

Coastal Access Report – *Weybourne to Hunstanton*



Full representations with Natural England's comments

1. Introduction

This document records the representations Natural England has received on this report from persons or bodies whose representations must be sent in full to the Secretary of State. It also sets out any Natural England comments on these representations.

2. Background

Natural England's report setting out its proposals for improved access to the coast between Weybourne and Hunstanton was submitted to the Secretary of State on 21 March 2018. This began an eight week period during which formal representations and objections about the report could be made. A representation about the report could be made during this period by any person on any grounds and could include arguments either in support of or against Natural England's proposals.

In total Natural England received **309** representations, of which **37** were made by organisations or individuals whose representations must be sent in **full** to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These '**full**' representations are submitted in their entirety here together with Natural England's comments where relevant. A summary of the **272** representations made by other individuals or organisations, referred to as '**other**' representations, has been submitted separately.

Before making a determination in respect of a coastal access report, the Secretary of State must consider both documents relating to 'full' and 'other' representations.

3. Representation and comment record

Representation number	MCA\Weybourne to Hunstanton\R\119\WBH0629
Organisation/ person making representation	Norfolk County Council \ [redacted]
Report chapter	Whole Report, Maps G, I, J, K & L
Route section(s)	
Representation in full	

Norfolk County Council welcomes this proposal for Coastal Access between Weybourne and Hunstanton, as it offers an excellent chance to formalise, promote and protect the interests of the Norfolk Coast Path National Trail. As the relevant access authority, Norfolk County Council has managed the existing National Trail on this stretch of coast for almost 32 years, and as an organisation, has a great deal of experience with the trail's stakeholders, landowners and the various access issues that this coastline hosts. These representations are being made by Norfolk County Council on the basis of this experience, in some cases to request clarification on the exact nature of the proposal in others to request that Natural England reviews its proposed route.

Some further representations highlight sections of the proposed route that Norfolk County Council believes require additional infrastructure to make the route manageable, or bring it in line with National Trail standards. This is just one of the reasons that Norfolk County Council does not believe that the proposed establishment budget of £16,790 is sufficient to establish this tranche of Coastal Access to sufficient manageable quality standards.

Therefore, Norfolk County Council would seek additional funding from Natural England as part of the establishment process to address these issues. Furthermore, in line with the last two sections of the England Coast Path to be established in Norfolk, Norfolk County Council will be seeking funding for new signage for the entirety of the new route. In line with the additional infrastructure that Norfolk County Council feels is necessary to the establishment of this route, it would ask that Natural England reviews its offer of £37,364 to maintain the trail as well. One of Norfolk County Council's main general concerns is that there appears to be a disparity between the standard to which this proposal seeks to establish the route, and the National Trail standards to which NCC will be expected to manage it. See "The New Deal. Management of National Trails in England from April 2013" publication from Natural England.

Detailed notes on each representation follow in the tables below.

Table 1: representations about directions to exclude access

Reference	Representation
Map G: Wells-next-the-Sea	NCC notes this map covers a large area of salt marsh. Within this area there are two public rights of way (PRoWs); Stiffkey BR16 and Stiffkey FP14. This map would appear to indicate these public rights of way are no longer accessible, but there is no provision in the CroW act to restrict access to existing ProWs, only to access land and land within the coastal margin. In addition, NCC notes that a large number of informal activities such as cockling, samphire collection and bait digging take place in this area, and this exclusion would prevent the continuation of these activities.

Map I: Gun Hill	Norfolk County Council would like to seek clarification about installation and the ongoing maintenance of the fencing set out within the proposals. Specifically, the proposal states that the fencing would be seasonal, but 'non-electric sheep netting' – a stock fence is not a temporary measure. Installing and uninstalling such fencing seasonally would be prohibitively expensive. If seasonal fencing is required, a different model should be explored, and NCC would seek clarification as to whose responsibility its seasonal installation and uninstallation would be.
Map J: Burnham Overby Staithe	Norfolk County Council would like to highlight the current recreational use of this area currently. Although there are no rights of way in the area Norfolk County Council would like to point out the amount of recreational access benefit this stretch of the coast line receives from tourists and residents alike. During the summer months this stretch of the North Norfolk Coast supports sailing, walking and family recreation within the proposed Natural England exclusion zone for any time of the year.
Map K: Titchwell Marsh Nature Reserve	NCC notes that this map shows an exclusion that covers on Titchwell FP6 and FP7 between April and August annually. There is no provision within the CroW act to restrict access to ProWs in this way. If access is to be restricted to these prows, a Traffic Restriction Order will need to be put in place at a cost of approximately £1000 per trail per 6 months of closure. NCC would ask how these orders would be funded if this is the case.
Map L: Holme Dunes	NCC notes that the map indicates that there will be no public access on this stretch of dunes between the Firs and Flaxley, but would point out that currently there is a permit system which is managed locally by the Norfolk Wildlife Trust which allows access via permit to this area of the reserve. NCC would encourage the proposal to be reviewed to allow this system of responsible access to continue into the future.

