



# England Coast Path Stretch: Hunstanton to Sutton Bridge

## Report HSB 4: West Lynn Ferry to Sutton Bridge

### Part 4.1: Introduction

Start Point:	West Lynn Ferry (Grid reference TF61222032)
End Point:	Sutton Bridge - west side of A17 bridge (Grid reference: TF4818 2106)
Relevant Maps:	HSB 4a to HSB 4l

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

4.1.2 This report covers length HSB4 of the stretch, which is the coast between West Lynn Ferry and Sutton Bridge. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 4.2: Proposals Narrative

### The trail:

4.2.1 Follows existing walked routes, including public rights of way, along all of this length.

4.2.2 Follows the coastline quite closely and maintains good views because of being on banks next to the river or sea. The route is on the top of the seabank.

4.2.3 Follows a route that is the existing Peter Scott Walk and Nene Way.

### Protection of the environment:

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

4.2.4 The following designated sites affect this length of coast:

- The Wash and North Norfolk Coast Special Area of Conservation (SAC)
- The Wash Special Protection Area (SPA)
- The Wash Ramsar site
- The Wash Site of Special Scientific Interest (SSSI) for its geological /wildlife interest
- The Wash National Nature Reserve (NNR)

Maps C1 and C2 in the Overview shows the extent of designated areas listed

4.2.5 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

4.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. 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; 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:

4.2.7 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on our proposed route because:

- The trail would use the slope of the seabank at West Lynn to access the bank top which is an uneven grass path.
- There are shallow steps near the Peter Scott lighthouse on the bank.

4.2.8 Along the route the existing gates will be replaced, so as to make them easier to use. We envisage this happening before the new access rights come into force, as part of the physical establishment work described below.

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

### Where we have proposed exercising statutory discretions:

4.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of 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 Cross Keys Bridge, which crosses the River Nene at Sutton Bridge, as indicated by the extent of the trail shown on map HSB 4I.

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

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

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

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

4.2.12 **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 that is the majority of the route.

#### *Exclusion of access to the saltmarsh/flat*

4.2.13 Access to the saltmarsh and flat in the coastal margin seaward of route section HSB-4-S001 to HSB-4-S012 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. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply (as shown in Map HSB E4a and E4b: Directions to exclude/restrict access).

4.2.14 The Section 25A exclusion is proposed between West Lynn Ferry and Sutton Bridge 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.

4.2.15 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.

4.2.16 This direction will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; for example wildfowling, or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.
- Any such use is not prohibited or limited by these arrangements.

4.2.17 The directions we give are intended to avoid any new public rights being created over the area in question in view of hidden dangers to which new users of the land would be subject because of the characteristics of the saltmarsh. New signage will advise walkers of the reasons for the restriction.

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

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

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

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

4.2.19 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 4a to HSB 4l as the proposed route of the trail.

### Other future change:

4.2.20 At this point we do not foresee any need for future changes to the access provisions that we have proposed within this report.

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

### Establishment of the trail:

4.2.21 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 route in this report uses existing paths and rights of way.

4.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £5,750 and is informed by:

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

4.2.23 There are two main elements to the overall cost:

- a significant number of new signs would be needed on the trail
- replacement gates to enable easy access

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

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs	3,000
Gates	2,000
Project management	750
<b>Total</b>	<b>5,750 (Exclusive of any VAT payable)</b>

4.2.24 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 and Lincolnshire 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:**

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

4.2.26 We estimate that the annual cost to maintain the trail will be £11,724 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 4.3: Proposals Tables

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

### 4.3.1 Section Details: Maps HSB 4a to HSB 4l – West Lynn Ferry to Sutton Bridge

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2 Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 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 4a	HSB-4-S001	Other existing walked route	No	No			
HSB 4a	HSB-4-S002 FP	Public footpath	No	No			
HSB 4a	HSB-4-S003 FP	Public footpath	No	No			
HSB 4a	HSB-4-S004 FP	Public footpath	No	No			
HSB 4a	HSB-4-S005 FP	Public footpath	No	Yes - bank			
HSB 4a	HSB-4-S006	Other existing walked route	No	Yes - bank			
HSB 4a & HSB 4b	HSB-4-S007*	Other existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
HSB 4c	HSB-4-S008 FP	Public footpath	No	Yes - bank			
HSB 4c to HSB 4g	HSB-4-S009 FP	Public footpath	No	Yes - bank			
HSB 4h to HSB 4i	HSB-4-S010 BW	Public bridleway	No	Yes - bank			
HSB 4i	HSB-4-S011 BW	Public bridleway	No	Yes - bank			
HSB 4i	HSB-4-S012 BW	Public bridleway	No	Yes - bank			
HSB 4j	HSB-4-S013	Other existing walked route	No	No			
HSB 4j	HSB-4-S014 BW	Public bridleway	No	No	Hedge	Clarity and cohesion	
HSB 4j	HSB-4-S015	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4j	HSB-4-S016	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4k	HSB-4-S017	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4l	HSB-4-S018	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4l	HSB-4-S019	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4l	HSB-4-S020	Other existing walked route	No	Yes - bank	Road	Clarity and cohesion	
HSB 4l	HSB-4-S021	Other existing	No	No	Road	Clarity and cohesion	



1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
		walked route					
HSB 4I	HSB-4-S022 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 4I	HSB-4-S023 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 4I	HSB-4-S024 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HSB 4I	HSB-4-S025 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

### 4.3.2 Other options considered: Maps HSB 4a to HSB 4l – West Lynn Ferry to Sutton Bridge

Maps	Route section numbers	Other option considered	Reasons for not proposing this option
HSB 4a to HSB 4b	HSB-4-S007	We considered aligning along the public footpath that runs seaward of the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The public footpath is seaward of the bank and so more likely to be affected during tidal events. It remains open and is unaffected by our proposals. It is not the obviously walked route.</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 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
HSB 4a	West Lynn Ferry to North Farm
HSB 4b	North Farm to Barn Farm, Clockcase Road
HSB 4c	Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 1)
HSB 4d	Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 2)
HSB 4e	Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 3)
HSB 4f	Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 4)
HSB 4g	Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 5)
HSB 4h	Norfolk/Lincolnshire County boundary to East Lighthouse (Section 1)
HSB 4i	Norfolk/Lincolnshire County boundary to East Lighthouse (Section 2)
HSB 4j	East Lighthouse to Lighthouse Farm
HSB 4k	Lighthouse Farm to Hospital Road

Map reference	Map title
HSB 4I	Hospital Road to Sutton Bridge
Directions Map HSB E4a	Proposed directions to exclude or restrict access
Directions Map HSB E4b	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:

