



# England Coast Path Stretch: Hunstanton to Sutton Bridge

## Report HSB 3: South Outmarsh, King's Lynn to West Lynn Ferry

### Part 3.1: Introduction

Start Point:	South Outmarsh, King's Lynn (Grid reference TF6069 2391)
End Point:	West Lynn Ferry (Grid reference TF6122 2032)
Relevant Maps:	HSB 3a to HSB 3e

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

3.1.2 This report covers length HSB 3 of the stretch, which is the coast between South Outmarsh, King's Lynn and West Lynn Ferry. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 3.2: Proposals Narrative

### The trail:

Mainly follows existing walked routes, including public rights of way, along most of this length.

3.2.1 The route is initially aligned inland to the north of King's Lynn and through the town but, at the earliest opportunity it closely follows the river.

3.2.2 Includes one section of new path at South Outmarsh. See Map HSB 3a and associated tables below for details.

### Protection of the environment:

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

3.2.3 The following designated site affects this length of coast:

- The Wash National Nature Reserve (NNR) – see Map C2 in the Overview.

3.2.4 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

3.2.5 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and Norfolk County Council's Historic Environment team before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment, see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

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

### Accessibility:

3.2.6 There are few artificial barriers to accessibility for the majority of this length as it follows pavement and surfaced routes through urban King's Lynn to Free Bridge. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- To the north of King's Lynn the trail would follow uneven grass along a bank and field edge and soil on a cross-field path.

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

### Where we have proposed exercising statutory discretions:

3.2.7 **Estuary:** This report proposes that the trail should include a route around the Inner Wash Estuary Complex, extending upstream from the open coast. Natural England proposes to exercise its functions

as if the sea included the estuarial waters of the estuary complex as far as Free Bridge, over the Great Ouse at King's Lynn, as indicated by the extent of the trail shown on map HSB 3d. See Report HSB 4 for details of the proposed use of the estuary discretion around the River Nene section of the estuary complex.

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

**3.2.8 Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a pavement, track or hedge to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.9 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 3.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 3.3.1] explaining what this means in practice.

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

**3.2.10 Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in one place along this section of coast.

#### *Exclusion of access to the saltmarsh/flat at South Outmarsh*

3.2.11 Access to the saltmarsh and flat in the coastal margin seaward of route section HSB-3-S001 is to be excluded all year round by direction under S25A of the Countryside and Rights of Way Act (2000) because we are satisfied that it is unsuitable for public access (as shown in Map HSB E2: Directions to exclude/restrict access). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

3.2.12 The Section 25A exclusion is proposed between South Outmarsh King's Lynn and West Lynn Ferry where it is considered that saltmarsh and flats are unsuitable for public access, notwithstanding any locally tolerated access. Safety is considered as part of the assessment along with the nature of the terrain and any natural risks that exist such as soft mud, hidden channels, potential to be trapped by rising tides, and suitability for walking. The intention is to prevent those who may be unfamiliar with the risks from using such areas.

- The saltmarsh around the Wash is subject to regular tidal inundation, generally uneven and wet underfoot, and incised with creeks and channels, some of which would not be readily apparent to walkers; and
- The areas of flat on the Wash are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

3.2.13 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 traditional 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.

3.2.14 This direction is intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject.

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

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

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

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

3.2.16 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps HSB 3a to HSB 3e as the proposed route of the trail.

### Other future change:

3.2.17 At Boal Quay, on the south side of King's Lynn we foresee the need for future changes to the proposed access provisions if development of the area occurs. This is summarised at part 7 of the Overview.

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

### Establishment of the trail:

3.2.18 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

The trail would predominantly use existing paths, pavements or rights of way, and only minimal establishment work is required on the new path at South Outmarsh shown on Map HSB 3a.

3.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £11,500 and is informed by:

- information already held by the access authority, Norfolk County Council, in relation to the management of the existing England Coast Path and the Peddars Way and Norfolk Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

3.2.20 The main element to the overall cost is the significant number of new signs, some to a ‘heritage’ specification that would be needed through King’s Lynn to match existing designs in the historic Conservation Area.