Chapter 1: Weybourne to Blakeney Chapel

Norfolk County Council welcomes this proposal but would like to point out some additions that it would like to see included in the report. As a general point, NCC is disappointed that there is no inland alternative for this stretch. A number of tidal events on this stretch of the National Trail which have made the route unpassable for extended periods of time in recent years; an inland alternative route would address this issue and would allow continuity in all tidal states.

See below for detailed comments.

Table 2: Representations about proposed Coastal Access Chapter 1 (Weybourne to Blakeney Chapel).

Reference	Representation
Map 1A	Norfolk County Council welcomes this proposal but would seek the following additional infrastructure on this stretch: Increased signage delivered to National Trail standard, and surface improvements adjacent to the Quag to allow better access for users.
Map 1B, 1C and 1D – The Quag to Cley Eye	Norfolk County Council notes that this line takes members of the public away from the sea and does not afford a view of the sea. The proposed walked route does not follow the public right of way, Kelling FP16, Salthouse FP16, in spite of the fact that these routes do afford a view of the sea. NCC notes the point that Natural England make about the fence line between S005 and S006 providing clarity and cohesion along this section of the route, but would also note that the surface here is very boggy, under water for most

	of the year, subject to tidal action, and does not provide a route in line with National Trail standards.
Map 1E – Cley Eye to Blakeney Chapel	<p>The Environment Agency are currently in the final stages of planning a series of flood-management works in this area, and these will incorporate walking surfaces in locations that would form acceptable choices for the Coastal Access Route. Norfolk County Council would like these to be explicitly included within the proposals. NCC notes the reference made on p.33 of the report under ‘future changes,’ but this could be made clearer by highlighting these works on the maps. This would improve prospects for long-term management of the route in partnership with the Environment Agency, and potentially reduce maintenance costs, as well as providing a better experience for trail users.</p> <p>Additionally Norfolk County Council highlights the need for additional signage and for budget to be allocated for surfacing works to be delivered within this stretch of the Coast Path.</p>

Chapter 2: Blakeney Chapel to Wells Lifeboat Station

See below for detailed comments.

Table 3: Representations about proposed Coastal Access Chapter 2 (Blakeney Chapel to Wells Lifeboat Station).

Reference	Representation
Map 2A – Blakeney Chapel to Blakeney	It is worth pointing out that the surface of the National Trail on section S002 has been improved and is now made up with a carrstone surface.
Map 2B – Blakeney to Morston Downs	S004 and S005 Would be vastly improved if surface improvements were to be made. This would allow ‘access for all’ on this stretch of the National Trail and Norfolk County Council would like to see this included in the proposal.
Map 2C – Morston Downs to Morston	S012, S013 and S014 add to the cohesion of the National Trail and largely reflect the current walked route.
Map 2D – Morston to Stiffkey Sluices	<p>Due to the scale of the proposal map, it is difficult to tell which parts of sections S017 to S024 are coincident with the existing BOAT, and which are separate. These sections will require additional signage throughout to provide clarity on walked route and route with BOAT designation. NCC has concerns given the radically different permissions that these designations offer users.</p> <p>The change of route at S020 is welcomed, but Norfolk County Council seeks clarification about a number of issues in this area. These include: specification of proposed infrastructure, ongoing management and maintenance of infrastructure in this area and the function of ‘rollback’ in this area.</p> <p>Section S025 will require increased signage in this area to highlight changes to the ProW designation, additional signage to manage misuse of the proposed route at this point and potentially, additional infrastructure to prevent misuse here.</p>
Map 2E – Stiffkey Sluices to Stiffkey Greens	Additional signage will be required on this stretch to provide clarity for users on different ProW designations present on this stretch of Coastal Access.