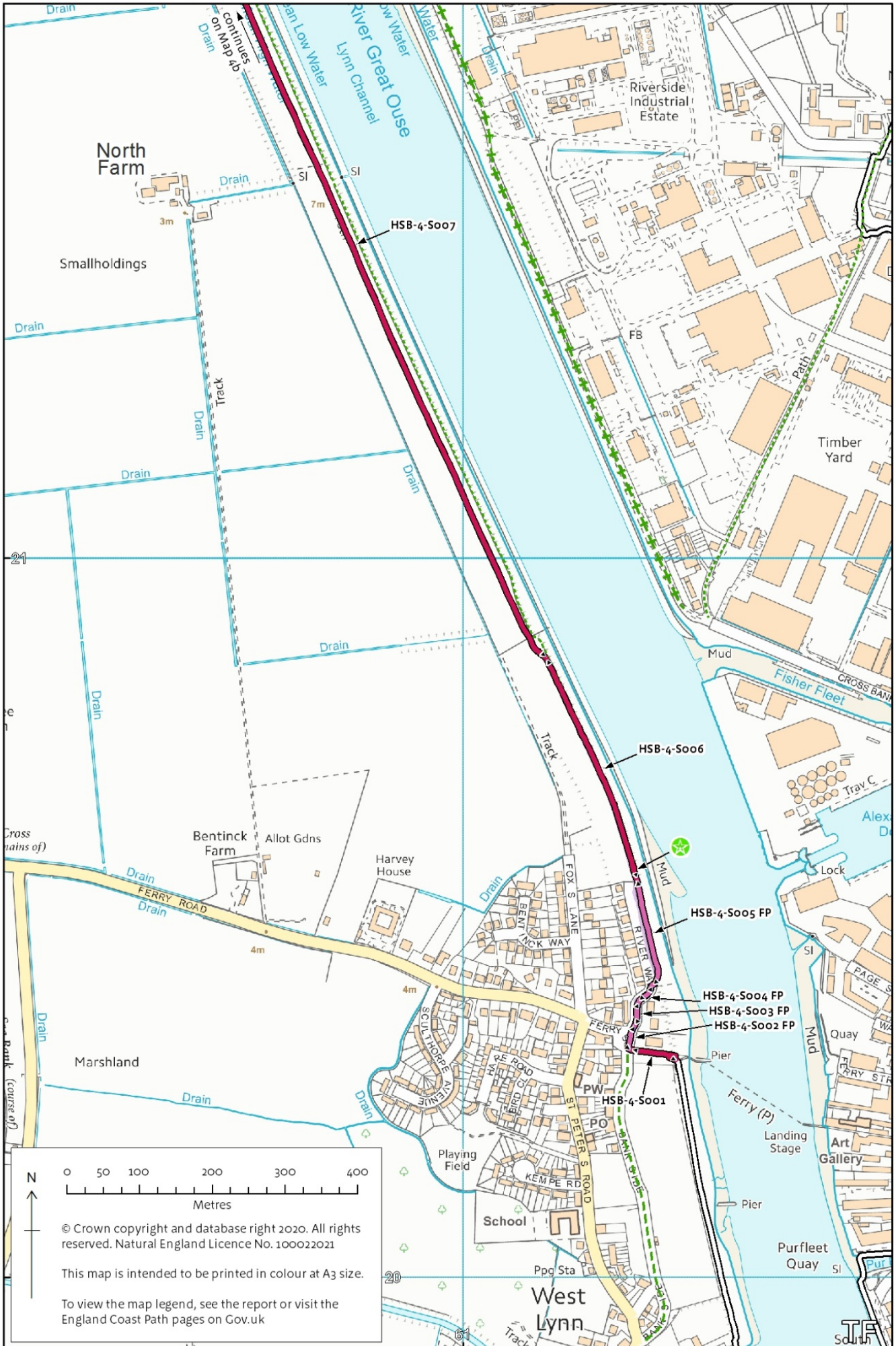
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