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

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Gates	1,000
Signs, waymarks etc.	9,000
Project management	1,500
<b>Total</b>	<b>£11,500 (Exclusive of any VAT payable)</b>

3.2.21 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Norfolk County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

**Maintenance of the trail:**

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

3.2.23 We estimate that the annual cost to maintain the trail will be £2,699 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

## Part 3.3: Proposals Tables

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

### 3.3.1 Section Details: Maps HSB 3a to HSB 3e – South Outmarsh King’s Lynn to West Lynn Ferry

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 3.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
HSB 3a	HSB-3-S001	Not an existing route	No	Yes - bank			
HSB 3a	HSB-3-S002	Other existing walked route	No	No			
HSB 3a	HSB-3-S003 FP	Public footpath	No	No			
HSB 3a	HSB-3-S004	Other existing walked route	No	No			
HSB 3a	HSB-3-S005	Other existing walked route	No	No			
HSB 3a to HSB 3b	HSB-3-S006 FP	Public footpath	No	No	Hedge/tree line	Clarity and cohesion	
HSB 3b	HSB-3-S007 FP	Public footpath	No	No			
HSB 3b	HSB-3-S008	Other existing	No	No	Edge of verge	Clarity and cohesion	

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
		walked route					
HSB 3b	HSB-3-S009 RD	Public highway (road)	No	No			
HSB 3b	HSB-3-S010 RD	Other existing walked route	No	No	Edge of verge	Clarity and cohesion	
HSB 3b	HSB-3-S011 RD	Road	No	No			
HSB 3b	HSB-3-S012 RD	Road	No	No			
HSB 3b	HSB-3-S013 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3b	HSB-3-S014 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3b	HSB-3-S015 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S016 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S017 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S018 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S019 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S020 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S021 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S022 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	



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
HSB 3c	HSB-3-S023 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S024 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S025 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S026 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S027 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S028 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3c	HSB-3-S029 RD	Public highway (road)	No	No			
HSB 3c	HSB-3-S030	Other existing walked route	No	No	Edge of quay	Clarity and cohesion	
HSB 3c	HSB-3-S031	Other existing walked route	No	No	Edge of bridge	Clarity and cohesion	
HSB 3d	HSB-3-S032	Other existing walked route	No	No	Edge of pedestrian-only area	Clarity and cohesion	
HSB 3d	HSB-3-S033	Other existing walked route	No	No			
HSB 3d	HSB-3-S034 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3d	HSB-3-S035 RD	Public highway (road)	No	No			
HSB 3d	HSB-3-S036	Other existing	No	No	Wall	Clarity and cohesion	



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
		walked route					
HSB 3d	HSB-3-S037	Other existing walked route	No	No	Wall	Clarity and cohesion	
HSB 3d	HSB-3-S038	Other existing walked route	No	Yes - bank			
HSB 3d	HSB-3-S039 CW	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
HSB 3d	HSB-3-S040	Other existing walked route	No	Yes - bank			
HSB 3d	HSB-3-S041	Other existing walked route	No	Yes - bank			
HSB 3d	HSB-3-S042 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 3e	HSB-3-S043 FP	Public footpath	No	Yes - bank			
HSB 3e	HSB-3-S044	Other existing walked route	No	Yes - bank			
HSB 3e	HSB-3-S045	Other existing walked route	No	Yes - bank			
HSB 3e	HSB-3-S046	Other existing walked route	No	Yes - bank			
HSB 3e	HSB-3-S047	Other existing walked route	No	Yes - bank			
HSB 3e	HSB-3-S048	Other existing walked route	No	No	Landward edge of boardwalk	Clarity and cohesion	

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
HSB 3e	HSB-3-S049	Other existing walked route	No	No	Landward edge of boardwalk	Clarity and cohesion	
HSB 3e	HSB-3-S050	Other existing walked route	No	No	Landward edge of boardwalk	Clarity and cohesion	
HSB 3e	HSB-3-S051	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	

