

# England Coast Path Stretch: Harwich to Shotley Gate

## Report HSG 1: Harwich to Ray Lane, Ramsey

### Part 1.1: Introduction

**Start Point:** Harwich promenade, near Harwich Treadwheel Crane and High Lighthouse (grid reference: TM 2623 3248)

**End Point:** Adjacent to sewage treatment works, Ray Lane (grid reference: TM 2181 3132)

**Relevant Maps:** HSG1a to HSG1d

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

1.1.2 This report covers length HSG 1 of the stretch, which is the coast between Harwich and Ray Lane, Ramsey. 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.

1.1.3 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.

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

## Part 1.2: Proposals Narrative

### The trail:

1.2.1 Follows public highways and public rights of way (PRoW) throughout most of this length. A notable exception is where it follows 'The Hangings', an existing walked route which is only partially PRoW but is maintained for public access by Tendring District Council (trail sections HSG-1-S020 to HSG-1-S023, maps HSG 1b and HSG 1c).

1.2.2 Is largely within busy urban areas and remote from the sea. However, there are views which provide a 'coastal feel' from Dovercourt Station footbridge (HSG-1-S017, map HSG1b), the Hangings, and the approaches to Parkeston Quay (HSG-1-O36, map HSG 1c). The start of this part of the trail also takes in Harwich promenade, the harbour and the edge of the old town.

1.2.3 Is located inland throughout most of this length primarily because of the extensive areas of excepted land between it and the shoreline, including Harwich International Port, the Haltermann Carless refinery, and the railway line and sidings. Another key factor is the absence of a footway or suitable walking surface alongside the A120, which is closer to the shoreline.

1.2.4 Exploits 1.8 km of the E2 European Long Distance Route, which runs from Ireland to southern France (relevant trail sections: HSG-1-S039 to HSG-1-S047, maps HSG 1c and 1d), via which it leads walkers into the rural landscape to the west of the urban areas of Harwich, Dovercourt and Parkeston.

### 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.

1.2.5 The following designated sites affect this length of coast:

- Stour and Orwell Estuaries Special Protection Area (SPA)
- Stour and Orwell Estuaries Ramsar site
- Stour Estuary Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Scheduled Monument: The Harwich Treadwheel Crane, near Harwich Green, Harwich
- Scheduled Monument: A Napoleonic coastal battery at Bath Side, 400m north-west of Tower Hill, Harwich
- Local Wildlife Site: Harwich Beach
- Local Wildlife Site: Station Lane Grassland
- Local Wildlife Site: The Hangings

Maps C and E in the Overview show the extent of designated areas listed.

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

## 1.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HSG 1d	HSG-1-S044 to HSG-1-S047	<p>The following design feature is described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ People with dogs will be excluded from the margin at Copperas Wood, north of the railway line. This reflects existing management of the site by the RSPB.</li> </ul>	<p>There is a small area of saltmarsh and mudflat within the area covered by this report where feeding and roosting birds could potentially be disturbed by dogs on the shore/ foreshore.</p> <p><i>However, the majority of this habitat, and the only access route to it, fall within the area covered by Report HSG 2, where both risk and mitigation are discussed fully.</i></p>

1.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion in respect of the natural environment, see the following assessments of the access proposals that we have published separately:

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

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

### Accessibility:

1.2.8 As the majority of this length is urban in nature, there are few major barriers to accessibility on the proposed route, which makes use of existing surfaced footways and paths. However, there are two significant exceptions that are challenging for people with impaired mobility:

- To mitigate for most of the trail necessarily being remote from the shoreline, we propose that it be aligned over the railway footbridge at Dovercourt Station (HSG-1-S017, map HSG 1b), from where expansive views of the Stour and Orwell estuaries, and Harwich Harbour, may be experienced. Unfortunately, the footbridge has steep steps on both approaches, which makes it unsuitable for anyone with impaired mobility or with a pushchair. We propose to install signage at appropriate places advising trail users of this, and identifying a level route they might follow as an alternative to trail sections HSG-1-S009 – 018, maps HSG 1a and HSG 1b (via George St – Main Rd – High St - Station Rd).