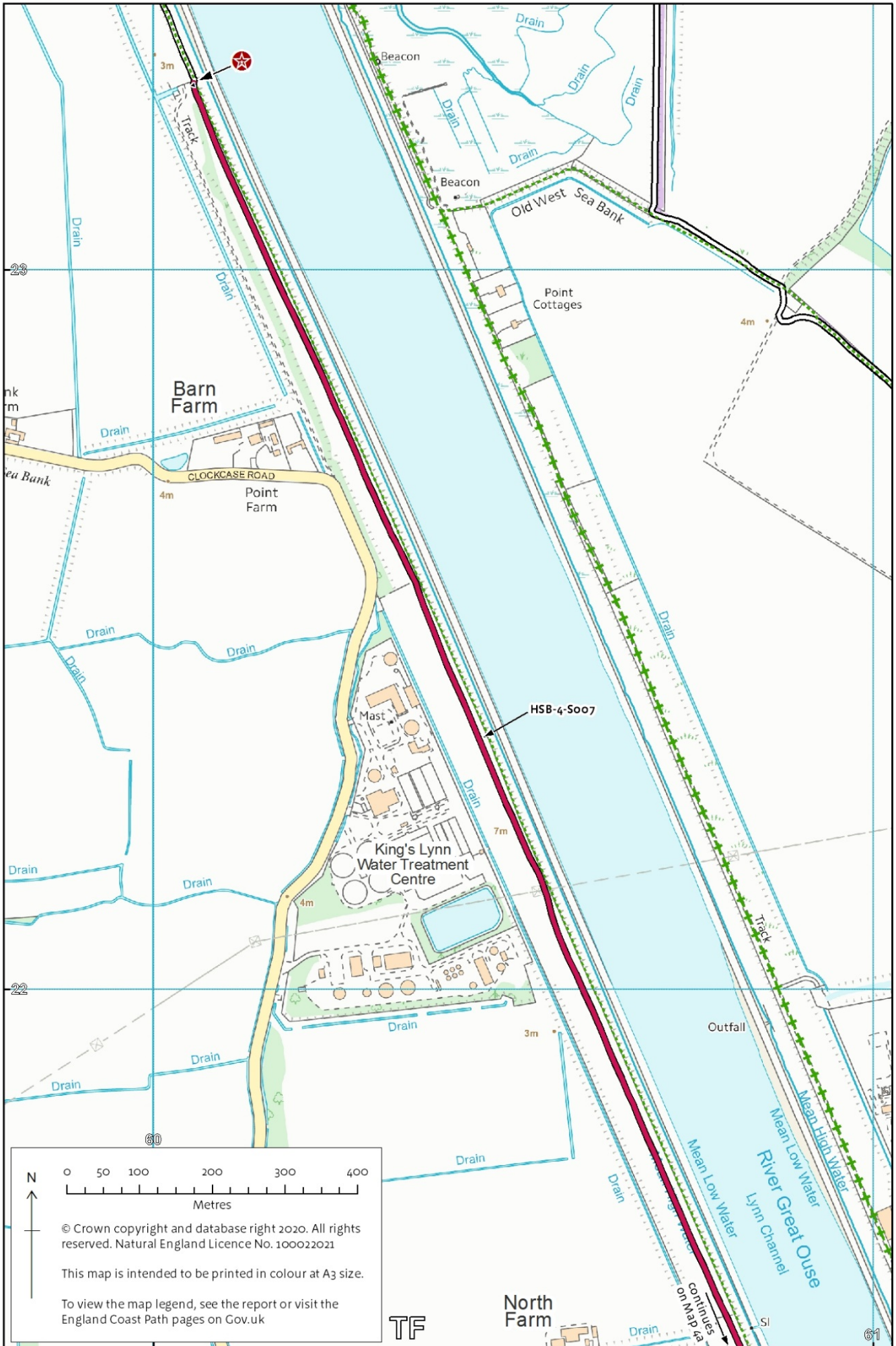
#### Infrastructure status

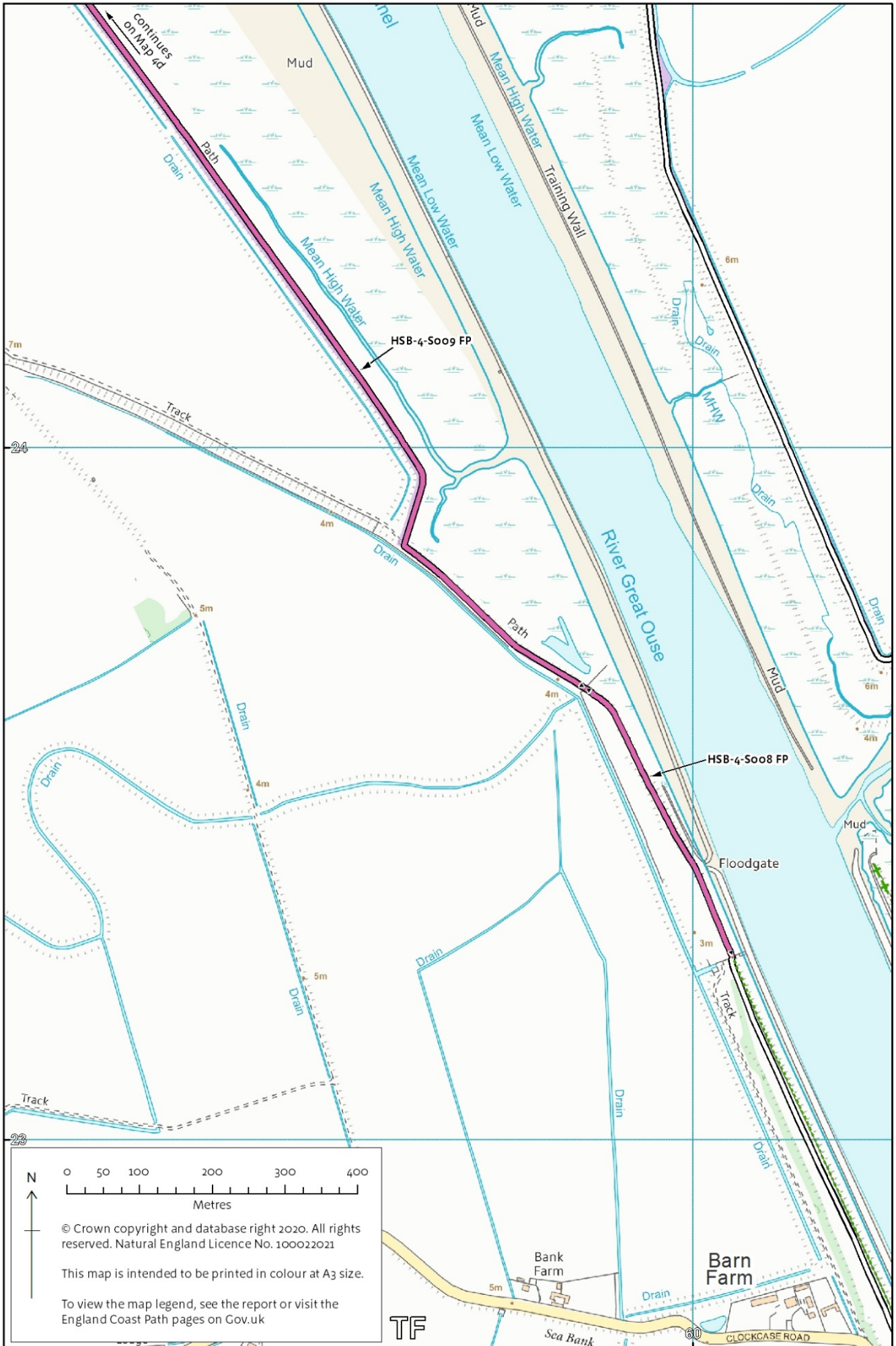
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