Map 2F – Stiffkey Greens to Stiffkey sewerage works	Additional signage will be required on this stretch to provide clarity for users on different ProW designations present on this stretch of Coastal Access.
Map 2G – Stiffkey sewerage works to Warham Greens	This stretch of the proposal would benefit from additional signage to inform users of distances to the next settlement and local services.
Map 2H – Warham Greens to Wells-next-the-Sea	Norfolk County Council would seek agreement with the landowner, with the Environment Agency and with Natural England to agree a specification for the new kissing gate indicated in the proposal.
Map 2I - Wells next the Sea to Wells Lifeboat station	Norfolk County Council would like to confirm the actual proposed route on the ground as it appears from the map that the route crosses the road at S052 and S054. Additional signage would be required for this, and dependent on a road safety evaluation, there may also be a need for additional road signage, and/or traffic calming measures. There may be a parking restriction coming into place which would change the use of the Quay car park and Norfolk County Council would enquire if this change has been incorporated into these proposals.

Chapter 3: Wells Lifeboat Station to Burnham Overy Staithe

See below for detailed comments.

Table 4: Representations about proposed Coastal Access Chapter 3 (Wells Lifeboat Station to Burnham Overy Staithe).

Reference	Representation
Map 3A – Wells Lifeboat Station to Holkham Meals	<p>Norfolk County Council welcomes the re-routing of the national trail along the ramped section of the flood defence in section S001.</p> <p>It appears that section S003 is routed through the car park. Norfolk County Council would like to recommend that this stretch is revisited as the Holkham Estate has created a walked route just north of the car park, along the fringe of the pine woodland, which would form a better alternative.</p> <p>Norfolk County Council would like to confirm the condition of the kissing gate that separates S003 and S004, as well as the condition of the surface of the section of the walked route running along Abraham's Bosom Lake (S004) – this is currently not in line with National Trail standards, and a surface improvement here would make this already popular section of trail accessible to all users.</p>
Map 3B – Holkham Meals to Holkham West Sands	<p>NCC welcomes the realignment of the route in section S007 onto the boardwalk, as this is felt to be the more often walked route, however, NCC feels that additional signage throughout S008 and S009 to promote clarity and cohesion of the route.</p> <p>Following officer inspection, a re-routing of the National Trail along the board walk would necessitate a replacement of the ramped section leading onto the beach and also would like Natural England to reflect in the grant offer this increased infrastructure that needs ongoing management.</p> <p>NCC also requests clarification on the inclusion in the proposal of an 'existing bollard in satisfactory condition;' this bollard is part of an equestrian route established and promoted by Holkham Estate and does not form part of the National Trail's signage, nor does it conform to National Trail signing standards in any way.</p>

Map 3C / Map 3D / Map 3E	Additional signage will be required in these areas to promote clarity and cohesion of the walked route – please note the comments made previously regarding the proposed direction to exclude access.
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Chapter 4: Burnham Overy Staithe to Brancaster

See below for detailed comments.

Table 5: Representations about proposed Coastal Access Chapter 4 (Burnham Overy Staithe to Brancaster).

Reference	Representation
Map 4A – Burnham Overy Staithe to Norton Marsh	<p>Norfolk County Council would welcome a surface improvement on section S005 of the National Trail and confirmation of the width of the walked route on this section</p> <p>Norfolk County Council would welcome a management plan, formalised with the landowner, for section S007 to confirm reinstatement of the walked route following agricultural activity. To date this has been excellent, but formalisation prior to establishment of this stretch of Coastal Access would assist with future management.</p>
Map 4B – Norton Marsh	Norfolk County Council is currently in discussion with the Environment Agency about improving the walking surface of sections S010, S011 and S012 as part of its flood bank management.
Map 4C – Deepdale Marsh	Norfolk County Council would ask Natural England to revisit its proposal for S013 in light of the works proposed by the Environment Agency on the flood bank. There is the opportunity to remove the steps and replace them with ramped access, which would allow a wider user-group to access this stretch of the National Trail.
Map 4D – Brancaster Staithe	<p>Norfolk County Council has been approached by the local parish council to improve sections S015, S016, S017 and S018. This would improve the experience for all users.</p> <p>Additionally, Norfolk County Council has been in contact with Natural England regarding the illegal tipping of garden waste on this stretch of the National Trail and would welcome a statement defining how the organisation is going to enforce the Countryside and Wildlife act 1981 in relation to the adjacent Natura 2000 site.</p> <p>Norfolk County Council welcomes the realignment of section S019, however, it will be seeking funding for a surface improvement to the proposed new line.</p>
Map 4E – Brancaster Staithe to Brancaster	<p>Norfolk County Council recognises the benefit that coastal margin landward of the trail at the Roman Fort will enhance the enjoyment of users on the National Trail</p> <p>Norfolk County Council would encourage Natural England to consult with the local landowners about the opportunity that the establishment of Coastal Access offers to install passing places on the board walk between the Brancaster Staithe and Beach Road, Brancaster. This would greatly enhance access opportunities for all users.</p>

Chapter 5: Brancaster to Flaxley

See below for detailed comments.