- Going west from the end of Refinery Rd (HSG-1-S040 onwards, map HSG 1c and 1d), the last few hundred metres of this length utilise Ray Lane, which is relatively flat and firm, but unsurfaced. The last section of proposed trail route described by this report is section HSG-1-S047, at the end of which it diverges from Ray Lane and heads north. From this point, most of the proposed trail alignment (described by reports HSG 2 to HSG 6) is relatively rural/ informal compared with this first length, and therefore inherently less unsuitable for some potential trail users. It is possible to leave the trail at the end of section HSG-1-S047, continue a short distance further along Ray Lane, and then follow a PRoW towards Ramsey village. From here it is possible to return to Harwich/ Dovercourt/ Parkeston by road.

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

## Where we have proposed exercising statutory discretions

1.2.9 Estuary. This report proposes that the trail should contain sections aligned along the estuary of the River Stour, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as Manningtree and Lawford, where the A137 crosses the estuary at White Bridge, as indicated by the extent of the trail shown on maps HSG 1a to HSG 6f.

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

1.2.10 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 1.3.1 below.

1.2.11 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 1.3.1. 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 1.3.1) 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.**

1.2.12 **Restrictions and/or exclusions.** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in places along this part of the coast.

1.2.13 Access rights to spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

1.2.14 People with dogs will be excluded from the coastal margin at Copperas Wood all year round, seaward of route sections HSG-1-S044 to HSG-2-S010 and north of the railway line. This is proposed under section 26(3)(a) of the Countryside and Rights of Way Act (2000), and supports the current management of the site by the RSPB to protect sensitive wildlife from disturbance by dogs. This is explained in the Habitats Regulations Assessment for the stretch, which will be published alongside this report. The exclusion does not affect the proposed route or any public rights of way. See Directions Map HSG 1, and Part 8 of the Overview, for further details.

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

1.2.15 Access to saltmarsh and mudflat will be excluded all year round, seaward of route sections HSG-1-S008 to HSG-1-S047. This is proposed under section 25A of the Countryside and Rights of Way

Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See the directions map (HSG 1 - Harwich to Ray Lane, Ramsey) and Part 8 of the Overview, for further details.

1.2.16 The saltmarsh in this area is fragmented, uneven and wet underfoot, and contains many creeks and channels, some of which would not be readily apparent to walkers and may pose a significant risk.

1.2.17 The intertidal mudflats in this area are similar to those throughout most of the estuary, in that they are extensive and quickly covered by a rising tide. They also contain numerous areas of substantially deeper, softer mud, the locations of which are not visually apparent.

1.2.18 Because this area of the margin will have coastal access rights excluded from it under s25A of the CROW Act, we do not expect there to be any impact on nature conservation features from new coastal access rights. Should the exclusion under s25A become unnecessary at any time in the future we will consider the need for further measures to protect the designated features of interest. These would be likely to include measures to restrict or exclude access under section 26(3)(a) of CROW, which may be used to protect sensitive wildlife.

1.2.19 These directions will not prevent or affect:

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

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

1.2.21 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject.

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

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

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

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

1.2.23 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 HSG 1a to HSG 1d as the proposed route of the trail.

### Other future change:

1.2.24 There is one place on the length of coast described in this report where, at the time of preparing the report, we foresee the potential need for changes to the access provisions, in this case to accommodate future built development (see section HSG-1-S020, map HSG 1b).

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

## Establishment of the trail:

1.2.25 We summarise, below, how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

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

1.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£22,300** and is informed by:

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

1.2.27 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular where the proposed route passes through the urban area of Harwich.
- We propose the installation of an interpretation panel at The Quay, Harwich Harbour (HSG-1-S004, map 1a), and additions to the existing interpretation panel at Dovercourt station (HSG-1-S018, map 1b). We also propose signs on the approaches to Dovercourt Station footbridge advising those with impaired mobility that they may wish to follow another, level route (HSG-1-S009 to S018, maps 1a and 1b).

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

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£21,600
Gates	£700
<b>Total</b>	<b>£22,300 (Exclusive of any VAT payable)</b>

1.2.28 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, Essex 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:

1.2.29 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).

