waters within the meaning of Council Directive 2000/60/EC (the European Community Water Framework Directive). Transitional waters are defined in Schedule 1 to the Directive as "bodies of surface water in the vicinity of river mouths which are partially saline in character as a result of their proximity to coastal waters but which are substantially influenced by freshwater flows". The Environment Agency has mapped their seaward limit on each English estuary. Section 10.1 of the Scheme explains the relevance of estuarial waters to our proposals for coastal access at estuaries.

excepted land – see Annex C.

exclude/exclusion refer to local exclusion of the coastal access rights by direction (as opposed to the national restrictions that apply on all coastal access land by default). In this way the use of the rights may where necessary either be excluded completely, or restricted in specified ways by means of a local restriction. Section 6.6 of the Coastal Access Scheme explains the provisions in detail and our approach to their use.

foreshore is not defined in the 2009 Act or the Order. In the reports and this Overview it is taken to mean the land between mean low water and mean high water.

gate is used in several ways in the reports:

- 'Field gate' means a wide farm gate, for vehicle access.
- 'Kissing gate' means a pedestrian access gate, sometimes suitable for wheelchairs.

guide fencing is a term the reports may use to describe simple temporary fencing which can be put up and taken down with minimal cost or effort – see figure 18 in chapter 6 of the Coastal Access Scheme.

Habitats Regulations Assessment means an assessment made in accordance with regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).

the legislation is the term the reports use to describe four pieces of legislation which include provisions relevant to the implementation of our proposals: the 2009 Act, the 1949 Act, CROW and the Order. There are separate entries in the glossary which describe each of these in more detail.

a **length** is the term used to describe the part of the stretch covered by each individual report.

local access forum means a local access forum established under section 94 of CROW. Natural England is required to consult the relevant local access forum in the preparation of the reports, and to invite representations from it on its proposals – see chapter 3 of the Coastal Access Scheme for details.

margin (see coastal margin)

national restrictions – see Annex D.

National Trail means a long-distance route approved by the Secretary of State under section 52 of the 1949 Act.

objection means an objection by a person with a relevant interest in affected land (i.e. its owner or occupier) to Natural England about a proposal in a report. An objection must be made on certain specified grounds, in accordance with the provisions in Schedule 1A of the 1949 Act (as inserted by Schedule 19 of the 2009 Act). Stage 3 of the implementation process described in chapter 3 of the Coastal Access Scheme provides an overview of the procedures for considering objections.

ordinary route means the line normally followed by the trail.

the **Order** means the Access to the Countryside (Coastal Margin) (England) Order 2010 (S.I. 2010/558), made under section 3A of CROW. It sets out descriptions of land which are coastal margin and amends Part I of CROW in certain key respects for the purposes of coastal access. See Bibliography for publication details.

public right of way (PRoW) means a public footpath, bridleway, restricted byway or byway open to all traffic. These public rights of way are recorded on the definitive map.

relevant interest means a relevant interest in land, as defined by section 297(4) of the 2009 Act. This is a person who:

- holds an estate in fee simple absolute in possession in the land;
- holds a term of years absolute in the land, or
- is in lawful occupation of the land.

A relevant interest must therefore own or occupy the land in question, rather than simply having some other kind of legal interest over it.

representation means a representation made by any person to Natural England regarding proposals in any of its reports. A representation may be made on any grounds, in accordance with the provisions in Schedule 1A of the 1949 Act (as inserted by Schedule 19 of the 2009 Act). Stage 3 of the implementation process described in chapter 3 of the Coastal Access Scheme provides an overview of the procedures for considering representations.

restrict/restriction – see “exclude/exclusion”.

Roll-back is the term the Scheme uses to describe arrangements made under the provisions of section 55B of the 1949 Act, whereby we may propose to the Secretary of State in a coastal access report that the route of a specified part of the trail which is subject to significant erosion or other coastal processes, or which links to such a section of trail, should be capable of being repositioned later in accordance with the proposals in our relevant report, without further confirmation by the Secretary of State. Section 4.10 of the

Scheme explains in more detail how this works, and part 6(d) of this Overview explains this in the context of the stretch.

route section is the term used in the reports to describe short sections of the proposed route for the trail. Each route section is assigned a nationally unique serial number which we use to refer to it in the proposals and on the accompanying maps.

section 15 land means land with public access rights under:

- section 193 of the Law of Property Act 1925;
- a local or private Act;
- a management scheme made under Part I of the Commons Act 1899; or
- an access agreement or access order made under Part V of the National Parks and Access to the Countryside Act 1949;

or land subject to, or potentially subject to, public access under section 19 of the Ancient Monuments and Archaeological Areas Act 1979.