### 3.3.2 Other options considered: Maps HSB 3a to HSB 3e – South Outmarsh King’s Lynn to West Lynn Ferry

Maps	Route section numbers	Other option considered	Reasons for not proposing this option
			We opted for the proposed route because:
HSB 3a to HSB 3c	HSB-3-S003 to HSB-3-S020	We considered aligning along the byway that runs next to the Great Ouse, and then along Cross Bank Road	<ul style="list-style-type: none"> <li>■ The byway runs close to a wind turbine, alongside the byway (west of map 3b) and Norfolk County Council has advised not to have National Trails close to turbines because of the potential danger posed to walkers by general failures and ice falling from the turbine blades in certain weather conditions.</li> </ul>
HSB 3a and HSB 3b	HSB-3-S003 to HSB-3-S008	We considered aligning along the byway that runs next to the Great Ouse, and then using tracks to align along Estuary Road.	<ul style="list-style-type: none"> <li>■ The track runs close to a wind turbine in the neighbouring industrial site, and Norfolk County Council has advised not to have National Trails close to turbines because of the potential danger posed to walkers by general failures and ice falling from the turbine blades in certain weather conditions.</li> </ul>
HSB 3a to HSB 3c	HSB-3-S003 to HSB-3-S020	We considered aligning along Cross Bank Road	<ul style="list-style-type: none"> <li>■ This route along Cross Bank Road was assessed by Norfolk County Council highways engineers and deemed to be unsafe for walkers due to a narrow road, without pavement and lorry movements connected with the port and other industrial sites.</li> </ul>
HSB 3b	HSB-3-S007 to HSB-3-S014	We considered using tracks and field edges for linking to Edward Benefer Way	<ul style="list-style-type: none"> <li>■ it is closer to the coast</li> </ul>

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

## Part 3.4: Proposals Maps

### 3.4.1 Map Index

Map reference	Map title
HSB 3a	South Outmarsh to Edward Benefer Way (Section 1)
HSB 3b	South Outmarsh to Edward Benefer Way (Section 2)
HSB 3c	Edward Benefer Way to Pur Fleet
HSB 3d	Pur Fleet to Free Bridge
HSB 3e	Free Bridge to West Lynn Ferry
HSB E3	Proposed directions to exclude or restrict access