1.2.30 We estimate the annual cost of maintaining the trail to be **£1,300** (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 1.3: Proposals Tables

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

### 1.3.1 Section Details – Maps 1a to 1d: Harwich to Ray Lane, Ramsey

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (see maps)	Reason for landward boundary proposal	Explanatory notes
1a	HSG_1_S0 01	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features are a grass verge, low promenade wall and an access ramp.
1a	HSG_1_S0 02	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1a	HSG_1_S0 03	Public highway	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
1a	HSG_1_S0 04	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1a	HSG_1_S0 05	Public highway	No	No			
1a	HSG_1_S0 06	Public footway (pavement)	No	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the existing boundary walls
1a	HSG_1_S0 07	Public highway	No	No			
1a	HSG_1_S0 08	Public footway (pavement)	No	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the existing boundary walls
1a	HSG_1_S0 09*	Public highway	No	No			
1a	HSG_1_S0 10*	Public footway (pavement)	No	No	Various	Clarity and cohesion	The boundary features are pavement edge, gates and boundary wall
1a	HSG_1_S0 11*	Public highway	No	No			
1a	HSG_1_S0 12*	Public footpath	No	No	Fence line	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the pavement edge railings

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
1a	HSG_1_S0 13*	Public highway	No	No			
1b	HSG_1_S0 14*	Public footway (pavement)	No	No	Various	Clarity and cohesion	The boundary features are a fence, residential property boundaries and pavement edge/ grass verge
1b	HSG_1_S0 15*	Public bridleway	No	No	Pavement edge	Clarity and cohesion	
1b	HSG_1_S0 16*	Other existing walked route	No	No	Fence line	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the existing boundary fences
1b	HSG_1_S0 17*	Public footway (pavement)	No	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the footbridge parapet
1b	HSG_1_S0 18*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1b	HSG_1_S0 19*	Public highway	No	No			
1b	HSG_1_S0 20*	Public footpath	No	No	Pavement edge	Clarity and cohesion	
1b	HSG_1_S0 21*	Public footpath	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
1b	HSG_1_S0 22*	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 23*	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 24*	Public Highway	No	No			
1c	HSG_1_S0 25*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 26*	Public highway	No	No			
1c	HSG_1_S0 27	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 28	Public highway	No	No			
1c	HSG_1_S0 29	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 30	Public highway	No	No			
1c	HSG_1_S0 31	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 32	Public highway	No	No			
1c	HSG_1_S0 33	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
1c	HSG_1_S0 34	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
1c	HSG_1_S0 35*	Public highway	No	No			
1c	HSG_1_S0 36*	Public footway (pavement)	No	No	Various	Clarity and cohesion	The boundary features are a pavement edge/ grass verge and a commercial property boundary wall
1c	HSG_1_S0 37*	Public footway (pavement)	No	No	Various	Clarity and cohesion	The boundary features are a row of residential property fences, hedges, walls and gateways
1c	HSG_1_S0 38*	Other existing walked route	No	No	Wall	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the boundary wall
1c	HSG_1_S0 39*	Public footpath	No	No			
1c	HSG_1_S0 40*	Public footpath	No	No			
1d	HSG_1_S0 41	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow

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
1d	HSG_1_S0 42	Public footpath	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow
1d	HSG_1_S0 43	Public footpath	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow
1d	HSG_1_S0 44	Public footpath	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow
1d	HSG_1_S0 45	Public footpath	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow
1d	HSG_1_S0 46	Public footpath	No	No			
1d	HSG_1_S0 47	Public footpath	No	No	Hedgerow	Clarity and cohesion	the landward boundary of the coastal margin is to coincide with the existing boundary hedgerow