Where Section 15 land forms part of the coastal margin (which it may do in any of the ways explained in section 4.8 of the Coastal Access Scheme), these rights apply instead of the coastal access rights. Figure 6 in Section 2.4 of the Coastal Access Scheme shows the relationship of Section 15 land to the coastal access regime in more detail.

spreading room is the term we use to describe any land, other than the trail itself, which forms part of the coastal margin and which has public rights of access.

In addition to land with coastal access rights it therefore includes areas of section 15 land. Spreading room may be either seaward or landward of the trail, according to the extent of the margin. Section 4.8 of the Scheme explains in more detail the ways in which land may become spreading room. Spreading room may be subject to directions that restrict or exclude the coastal access rights locally from time to time. However, the Scheme does not use the term to describe land which is subject to a direction which excludes access for the long-term. Land is not described as spreading room in the Scheme if it falls into one of the descriptions of excepted land, although it may become spreading room if it loses its excepted status as a result of a change of use, or if the owner dedicates it as coastal margin. Where highways such as roads or public rights of way cross spreading room, they remain subject to the existing highway rights rather than becoming subject to coastal access rights.

statutory duty means the work an organisation must do by order of an Act of Parliament.

stretch is the whole area covered by our compendium of statutory reports making coastal access proposals to the Secretary of State, each covering one length within the stretch.

temporary route means a diversionary route which operates while access to the trail is excluded by direction. Unlike an alternative route, a temporary route may be specified later by or under the direction without requiring confirmation by the Secretary of State, though land owner consent is needed in some circumstances. Figure 17 in chapter 6 of the Coastal Access Scheme explains the provisions for temporary routes in more detail.

the trail is the term we use to describe the strip of land people walk along when following the route identified for the purposes of the Coastal Access Duty. See part 1.3 of the Coastal Access Scheme. Following approval by the Secretary of State of our proposals, the trail along that stretch becomes part of the National Trail known as the England Coast Path. By default, it is the land within 2 metres on either side of the approved route line, but often it is wider or narrower than this. The trail forms part of the coastal margin.

variation report means a report to the Secretary of State under section 55(1) of the 1949 Act. Natural England may prepare a variation report recommending changes to coastal access proposals that have previously been approved. Figure 10 in chapter 3 of the Coastal Access Scheme explains in more detail the circumstances when a variation report is necessary.

A variation report may also be prepared by Natural England (in the context of our recommendations for the **trail** which we have a duty to secure under section 296 of the 2009 Act) to recommend that the route of another National Trail at the coast is modified.

Annex C: Excepted land categories

The effect of Schedule 1 to the Countryside and Rights of Way Act 2000 is that some categories of land are completely excluded from the coastal access rights, even if they fall within the coastal margin:

- land covered by buildings or the curtilage of such land;
- land used as a park or garden;
- land used for the getting of minerals by surface working including quarrying (except, under certain circumstances, the removal of sand or shingle from an area of foreshore or beach);
- land used for the purposes of a railway (including a light railway) or tramway;
- land covered by pens in use for the temporary detention of livestock;
- land used for the purposes of a racecourse or aerodrome;
- land which is being developed and which will become excepted land under certain other excepted land provisions;
- land covered by works used for the purposes of a statutory undertaking (other than flood defence works or sea defence works) or the curtilage of such land;
- land covered by works used for an electronic communications code network or the curtilage of any such land;
- land the use of which is regulated by byelaws under section 14 of the Military Lands Act 1892 or section 2 of the Military Lands Act 1900;
- land which is, or forms part of, a school playing field or is otherwise occupied by the school and used for the purposes of the school; and
- land which is, or forms part of, a highway (within the meaning of the Highways Act 1980) – see below.

Some other land categories are excepted by default, but we may propose that the trail should cross them on an access strip – in which case the strip itself is not excepted from the coastal access rights. Where land in any of these categories would form part of the coastal margin in proposals, it would therefore be fully excepted from coastal access rights. That includes:

- land on which the soil is being, or has at any time within the previous 12 months been, disturbed by any ploughing or drilling undertaken for the purposes of planting or sowing crops or trees;
- land used for the purposes of a golf course;
- land which is, or forms part of, a regulated caravan or camping site; and
- land which is, or forms part of, a burial ground.