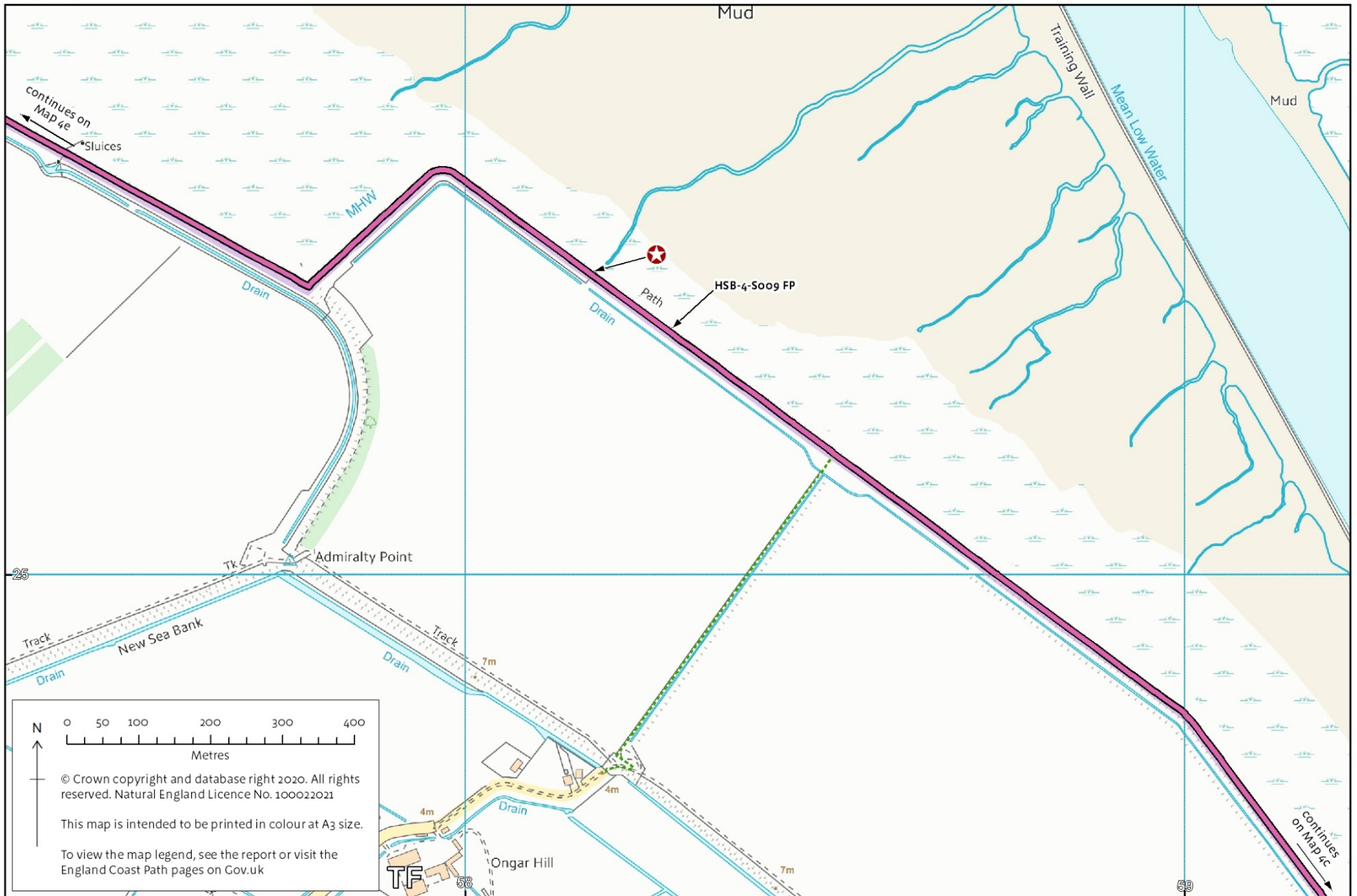
\* Please note that the items in this legend may not all be present on an individual map or report.







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Map HSB 4d - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 2)



Map HSB 4e - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 3)



Map HSB 4e - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 3)



### Map HSB 4e - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 3)



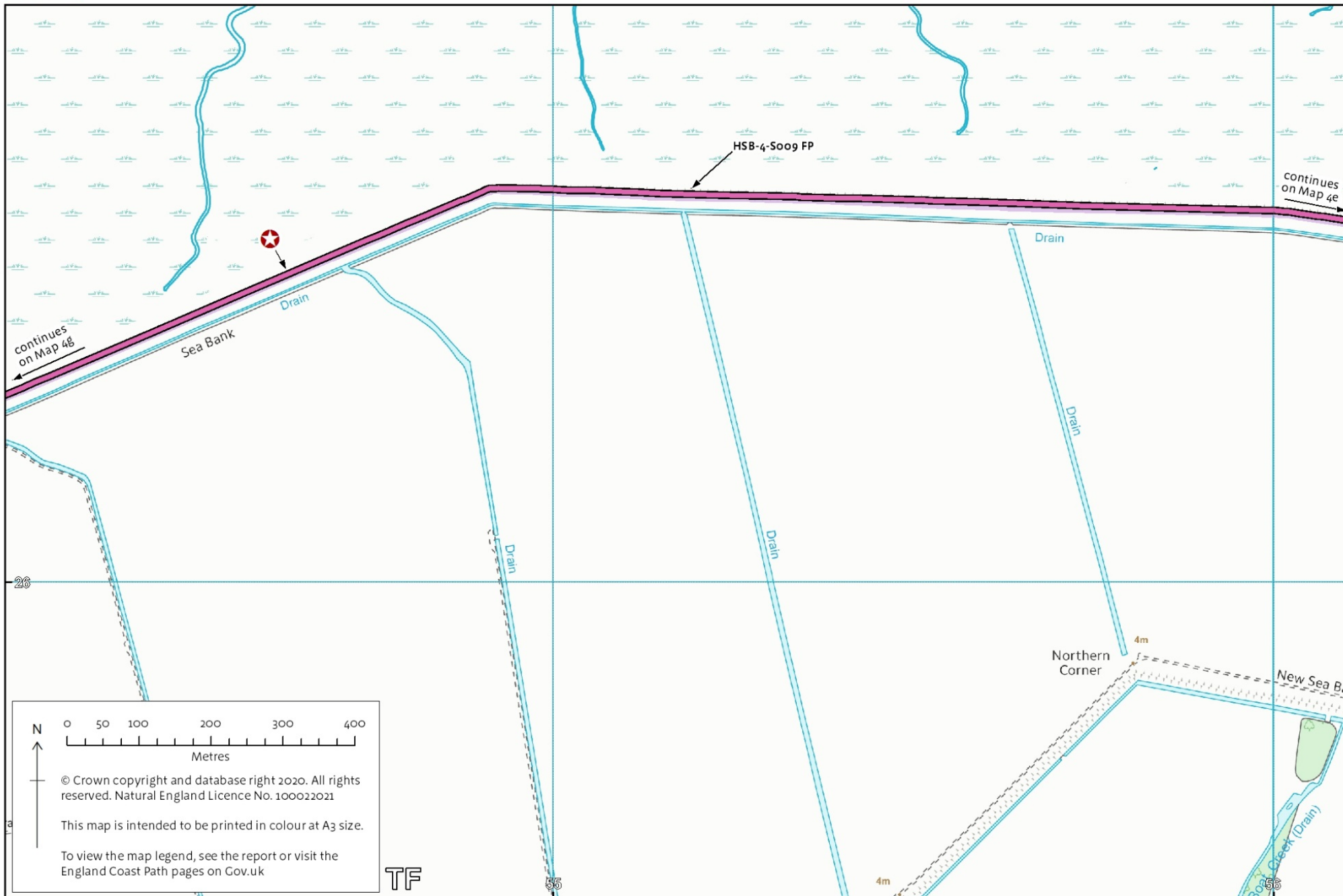
Map HSB 4e - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 3)