### 1.3.2 Alternative routes and optional alternative route details – Maps HSG 1a to HSG 1d: Harwich to Ray Lane, Ramsey

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

### 1.3.3 Other options considered – Maps HSG 1a to HSG 1d: Harwich to Ray Lane, Ramsey

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HSG 1a-1c	HSG-1-S009 to HSG-1-S026	We considered proposing alignment of the trail along the A120 from George St, Harwich (HSG-1-S009), all the way to the Station Rd/ Parkeston roundabout (HSG-1-S026). This would have kept the trail seaward of the railway and the residential areas of Harwich and Dovercourt.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is currently no footway along the A120, and establishing one would be challenging due to (a) the road embankment having been engineered as a sea defence, and (b) there being limited space in places, notably on the bridge over the railway.</li> <li>■ Despite its proximity to the water, the A120 route would offer a poor user experience, given (a) the A120 being a major road, (b) the extensive steel palisade fencing to seaward of the road, and (c) existing and proposed port/ commercial development to seaward of the A120.</li> <li>■ It offers excellent views from the railway footbridge (HSG-1-S017), and glimpsed, elevated views of the estuary from The Hangings (HSG-1-S020 to HSG-1-S023).</li> <li>■ Motorised traffic levels are very low or non-existent throughout, despite the urban setting.</li> <li>■ We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>, despite it being some distance inland.</li> <li>■ Under our proposals, the option considered would remain available for people to use as part of spreading room, but would not form part of the designated trail.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HSG 1a – 1b	HSG-1-S009 to HSG-1-S020	<p>We also considered adhering to the A120 between the George St junction (HSG-1-S009) and the Ingestre St roundabout (HSG-1-S013), then taking the trail through the linear strip of disused land between the A120 and the railway line, ultimately picking up the short length of public footpath which goes under the railway line and links with The Hangings (HSG-1-S020).</p> <p>This option would have largely kept to the seaward side of the railway and residential areas of Harwich and Dovercourt.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is currently no footway along the A120, and establishing one would be challenging due to (a) the road embankment also serving as a sea defence, and (b) there being limited space.</li> <li>■ Despite proximity to the water, the user experience would be relatively poor, given (a) the road being a major one, (b) existing development to seaward of the A120.</li> <li>■ Views of the estuary from the disused land are blocked by the A120 embankment.</li> <li>■ The onward, footpath route to The Hangings passes through a low tunnel under the railway embankment, the roof of which is at shoulder height. Apart from the engineering constraints, the local topography is such that any attempt to excavate the floor to increase headroom would result in it filling with run-off.</li> <li>■ We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.</li> </ul> <p>Under our proposals, the option considered would remain available to use as part of spreading room, but would not form part of the designated trail. Note: there is no PRoW throughout most of the disused land although it is used informally.</p>
HSG 1a – 1b	HSG-1-S009 to HSG-1-S018	<p>We considered taking the trail further inland between George Street (HSG-1-S009) and Dovercourt Station (HSG-1-S018), via Main Road, High St and Station Rd.</p> <p>This is a level, easy access route which would have avoided the railway footbridge at Dovercourt Station.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It is more direct and closer to the estuary.</li> <li>■ There are exceptional views from the footbridge (HSG-1-S017), taking in Shotley Gate on the far side of the Stour Estuary, the lower Orwell estuary, and part of Harwich Harbour.</li> <li>■ Overall, we concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>of the <i>Coastal Access Scheme</i>. However, we acknowledge that a proportion of potential trail users would find use of the footbridge challenging or impossible. We therefore propose highlighting the most straightforward level route that users may wish to use (via George St/ Main Rd/ High St/ Station Rd) on signs in key locations.</p>
HSG 1c	HSG-1-S035 to HSG-1-S040	<p>In Parkeston, between Station Road (HSG-1-S035) and Ray Lane (HSG-1-S040), we considered two variations on the preferred route:</p> <p>a) From Station Road, the first 100m of West Dock Road and the entire length of Refinery Road (i.e. excluding Foster Road).</p> <p>b) From Station Road, along Foster Road and through the old playing field, picking up a short length of track before joining the western end of Refinery Road and on to Ray Lane (i.e. avoiding almost the whole length of Refinery Road).</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It avoids the complicated arrangement of road junctions and poor pedestrian sight-lines of alternative (a).</li> <li>■ It exploits the existing PRow located on Refinery Road (HSG-1-S039) which, being straight, provides good sight lines for pedestrians.</li> <li>■ It arguably provides an enhanced sense of personal security for walkers who might feel vulnerable using alternative (b).</li> <li>■ Motorised traffic using Refinery Rd is not perceived as a significant issue, despite the lack of a pavement and presence of tankers visiting the refinery, because the overall number of vehicles is relatively low, they generally move slowly, and sight lines are good. There are also verges where pedestrians may step aside if necessary.</li> </ul> <p>We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

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.