Table 6: Representations about proposed Coastal Access Chapter 5 (Brancaster to Flaxley).

Reference	Representation
Map 5A – Brancaster to Titchwell Nature Reserve	<p>Norfolk County Council would welcome a surface improvement on stretch S002 of the proposed new route.</p> <p>Norfolk County Council would welcome a definitive resolution to the issue of the current walked route and the line of the PRoW on stretch S003 of the Route. There is an ongoing confusion about the definitive line of the current PRoW.</p> <p>Stretch S008 of the proposed route is very wet and boggy underfoot and would require boardwalk construction throughout to allow access in all tidal states and weather conditions. Additionally, NCC requests clarification on the exact alignment of the part of this section running roughly north-south: is this intended to be directly adjacent to the drain, and thus within the treeline? Or is it intended to run along the field edge, outside of the tree line?</p> <p>Norfolk County Council would ask Natural England to revisit stretches S009 and S010 of the proposed route to see if this could be aligned along the line of the drain running roughly East-West, in order to meet S011 without veering inland, thus creating a more cohesive route and more immersive walking experience. Additionally, while NCC recognises the ecological sensitivity of the area, it expects that a well-established, well managed and cohesive linear route would allow members of the public to get the best experience from the area without creating undue recreational impact.</p> <p>The entirety of sections S008 – S011 would require the construction of significant infrastructure as part of the establishment process to create a manageable trail here. NCC Officers have walked this route, and found it to be very wet at best, and impassable at worst.</p>
Map 5B – Titchwell Nature Reserve to Thornham	<p>As an overarching comment on this Map, Norfolk County Council would like to ask Natural England to revisit its proposal for this area as the Authority would like to see a route aligned more closely with the coast, and away from the A149. Natural England has consulted with NCC over the last three years on this matter, and NCC has repeatedly made these preferences clear. NCC recognises the sensitivity of the nature reserve, but a well-managed route closer to the reserve could keep users away from the most sensitive sites, as well as away from the road. The report of Natural England on this stretch of Coastal Access states that 'New sections of coastal path would be created in places which will significantly improve the coastal path route along this stretch of the coast.' NCC contests that the route proposed on map 5B is absolutely not an improvement on the current route of the Norfolk Coast Path National Trail, and while the proposal moves the route closer to the sea, the lack of sea view, or any other feature that would be an asset to a National Trail somewhat invalidates this consideration.</p> <p>Norfolk County Council would welcome additional road signage along S013 to highlight to road-users the presence of what we anticipate will be a vastly increased number of walkers using the pavements.</p>

	<p>Norfolk County council would welcome a parking restriction along stretch S015, as when officers have visited, often cars are parked on the pavement preventing easy walking access.</p> <p>Norfolk County Council notes that section S017 of the proposed route follows the narrow dirt trod along the side of the road. Natural England commissioned a highways road safety audit which recommended that this unmade surface needed to be widened and made up into a formal footway in order to be safely promoted and used as a National Trail. The contents of this road safety report are clearly not reflected Natural England's proposal for section S017. As the Highway Authority, NCC has been consulted on this matter over the last three years and remains uncertain why its road safety recommendations have not been followed given that Natural England has chosen to follow the line indicated on this map.</p> <p>Additional infrastructure will be required at the east end of S019 to allow access onto the field edge. This will include gates, a surfaced slope or steps and additional signage</p> <p>Norfolk County Council would welcome proposals from Natural England regarding the installation of a suitable walking surface for section S021. This section crosses several field entrances, and these will need additional funding to ensure that the surface is suitable throughout the year and following periods of agricultural activity. Additionally, NCC would like to see an access agreement that indicates this section of the route is suitable for walking only and not for any other form of access.</p>
Map 5D – Thornham to Staithe Lane	<p>Norfolk County Council would welcome an access proposal for managing access by the old wall at Green Lane (S023) due to the change in height here. It has not been highlighted, but it will require either steps or a slope from the road onto the field edge. The point at which there is a change of surface has not been identified clearly either.</p> <p>Norfolk County Council would ask Natural England to review proposals for access on S023 as there is currently a walked route following Thornham FP4 (north of the proposed line) and a track which would align the proposal closer to the sea and afford better views of the sea through this area. It would also reduce the amount of road walking that this proposal contains, bringing it better into alignment with National Trail standards. Whilst we note the points made in the proposal, the route would maintain integrity by being aligned closer to the sea.</p> <p>Norfolk County Council notes the walked surface on S024 of the route is an unmade path of bare earth and welcomes a surfaced path in this location to provide safer year round public access in all weather conditions.</p>
Map 5E – Broad Water to Flaxley	<p>Norfolk County Council would like to see an access improvement built into this proposal to allow improved access from S040 to S038 there is a change in height between two well-surfaced sections of path that is currently an unmade path over soft sand. This forms a barrier to access for a number of users.</p>