Highways are also excepted from the coastal access rights. This does not prevent the trail from following a public footpath or other highway, and people can continue exercising their rights to use highways that fall within the wider spreading room. Such highways form part of the coastal margin even though the access rights along them are afforded by other legislation.

Land owners may choose, under the legislation, to dedicate excepted land as a permanent part of the coastal margin. These provisions are explained in more detail in Chapter 2 of our Coastal Access Scheme.

Annex D: National restrictions

The coastal access rights which would be newly introduced under our proposals include most types of open-air recreation on foot or by wheelchair including walking, climbing and picnicking.

The scope of these coastal access rights is normally limited by a set of rules that we call in the Coastal Access Scheme the “national restrictions”.

They list some specific activities not included within the coastal access rights – for example camping, horse riding and cycling. The national restrictions on the coastal access rights are set out on the pages that follow.

The national restrictions do not prevent such recreational uses taking place under other rights, or with the landowner’s permission, or by traditional tolerance – for example on an area of foreshore where horse riding is customary. In particular, these national restrictions have no effect on people’s use of public rights of way or Section 15 land (see the entry for ‘section 15 land’ in the Glossary).

The land owner (or in some circumstances a long leaseholder or farm tenant) also has the option to include such recreational uses within the coastal access rights on a particular area of land, or on his holdings generally. He can do this:

- permanently (i.e. on behalf of himself and future owners of the land), by dedicating such rights under section 16 of the Countryside and Rights of Way Act 2000 (CROW); or
- until further notice, by agreeing that we should give a direction under CROW Schedule 2 paragraph 7 to this effect.

We can provide more information about these options on request.

Countryside and Rights of Way Act 2000

SCHEDULE 2 RESTRICTIONS TO BE OBSERVED BY PERSONS EXERCISING RIGHT OF ACCESS (Section 2)

General restrictions

- 1 (1) Subject to sub-paragraph (2), section 2(1) does not entitle a person to be on any land if, in or on that land, he –
- (a) drives or rides any vehicle other than an invalid carriage as defined by section 20(2) of the Chronically Sick and Disabled Persons Act 1970,
 - (b) uses a vessel or sailboard on any non-tidal water,
 - (c) has with him any animal other than a dog,
 - (d) commits any criminal offence,
 - (e) lights or tends a fire or does any act which is likely to cause a fire,
 - (f) intentionally or recklessly takes, kills, injures or disturbs any animal, bird or fish,
 - (g) intentionally or recklessly takes, damages or destroys any eggs or nests,
 - (h) feeds any livestock,
 - (i) bathes in any non-tidal water,
 - (j) engages in any operations of or connected with hunting, shooting, fishing, trapping, snaring, taking or destroying of animals, birds or fish or has with him any engine, instrument or apparatus used for hunting, shooting, fishing, trapping, snaring, taking or destroying animals, birds or fish,
 - (k) uses or has with him any metal detector,
 - (l) intentionally removes, damages or destroys any plant, shrub, tree or root or any part of a plant, shrub, tree or root,
 - (m) obstructs the flow of any drain or watercourse, or opens, shuts or otherwise interferes with any sluice-gate or other apparatus,
 - (n) without reasonable excuse, interferes with any fence, barrier or other device designed to prevent accidents to people or to enclose livestock,
 - (o) neglects to shut any gate or to fasten it where any means of doing so is provided, except where it is reasonable to assume that a gate is intended to be left open,
 - (p) affixes or writes any advertisement, bill, placard or notice,
 - (q) in relation to any lawful activity which persons are engaging in or are about to engage in on that or adjoining land, does anything which is intended by him to have the effect –
 - (i) of intimidating those persons so as to deter them or any of them from engaging in that activity,
 - (ii) of obstructing that activity, or
 - (iii) of disrupting that activity,
 - (r) without reasonable excuse, does anything which (whether or not intended by him to have the effect mentioned in paragraph (q)) disturbs, annoys or obstructs any persons engaged in a lawful activity on the land,
 - (s) engages in any organised games, or in camping, hang-gliding or para-gliding, or
 - (t) engages in any activity which is organised or undertaken (whether by him or another) for any commercial purpose.
- (2) Nothing in sub-paragraph (1)(f) or (j) affects a person's entitlement by virtue of section 2(1) to be on any land which is coastal margin if the person's conduct (to the extent that it falls within sub-paragraph (1)(f) or (j)) is limited to permitted fishing-related conduct.
- (3) In sub-paragraph (2) the reference to permitted fishing-related conduct is a reference to the person –
- (a) having a fishing rod or line, or

(b) engaging in any activities which –

(i) are connected with, or ancillary to, fishing with a rod and line, or with a line only, in the exercise of a right to fish, and

(ii) take place on land other than land used for grazing or other agricultural purposes.