### 1.3.4 Roll-back implementation – more complex situations – Maps HSG 1a to HSG 1d: Harwich to Ray Lane, Ramsey

Roll-back is not proposed for this length of coast.



## Part 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
HSG 1a	Harwich to Dovercourt Station
HSG 1b	Dovercourt Station to The Hangings
HSG 1c	The Hangings to Refinery Road
HSG 1d	Refinery Road to Ray Lane, Ramsey
HSG 1	Directions Map HSG 1 – Harwich to Ray Lane, Ramsey

### PROPOSALS

#### Trail Sections

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

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

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

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

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

#### Coastal Margin

##### Explanatory note

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

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

#### Other Information

##### Other access rights and routes

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

#### Infrastructure types

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

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

#### Infrastructure status

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

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

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

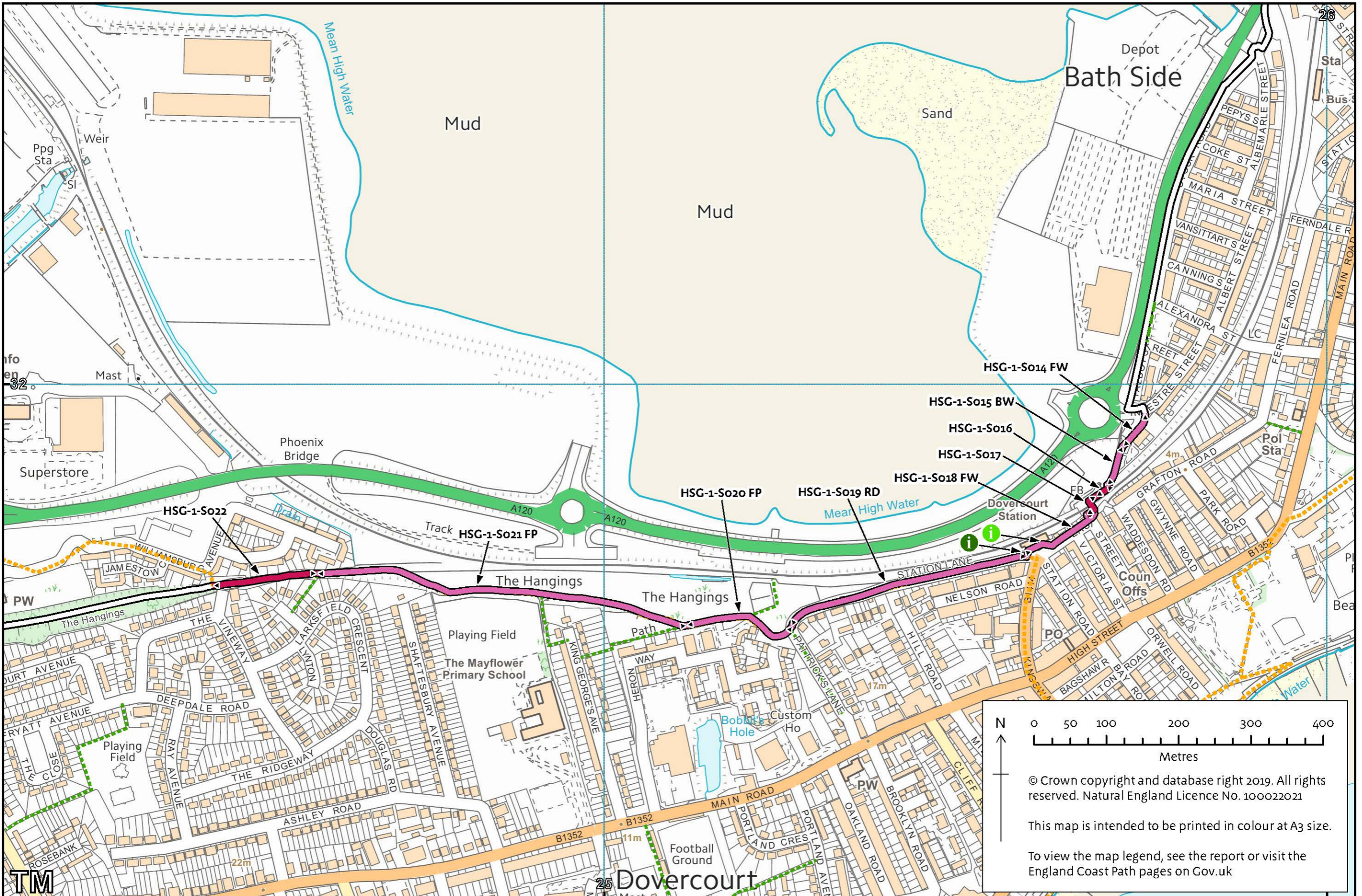
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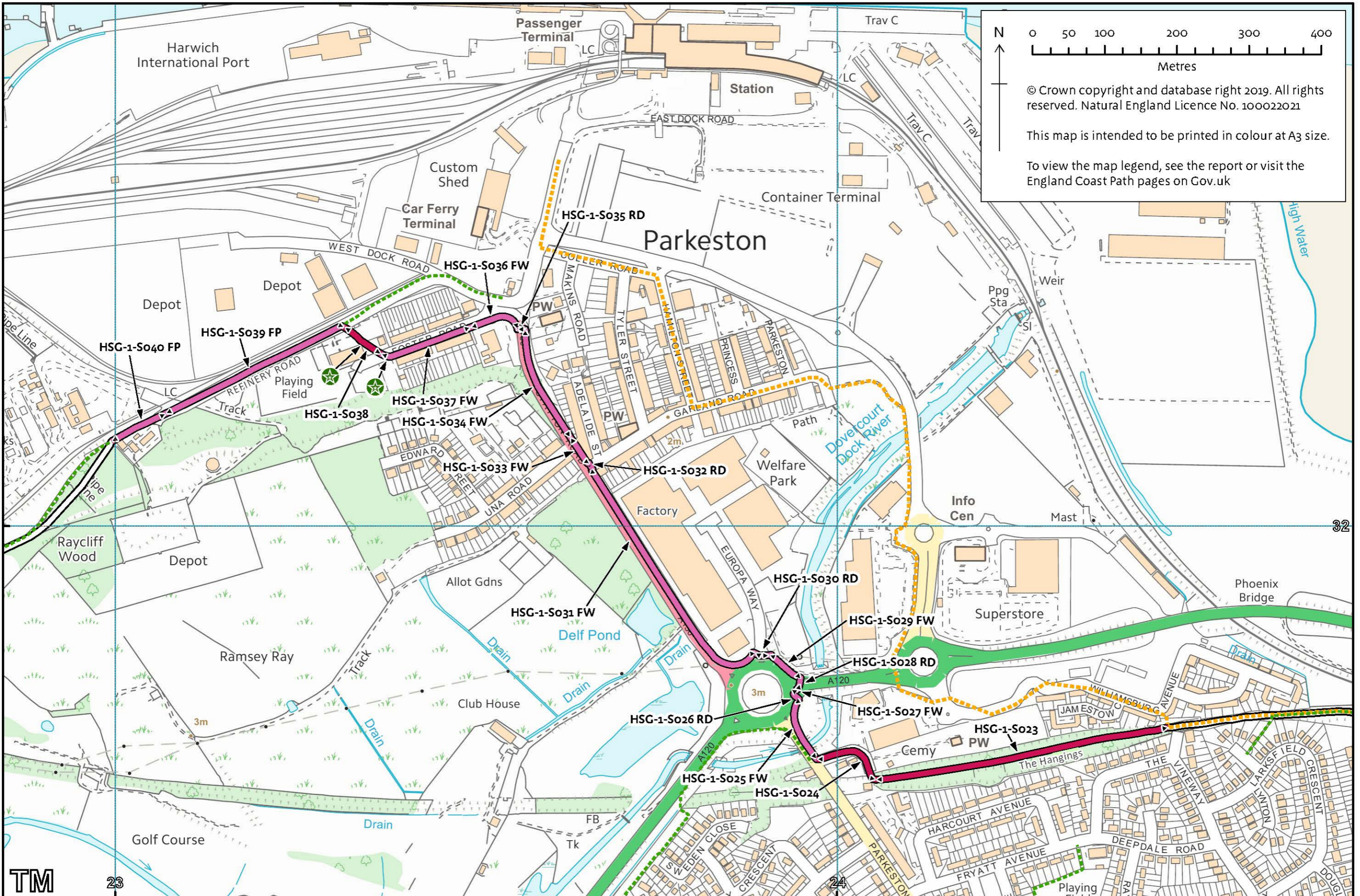
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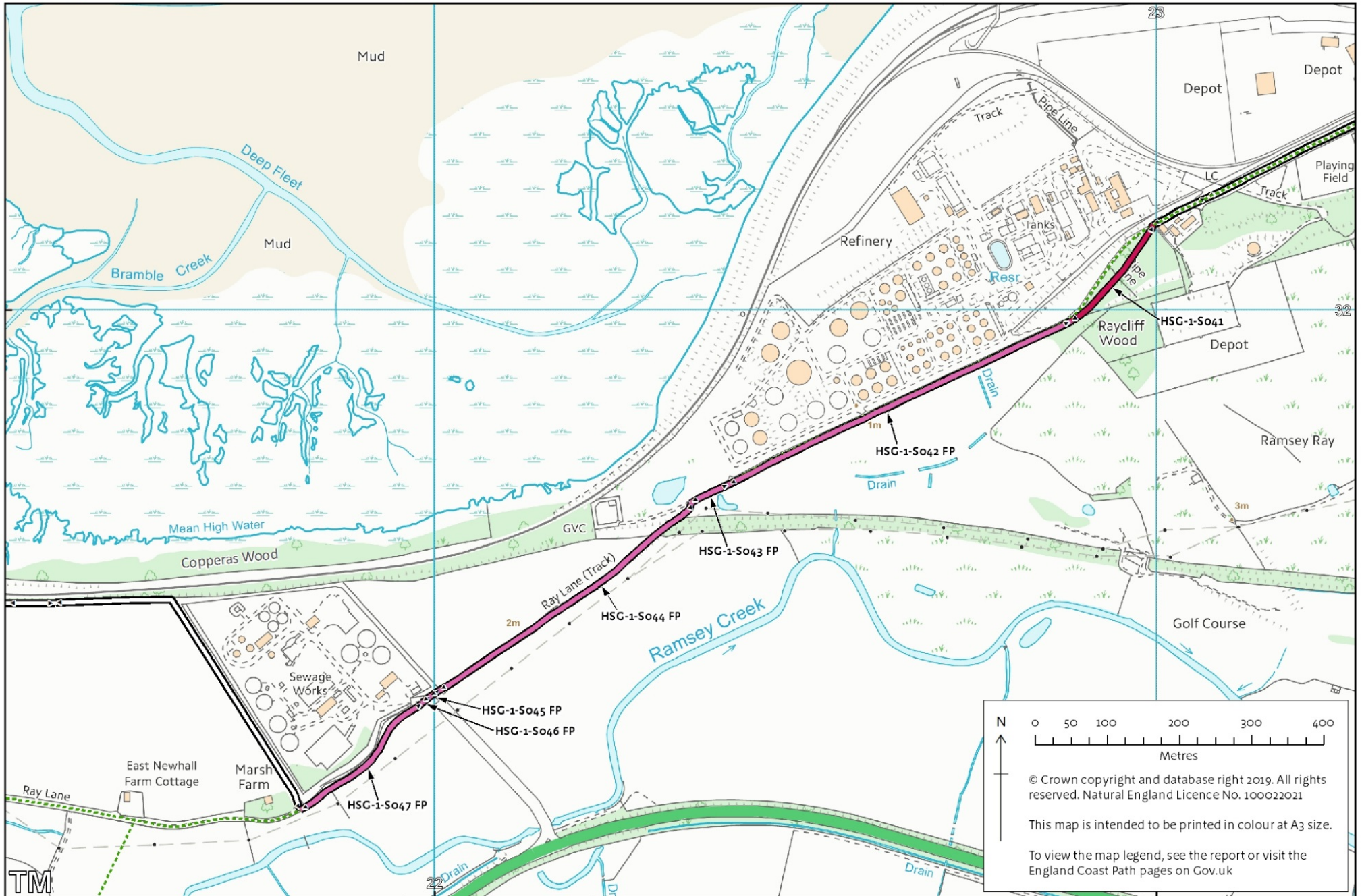
This map is intended to be printed in colour at A3 size.

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









Map HSG 1d - Refinery Road to Ray Lane, Ramsey