Chapter 6: Flaxley to Hunstanton

See below for detailed comments.

Table 7: Representations about proposed Coastal Access Chapter 6 (Flaxley to Hunstanton).

Reference	Representation
Map 6a Flaxley to Hunstanton Golf Links	<p>Norfolk County Council would seek additional establishment funding to create a single, well managed walked line through the dunes along the Hunstanton golf club and then into old Hunstanton from S001 to S007. This would include the removal of Buckthorn and a comprehensive signage programme to manage access and resolve the situation whereby there are currently multiple walked lines in this area.</p> <p>Norfolk County Council would seek funding for additional infrastructure on section S001 to protect the sand dunes from recreational impact, and to provide a visual reference point for people using the National Trail.</p> <p>Norfolk County Council would like to see additional signage provision for this stretch in order to manage public access and minimise the impact of the National Trail on the adjacent golf course.</p>

Natural England's comments

Natural England thanks Norfolk County Council for its in principle support of the proposals.

On page 30 of the Overview section of our Report we estimated the cost of physically establishing the trail at £16,790. This a relatively small sum for a 60 km stretch but reflects the fact that it's largely based on an existing National Trail – the Norfolk Coast Path, which was established in 1986 and has been managed and maintained by the county for 32 years with substantial grant funding from central government. We accept however that as these proposals were made five years ago, the situation on the ground may have changed since we assessed each section of the route. We're happy to consider if any further establishment work is required on a case by case basis and this is explored further in our response to Norfolk County Council's detailed comments.

As a National Trail the England Coast Path is subject to the national position regarding maintenance standards and the contribution that central government makes to achieving these. This is based on the New Deal Funding Formula agreed with the National Trail Partnerships. Using changes to the formula since publication we estimate the annual maintenance cost will be £42,248. The funding formula requires a local contribution at a ratio of at least 1:3. We are also working with the Trail Partnerships and Coastal Access Authorities to explore options for a more sustainable funding model, ensuring these important national assets are maintained into the future.

Table 1: representations about directions to exclude access

Natural England notes the Council's general concern regarding possible discrepancies in the mapping and draw attention to the guidance provided within the Overview on page 10 "Notes on Maps" section ii which advises

"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 authority and paths currently used and managed on the ground as a public right 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 largely 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. However, where the currently walked and managed line of the Norfolk Coast Path National Trail on the ground differs from the legal route, we have proposed the walked line and depict it in our proposals as the legal line."

At locations where Natural England proposals differ from the approved route of the Norfolk Coast Path National Trail we intend to make a separate variation report to change the approved route of the existing Norfolk Coast Path National Trail to coincide with the proposed route of the England Coast Path.

Map G

We accept that the map annotations could be interpreted as suggesting no public access to existing Public Rights of Way and a restriction on traditional activities such as samphire gathering and bait digging, however this is not the case. These maps need to be considered alongside the wider report.

The directions we give are intended to avoid any new public rights being created over the area in question in view of the dangers posed by the salt marsh and to protect breeding and wintering birds

However, these directions will not prevent or affect:

- any use of the land by existing right (including PRow): 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.

More recent versions of our coastal access proposal reports have been updated to make this point clearer.

Map I

The installation and the ongoing maintenance of the non-electric sheep net fencing during the restriction periods at Holkham National Nature Reserve will be undertaken by the site managers. This is clarified on page 8 of the North Norfolk Access and Sensitive Features Appraisal. The National Nature Reserve has responsibility to install and uninstall the proposed fencing, which is of a design that is practical for its location and includes post and baler twine as opposed to stock fencing which is suggested by the Council.