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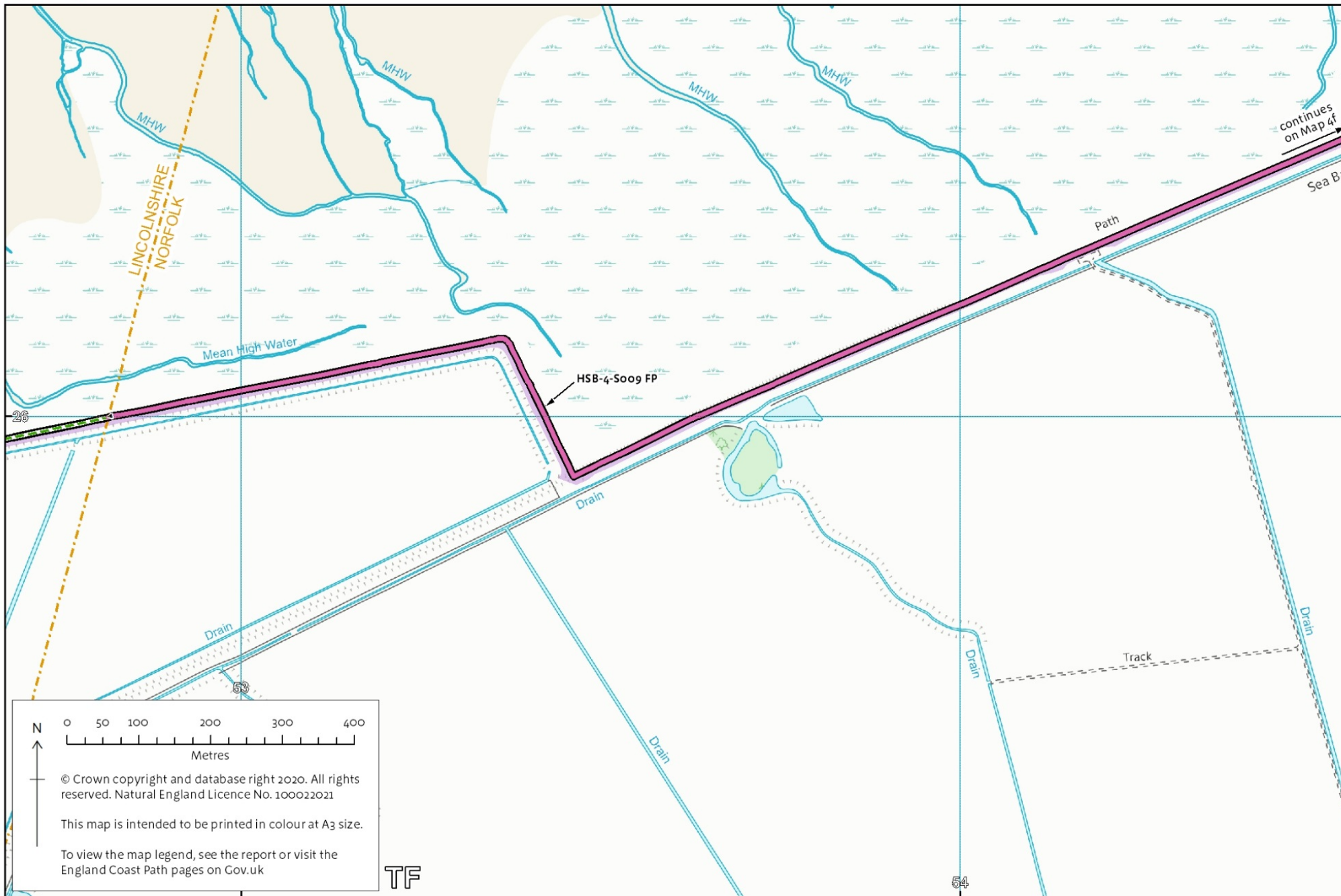
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

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Map HSB 4f - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 4)

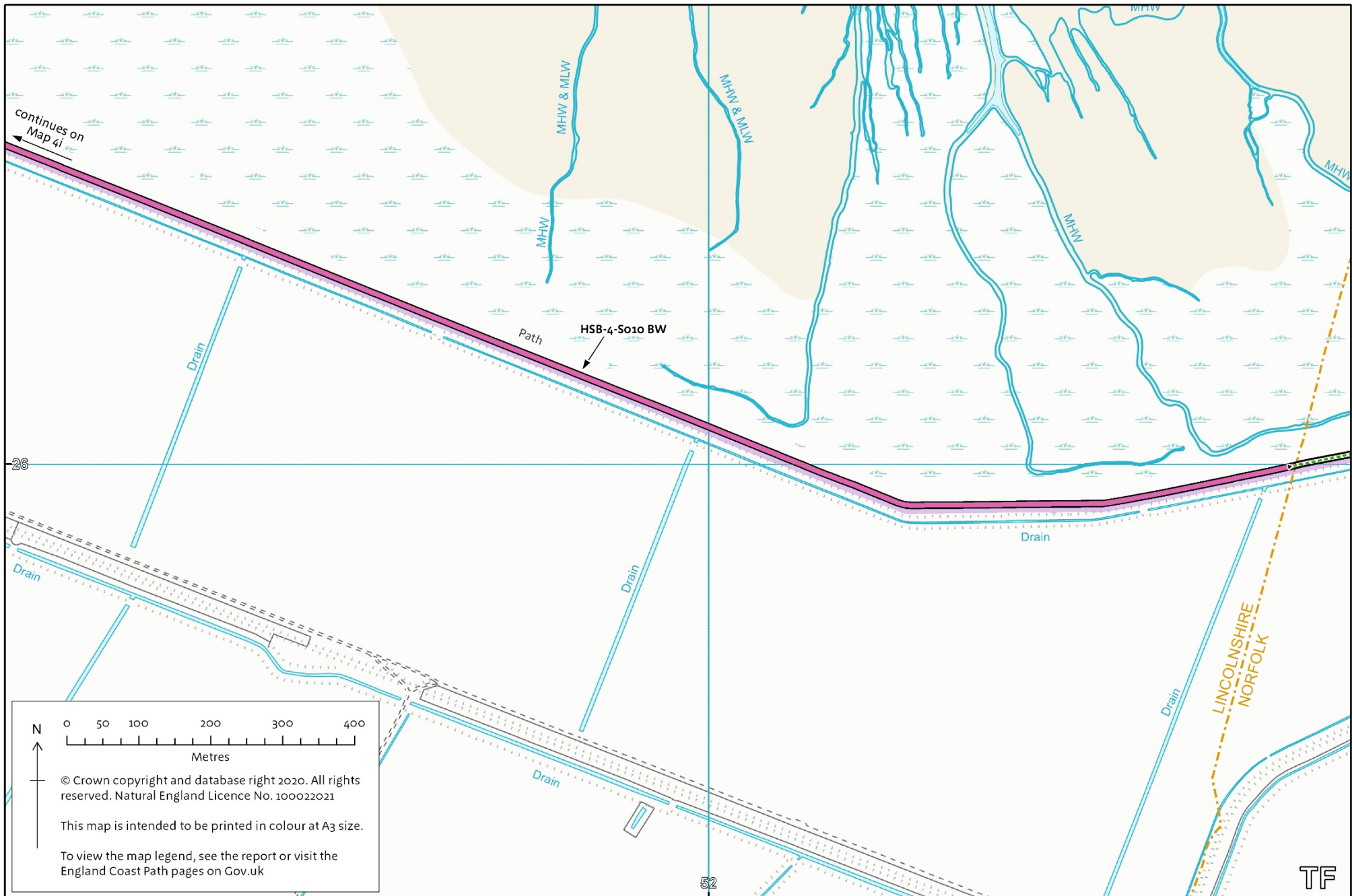


Map HSB 4g - Barn Farm, Clockcase Road to Norfolk/Lincolnshire County boundary (Section 5)