### PROPOSALS

#### Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

#### Coastal Margin

##### Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

#### Other Information

##### Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

#### Infrastructure types

For status of each, where shown on map, see colour codes below

##### Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

##### Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

##### Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

##### Miscellaneous:

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

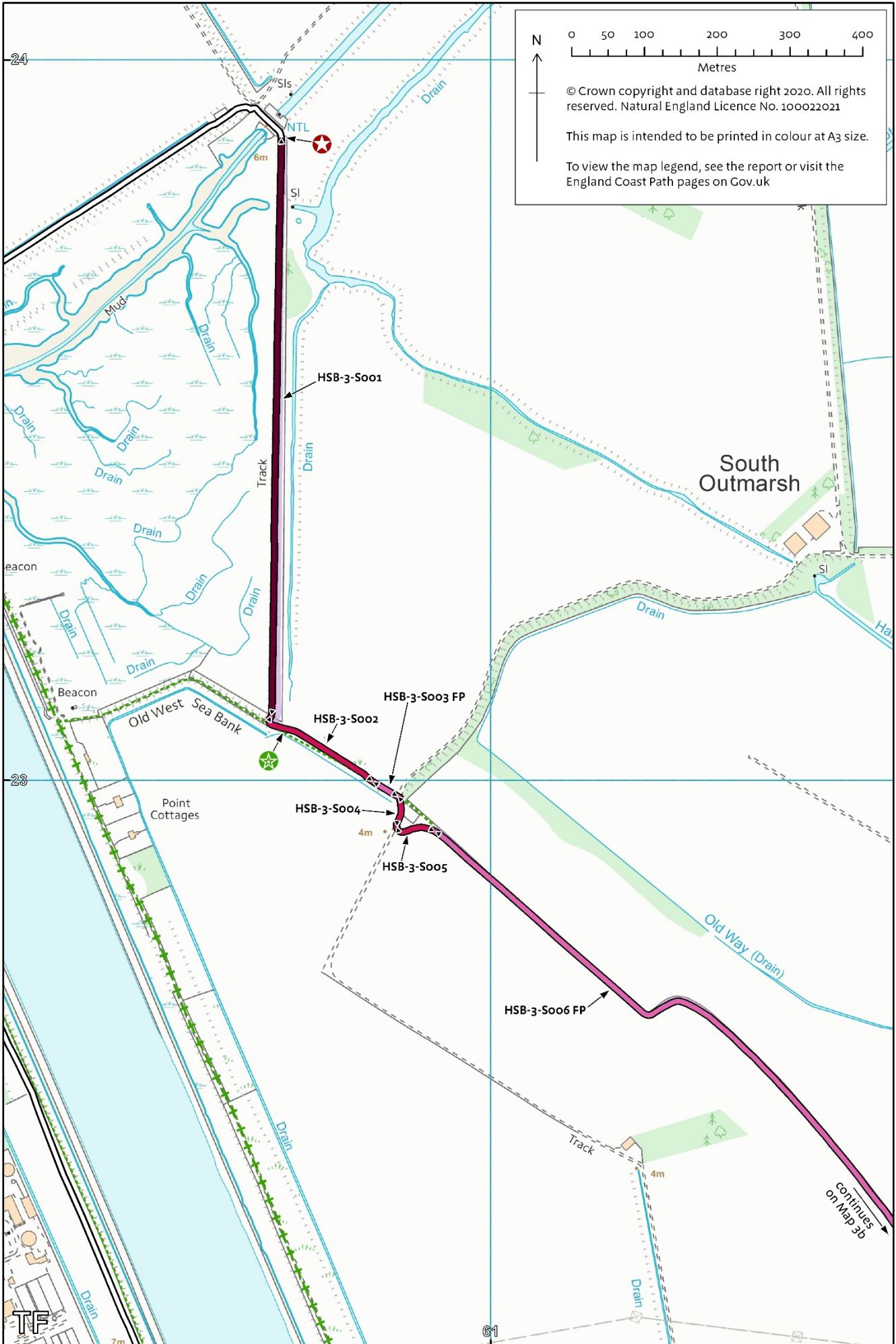
#### Infrastructure status

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

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

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

**Map HSB 3a - South Outmarsh to Edward Benerfer Way (Section 1)**



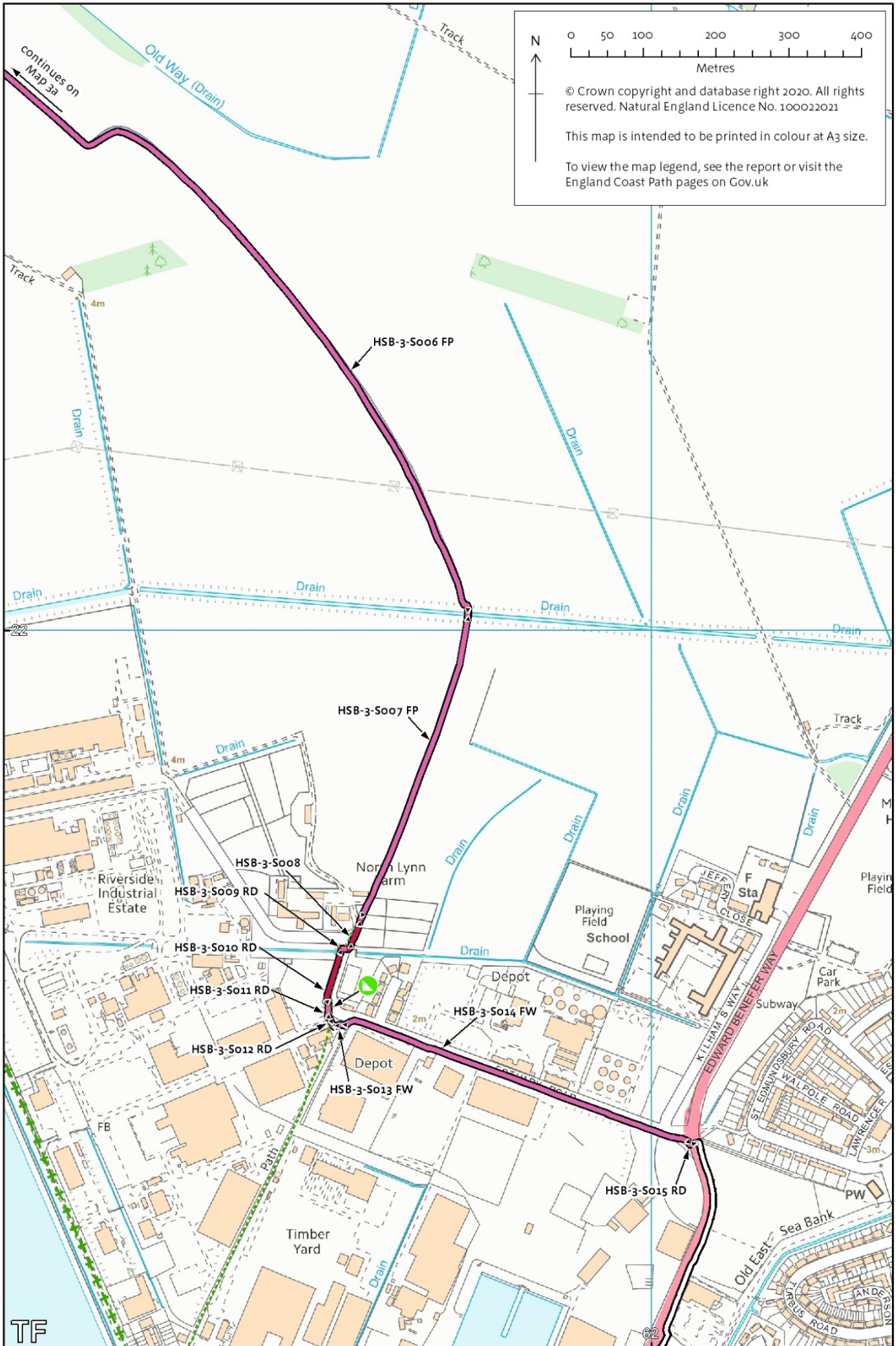
Map HSB 3a - South Outmarsh to Edward Benerfer Way (Section 1)