Map J

We note the Council's comments on current recreational use.

Map K

The Council has misunderstood how these access provisions work. There is no plan to close the PRowS. See Map G above.

Map L

The proposed restriction will not prevent the landowner operating an access by permit system on the reserve.

At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members, and CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds, and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures.

Chapter 1. Weybourne to Blakeney Chapel

There are powers under the 1949 National Parks and Access to the Countryside Act to propose optional alternative routes where the ordinary route is affected by regular flooding or tidal action. Whilst we're aware that the existing Norfolk Coast Path National Trail became impassable along this section during the 2013 tidal surge, it is not affected by regular flooding or tidal action so it would not be appropriate for us to propose an optional alternative route for any part of the proposed trail in chapter 1 of our report.

After commencement of coastal access rights, temporary routes are sometimes necessary locally if situations arise that could not be foreseen at report stage such as a tidal surge. We would like to reassure the Council that we can work with them to swiftly put this in place whenever it might be needed on the trail after commencement.

Map 1a

Additional infrastructure in the form of a multi-finger post is proposed at section WBH-1-S005. NCC will be undertaking a route audit prior to a request for a grant for implementation costs, and any necessary adjustments to costs will be reviewed by Natural England at this stage.

Natural England notes the Council's request for surface improvements adjacent to the Quag however the proposed route follows the existing walked and managed route of the Norfolk Coast Path National Trail. Whilst we accept infrastructure improvements may be desirable that deal with existing and ongoing issues on the trail, a significant annual maintenance grant is given to the Norfolk Trails Partnership each year to cover these. Our funding from Defra for the Coastal Access programme is for the creation of the new England Coast Path. The area of interest is along a shingle ridge and Natural England's site inspections concluded the surface of the trail to be in a satisfactory condition.

Map 1b, 1c and 1d – The Quag to Cley Eye

The proposed route along these sections is the same alignment as the currently walked and managed line of the existing Norfolk Coast Path National Trail along a shingle ridge. Public rights of way Kelling FP16 & Salthouse FP16 are seaward of this alignment and are in parts below mean high water mark. The proposed route provides a route above the mean high water with regular sea views.

Natural England references the fence line between WBH-1-S005 and WBH-1-S006 for the purposes of identifying the landward boundary of coastal margin. The walked route of the existing Norfolk Coast Path National Trail and proposed alignment of the England Coast Path being seaward of the fence line. At the eastern end of WBH-1-S006 some areas of landward coastal margin are low lying resulting in some areas of standing water which in places and at different times of the year encroaches across the walked route of the Norfolk Coast Path National Trail and proposed line of the England Coast Path. Higher ground found within the coastal margin and along the landward side of the shingle ridge provides an onwards route for walkers during periods when the main route experiences standing water. Advisory notices can be installed at establishment stage at either end of section WBH-1-S006 to provide guidance to walkers on this.

Map 1e – Cley Eye to Blakeney Chapel

Natural England's proposals acknowledge that there is scope to potentially provide a walking route seaward of the existing proposed route at Cley as described at page 33 of the Overview and Natural England has since had further discussions with both the Environment Agency (EA) and Norfolk County Council (NCC) about this prospect.

The EA has now completed the flood management works at Cley and has installed a c.220 metre boardwalk along the marsh edge as an access route to the flood defence works. The boardwalk joins route section WBH-1-S016 to route section WHS-1-S022, providing a convenient route in closer proximity to the sea, with good coastal views that would otherwise be obscured on the proposed route.

NCC are currently working on various extinguishment and creation orders to rectify the public rights of way network at Cley, which will create a public right of way along the EA boardwalk. NCC agree with NE that the boardwalk provides a better route for the England Coast Path (ECP), also noting that it would avoid a short section of road without a footway on route section WBH-1-S019.

The EA are content for the boardwalk to be used for recreational access but have raised a concern that on very rare occasions the boardwalk could be submerged and inaccessible from tidal inundation. We have agreed with NCC that this can be managed with signage, directing people to an optional alternative route when the boardwalk is submerged, via the route of the ECP that was originally proposed.

The EA also indicated that if the ECP were aligned along the boardwalk and there should come a time when it was no longer required by them for access, they would want another party to take on the management of the boardwalk. NCC have indicated that they would be likely to take on the maintenance of the boardwalk if it ceased to be managed by the EA.

The boardwalk is mainly on unregistered land. The EA wrote to all local residents regarding their plans and provided factsheets and did not receive any response from the registered landowner.