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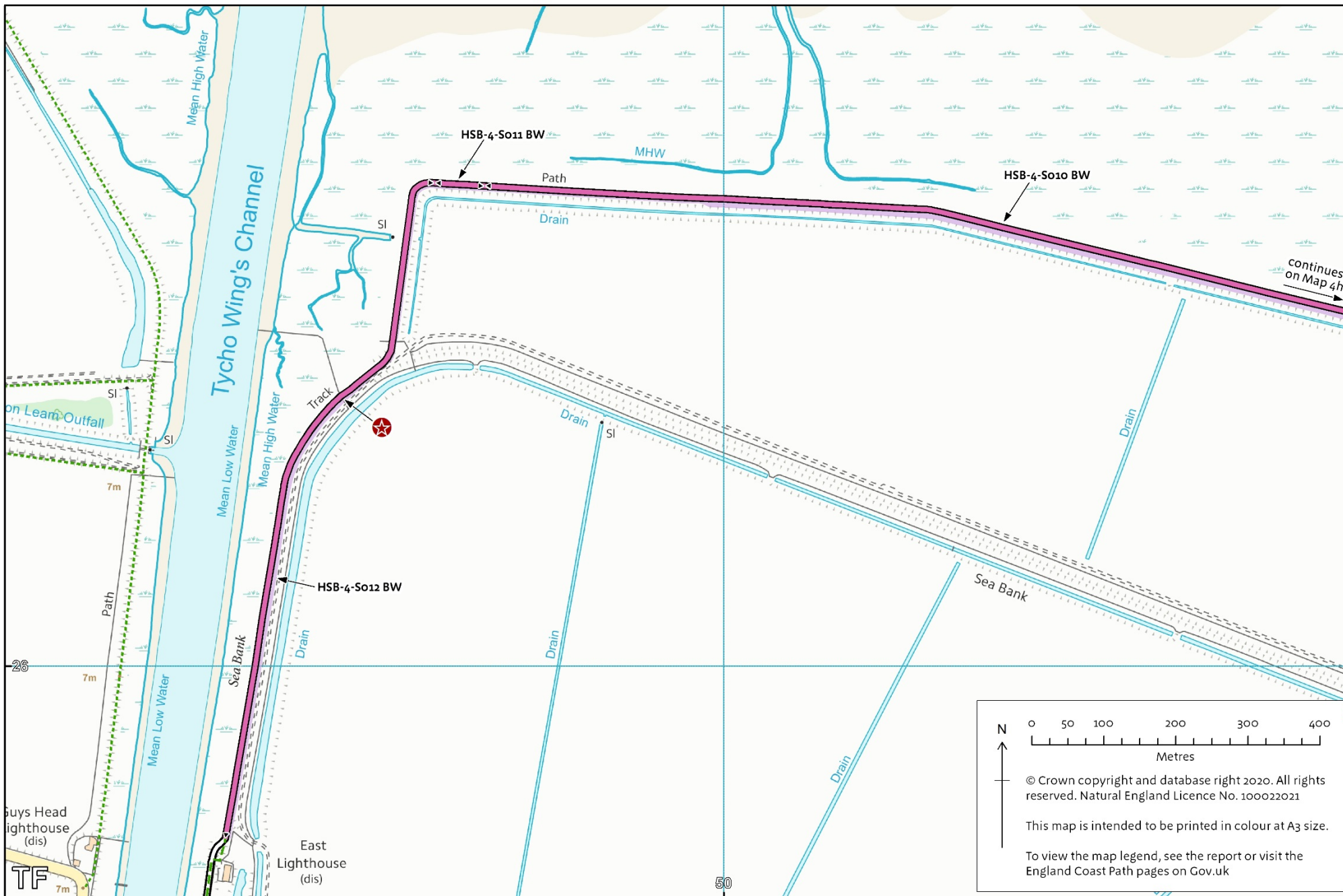


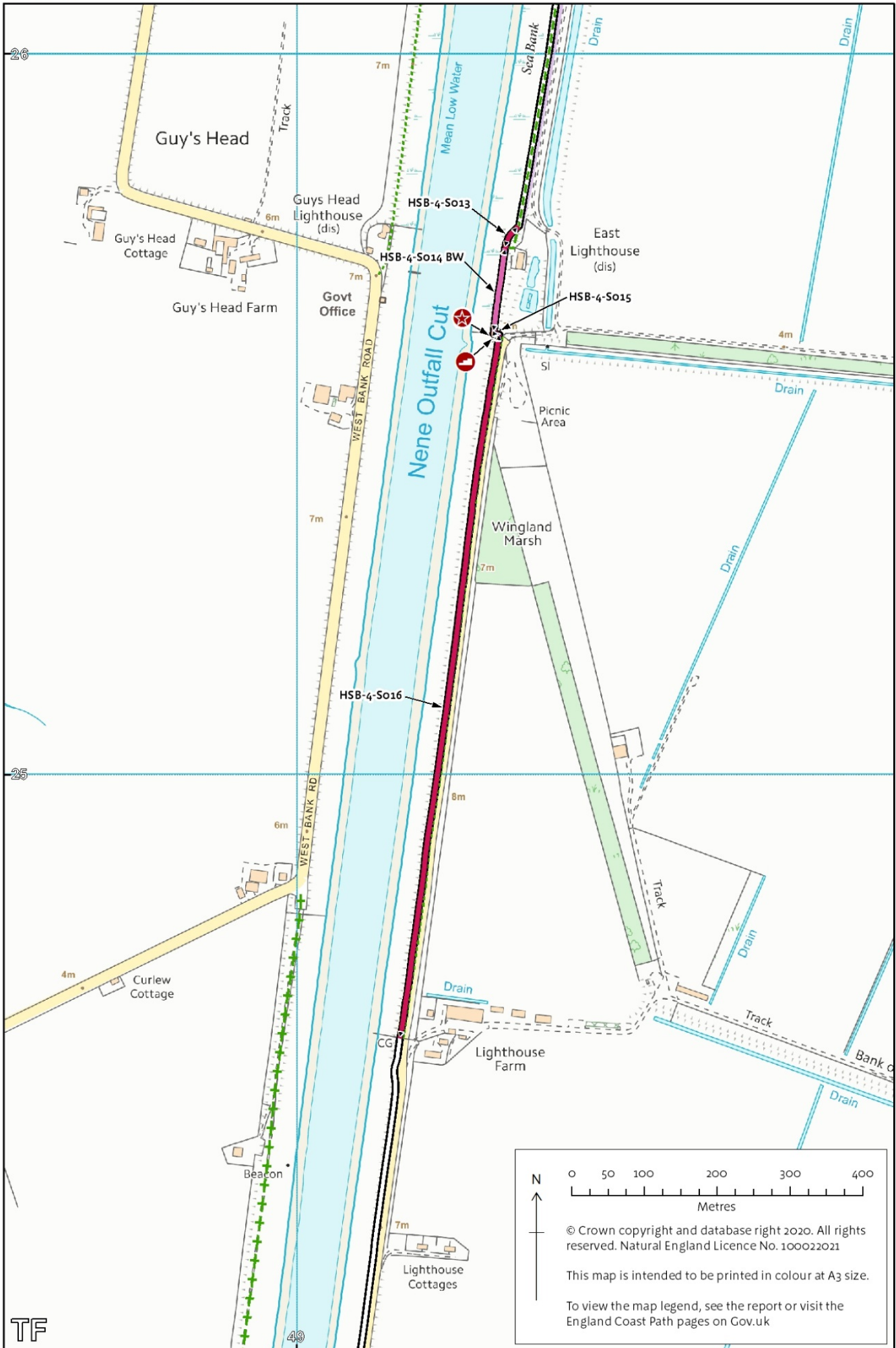
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Map HSB 4i - Norfolk/Lincolnshire County boundary to East Lighthouse (Section 2)