continues on Map 3b

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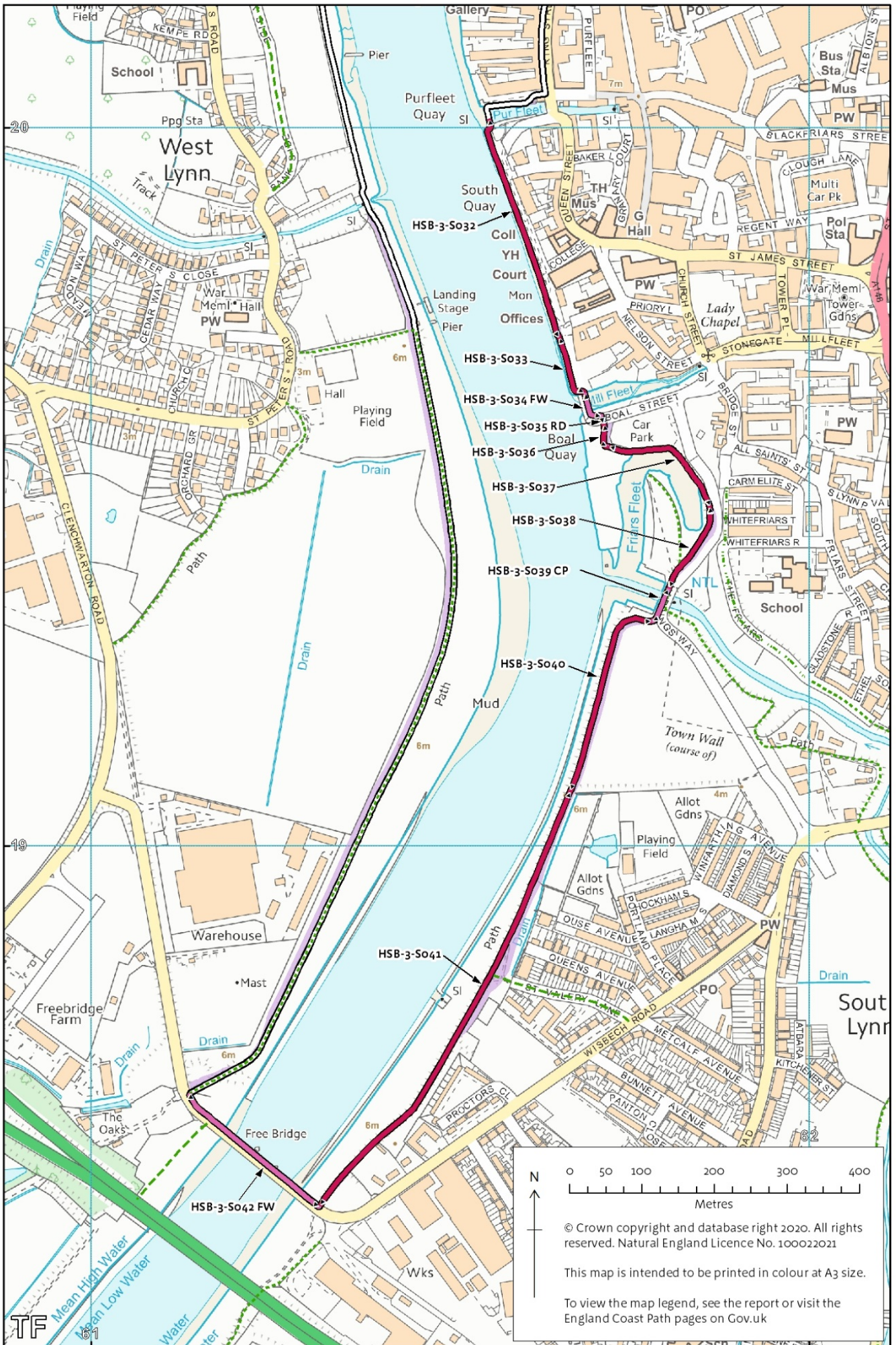