Natural England is content to amend the proposed route of the ECP at Cley and includes details of the proposed modification at Annex A. This modified route would follow the EA boardwalk, joining route section WBH-1-S016 to route section WBH-1-S022, with an optional alternative route along the existing route of the current Norfolk Coast Path National Trail (previously proposed as route sections WHS-1-S017 to WHS-1-S021). The modification can be implemented at a cost of around £500 for additional signage. **We ask that the Secretary of State approves the modified proposal as set out in the map and table at Annex A.**

Between Cley Eye and Blakeney Chapel (Map 1e) proposals include the installation of three additional multi-finger posts and three additional simple waymark posts to enhance existing Norfolk Coast Path National Trail signage in the area.

Surfacing works have been completed by EA and NCC for much of the route between HSB-1-S011 and HSB-1-S023.

As stated above the proposed route of the ECP follows the existing Norfolk Coast Path National Trail which should currently be adequately signposted through the existing maintenance grant.

Chapter 2: Blakeney Chapel to Wells Lifeboat Station

Map 2a – Blakeney Chapel to Blakeney

Natural England notes the Council's comment.

Map 2b - Blakeney to Morston Downs

Natural England revisited the site with the Council on 19th July 2018 to investigate further the surface at WBH-2-S004 and WBH-2-S005 and at a further meeting with NCC in 2022 it was confirmed that the work is still required. Providing a firm surface here would create approximately 2 km of coast path which would be 'accessible for all' users between Blakeney and Morston. Natural England therefore proposes that the surface is improved for 20m along these sections if the Secretary of State is minded to approve this. The estimated cost is £1,000.

Map 2c – Morston Downs to Morston

Natural England notes the Council's support to these proposals.

Map 2d – Morston to Stiffkey Sluices

The proposed route of the England Coast Path at sections WBH-2-S016 to WBH-2-S027 is coincident with the currently walked and managed line of the existing Norfolk Coast Path National Trail. The managed route mainly runs adjacent to the existing Byway Open to All Traffic (BOAT); there are however crossing points with the existing BOAT. Section WBH-2-S024 is coincident with the existing BOAT and there will not be any changes to the status of any PRoW. Natural England supports the Council's view that for ease of management it would be prudent to provide signs at such locations. This is a current issue for the existing National Trail and so should be part of the current management programme.

It is noted the status of the following sections have been incorrectly labelled in the report. WBH-2-S018, WBH-2-S022 and WBH-2-S023 should have the status of “trail using other existing walked route” because they do not precisely follow the mapped line of the PRoW. The existing BOAT is in close proximity but for ease of management of the different activities it was agreed with the Norfolk Coast Path National Trails team to continue to retain the two separate routes as far as practically possible. Natural England has updated its mapped data accordingly.

Natural England thanks the Council for their support of recommendations at WBH-2-S020.

The proposed infrastructure at section WBH-2-S020 includes post and rail fencing with netting. The access authority would take responsibility for the installation and repositioning of it in future if required as a result of roll back. Rollback would be ‘normal’ in this area until it met excepted land at which time discussions would be held with landowners and stakeholders to agree a suitable future alignment.

Map 2e – Stiffkey Sluices to Stiffkey Greens

This section of the trail is coincident with the existing Norfolk Coast Path National Trail. The County Council maintains the route and an annual maintenance grant is given to the Norfolk Trails Partnership to enable the Council to provide the necessary signage to maintain and manage them to National Trail standards. This includes providing signage to clarify the status of the Public Rights of Way for different users.

Map 2f – Stiffkey Greens to Stiffkey sewerage works

Our response is as for 2E.

Map 2g – Stiffkey sewerage works to Warham Greens

We are proposing to install a waymark post at the sewage works (HSB-2-S035) on map 2G and a multi-finger post is already in place at Muckledyke car park (Map 2F). Information is available at Muckledyke car park approximately 5km east of Wells-next-the-Sea. This section of trail is coincident with the existing Norfolk Coast Path National Trail and the Norfolk Trails Partnership is in receipt of an annual maintenance grant which can be used for signage such as this.

Map 2h – Warham Greens to Wells-next-the-Sea

Natural England welcomes the Council’s joint approach during establishment stage to ensure appropriate design and associated consents prior to installation.