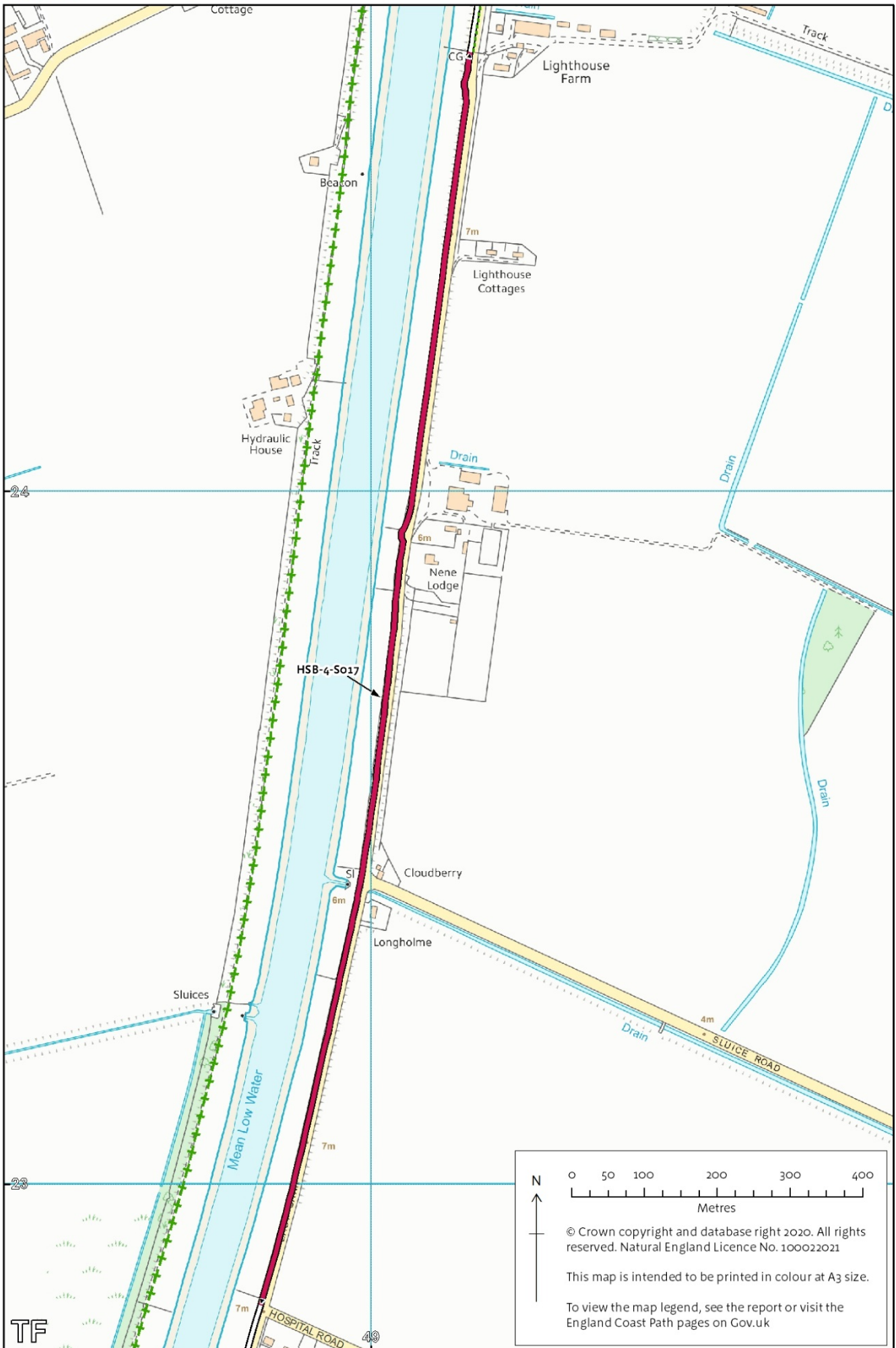
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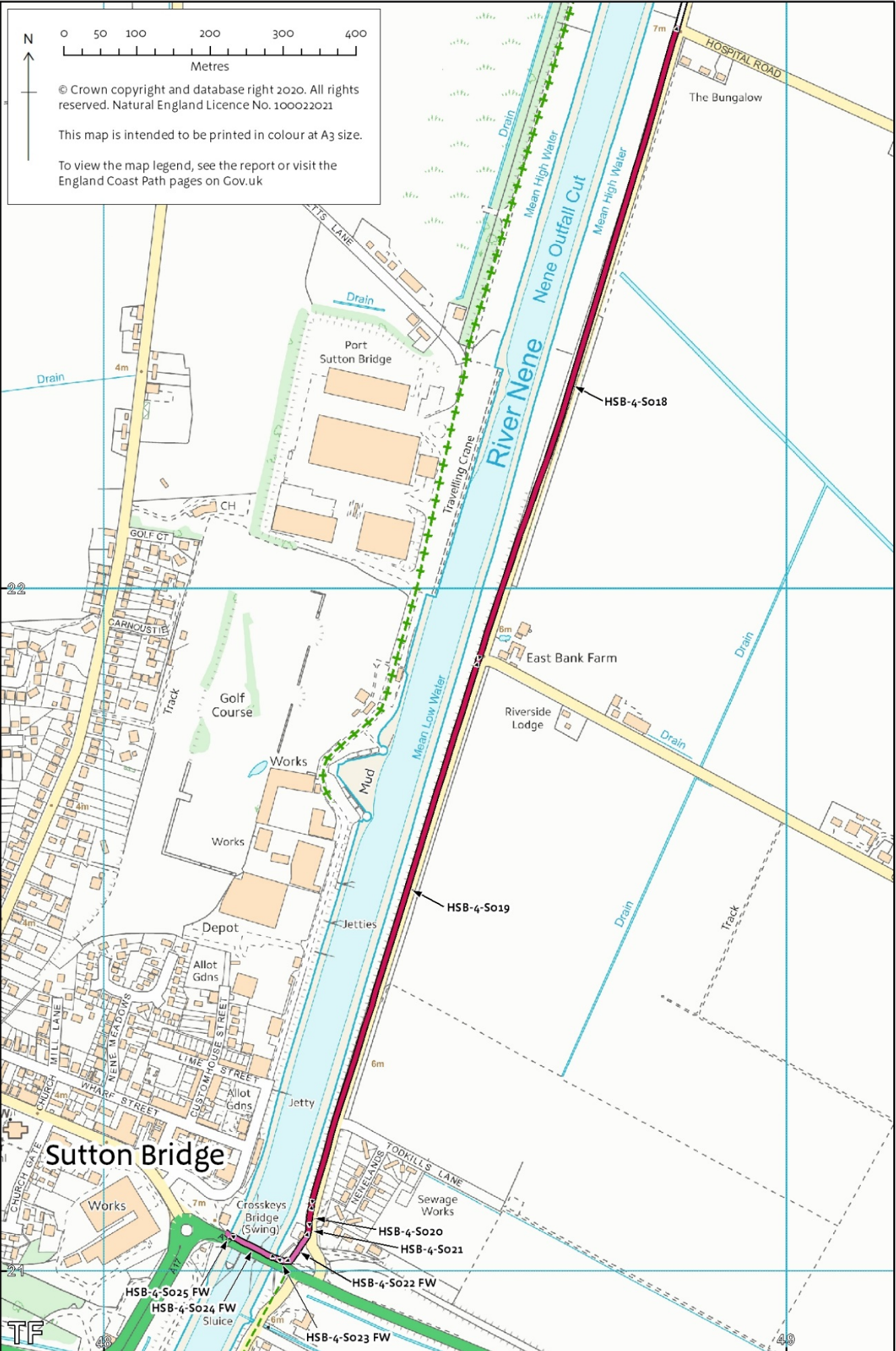