2 (1) In paragraph 1(k), “metal detector” means any device designed or adapted for detecting or locating any metal or mineral in the ground.

(2) For the purposes of paragraph 1(q) and (r), activity on any occasion on the part of a person or persons on land is “lawful” if he or they may engage in the activity on the land on that occasion without committing an offence or trespassing on the land.

3 Regulations may amend paragraphs 1 and 2.

4 (1) During the period beginning with 1st March and ending with 31st July in each year, section 2(1) does not entitle a person to be on any land if he takes, or allows to enter or remain, any dog which is not on a short lead.

(2) Sub-paragraph (1) does not apply in relation to land which is coastal margin.

5 Whatever the time of year, section 2(1) does not entitle a person to be on any land if he takes, or allows to enter or remain, any dog which is not on a short lead and which is in the vicinity of livestock.

6 In paragraphs 4 and 5, “short lead” means a lead of fixed length and of not more than two metres.

6A (1) Whatever the time of year, section 2(1) does not entitle a person to be on any land which is coastal margin at any time if –

(a) that person has taken onto the land, or allowed to enter or remain on the land, any dog, and

(b) at that time, the dog is not under the effective control of that person or another person.

(2) For this purpose a dog is under the effective control of a person if the following conditions are met.

(3) The first condition is that –

(a) the dog is on a lead, or

(b) the dog is within sight of the person and the person remains aware of the dog's actions and has reason to be confident that the dog will return to the person reliably and promptly on the person's command.

(4) The second condition is that the dog remains –

(a) on access land, or

(b) on other land to which that person has a right of access.

(5) For the purposes of sub-paragraph (4), a dog which is in tidal waters is to be regarded as remaining on access land.

6B (1) Section 2(1) does not entitle a person to be on any land which is coastal margin if, on that land, the person obstructs any person passing, or attempting to pass, on foot along any part of the English coastal route, any official alternative route or any relevant temporary route.

(2) In this paragraph –

“the English coastal route” means the route secured pursuant to the coastal access duty (within the meaning of section 296 of the Marine and Coastal Access Act 2009);

“official alternative route” has the meaning given by section 55J of the National Parks and Access to the Countryside Act 1949;

“relevant temporary route” means a route for the time being having effect by virtue of a direction under section 55I of that Act to the extent that the line of the route passes over coastal margin.

Front cover photo: Peter Scott (East Bank) lighthouse, Sutton Bridge

Credit: Matthew Usher, Fine and Country estate agency, King's Lynn

Built in 1830, the East Bank Lighthouse (with another on the west bank) was an essential part of navigation for the new River Nene cutting; a vast straight drainage channel excavated to help drain low lying inland areas known as the Fens. The lighthouse was constructed three miles out into the tidal marsh.

In 1933 it became home to Peter Scott, son of Captain Scott of the Antarctic. There he underwent a seismic conversion from wildfowler to famous artist and writer before going on to become one of the world's most influential naturalists and conservationists. He was also a founder member of the World Wildlife Fund and the Wildfowl and Wetlands Trust.

American writer Paul Gallico was inspired by his friend Peter Scott and the lighthouse and wrote 'The Snow Goose'; described as possibly the most emotionally powerful and romantic wildlife fiction book ever written.

Peter Scott was called up for war in 1939 and the army requisitioned the lighthouse. It dropped plans to cut the top off for use as a gun platform but left it in a poor condition.

Due to the desperate need for farmland, by the end of the war the sea walls had been pushed half a mile seaward of the lighthouse. Without the free flowing tidal pools and saltings Peter Scott needed to keep his wildfowl collection on, he did not return.

It was restored in 1985 and then bought by the current owners, the Snowgoose Wildlife Trust in 2010. The lighthouse now looks over The Wash, a habitat that is a National Nature Reserve and has many other conservation designations.

(Text based on information on www.snowgoosetrust.org)

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