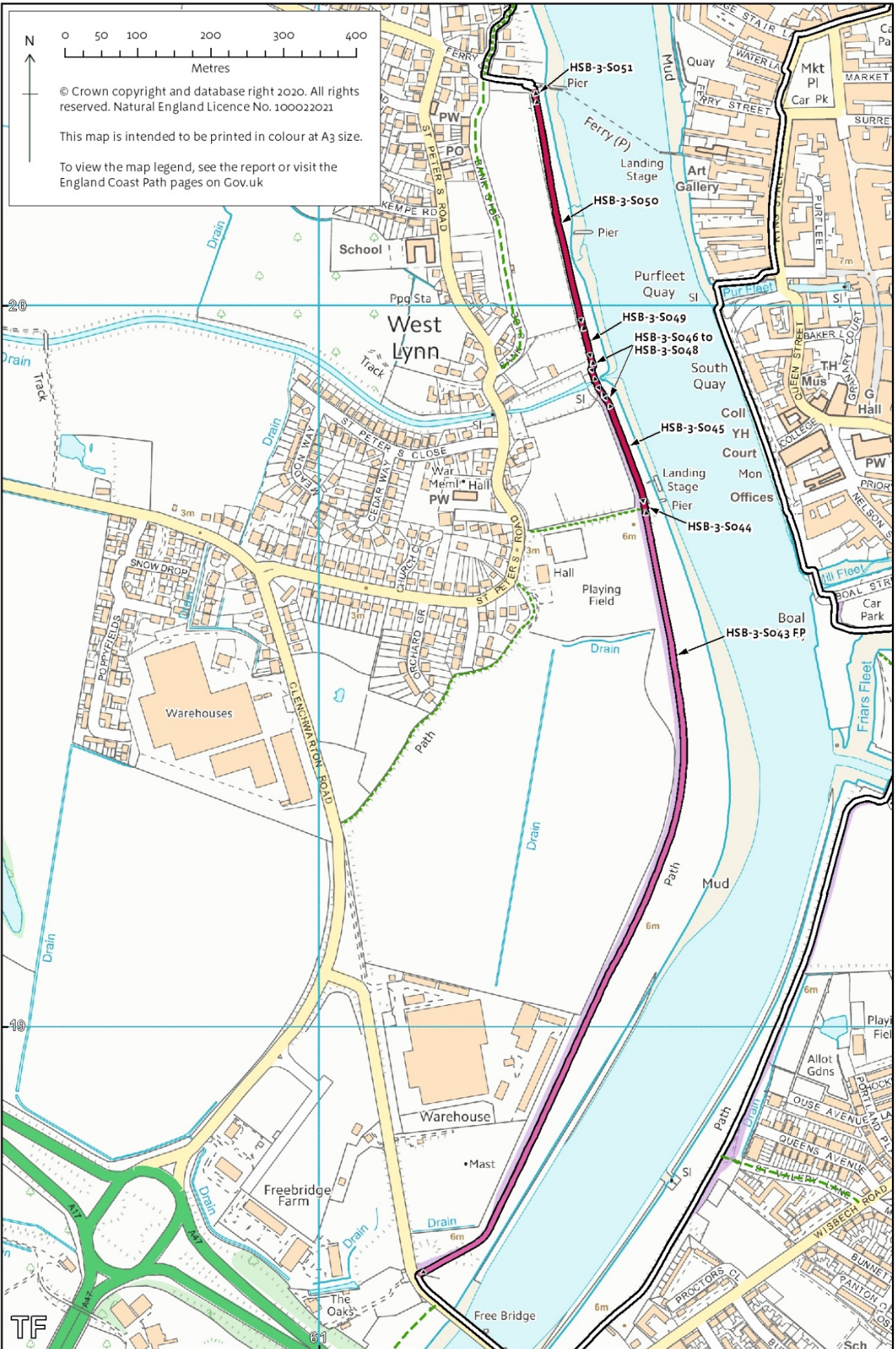














**Map HSB E3:**

**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