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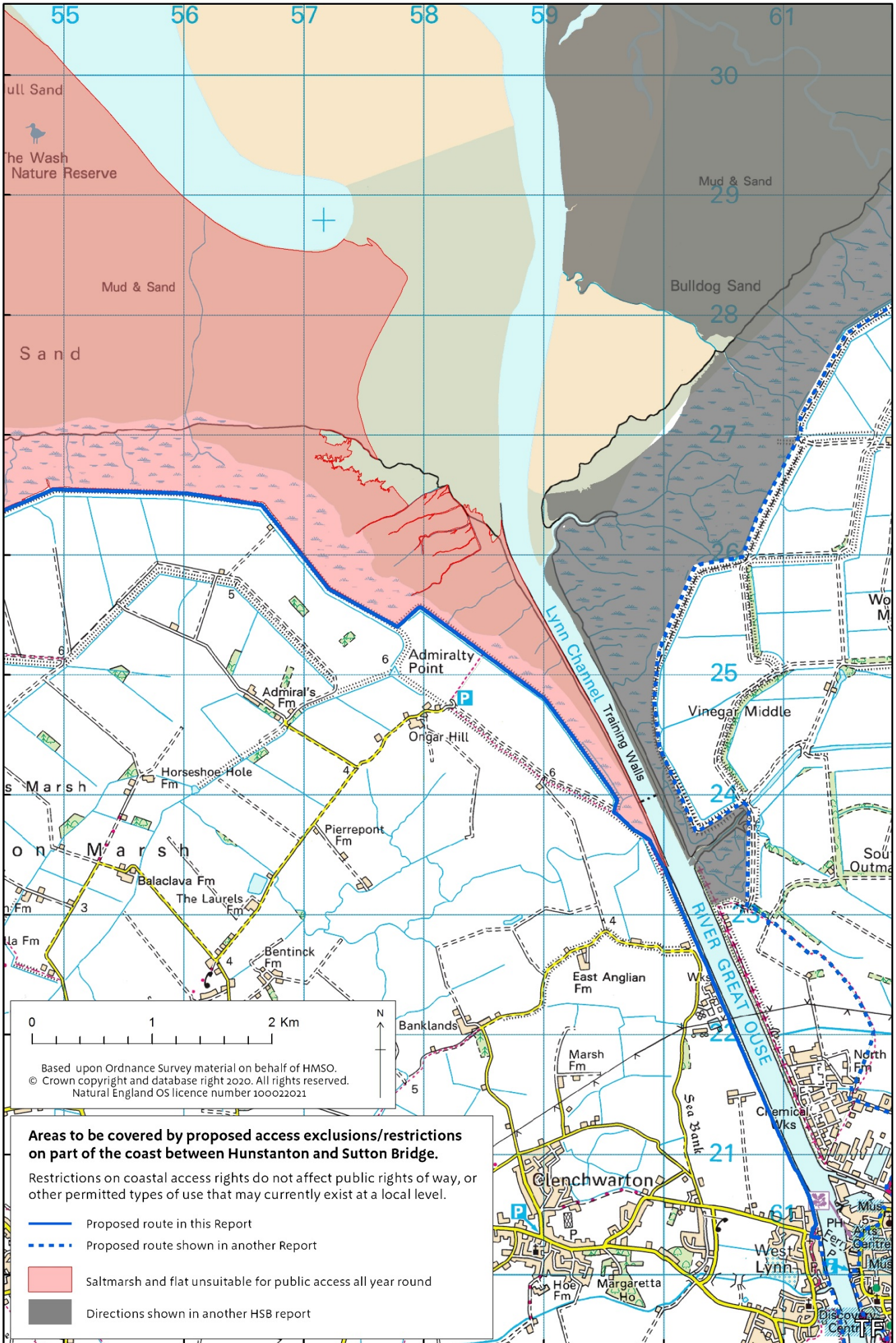




**Map HSB E4a:**

**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