Map 2i – Wells next the Sea to Wells Lifeboat Station

Section 297(2) of the 2009 Marine and Coastal Access Act requires Natural England to have specific regard to the safety and convenience of those using the England Coast Path. Accordingly, we assessed the seaward side of the road (The Quay) but, in places the pavement is only 60cm wide and we therefore decided that where the path becomes too narrow we would propose the route crosses to the landward side of the road, on a wider pavement, returning to the seaward pavement to provide a route which then continues along the seaward bank towards the lifeboat station.

The Norfolk Coast Path National Trail currently goes through Wells following the same general alignment from East Quay to Wells Beach. The County Council has said that they currently sign each end of the Trail along The Quay and that users take responsibility to use it safely. The Quay is the town’s popular frontage with high current pedestrian use due to its harbour, car park and shops.

Section 4.2.1 of the approved Coastal Access Scheme also includes the principle that people take responsibility for their own safety. In addition, we have a responsibility to sign the road crossings to ensure that those unfamiliar with the area can follow the most suitable route. We accept however that walkers will make their own choice as to where they walk, and many will continue to follow the existing line of the NCP where they are familiar with this.

Our proposals take into account all land use changes that were foreseeable at the time of writing, such as where a planning permission has been submitted or granted. We were not aware of any changes proposed to the car park seaward of proposed route section WBH-2-S053 to S055. Natural England contacted a local Councillor who advised the proposed parking arrangements were in relation to parking regulations on the roadsides, and this is likely to encourage more use of the car parks instead.

Chapter 3: Wells Lifeboat Station to Burnham Overy Staithe

Map 3a – Wells Lifeboat Station to Holkham Meals

Natural England thanks the Council for their support to the proposal at WBH-3-S001.

Proposals recommend alignment along the northern side of the car park at WBH-3-S003. Natural England welcomes the information provided by the Council that there is a walked route north of the car park. Natural England has received a similar comment as part of the objection from the landowners advising of a recently created path north of the car park separating walkers from cars and requesting alignment along it instead of the car park. We have undertaken a site visit with the Council on the 19th July 2018 and agree with its proposed modification. This move of route is supported by the landowner.

We ask the Secretary of State to note the modified proposal map and table at Annex B and to approve them as part of these coastal access proposals.

Map 3b – Holkham Meals to Holkham West Sands

Natural England thanks the Council for its support of these recommendations and supports the Council's view that additional signage is required. This already forms part of our proposals at paragraph 3.1.7 in our report, where we propose improved waymarking between WBH-3-S008 and WBH-3-S012 as well as information signs at Holkham Meals.

The ramped beach access is signed and waymarked as the route of the Norfolk Coast Path. An annual grant is given to Norfolk Trails to cover maintenance of the existing trail, and our funding from Defra for the Coastal Access programme is for the creation of the new England Coast Path. We have therefore limited our establishment work to this task.

Natural England note the comments from the Council in respect of the bollard being part of an equestrian route established and promoted by Holkham Estate and thanks them for their advice. We agree that the bollard does not form part of the National Trail's signage.

Map 3c/Map 3d/Map 3e

Natural England supports the Council's comment that additional signage is required. This forms part of our proposals in paragraph 3.1.7 of our report where we propose improved waymarking between WBH-3-S008 and WBH-3-S012 as well as information signs at Holkham Meals and Burnham Overy Staithe.

Natural England notes the comments about the proposed direction to exclude access (Map I) and has provided comments above at Table 1, Map I.

Chapter 4: Burnham Overy Staithe to Brancaster

Map 4a – Burnham Overy Staithe to Norton Marsh

Section WBH-4-S005 is a tarmac pavement and forms part of the existing Norfolk Coast Path National Trail which the council manage and maintain, they can already make any further enhancements they feel are necessary as part of their ongoing management and maintenance of the trail. The narrowest section of the pavement is at the western end and for a short distance is 60cm wide. It is adjacent to a road with a speed limit of 30mph.

Natural England's duty under the Marine and Coastal Access Act 2009 is to propose the route around the English coast and associated coastal margin. This does not extend to developing management plans for the reinstatement of cross-field paths in arable fields. We are encouraged to read the landowner has to date been very attentive in reinstating the National Trail at section WBH-4-S007 following agricultural activity and suggest the Council work to develop a management plan with the landowner to ensure the continuation of this good management if they feel this is needed as part of their existing Trail management activities. The cross-field route is also a public footpath (FP5) and so should be reinstated as per the legal requirements.

Map 4b – Norton Marsh

Natural England notes that the Council was in discussion with the Environment Agency when they made the representation in relation to the surfacing of sections WBH-4-S010 to WBH-4-S012. Unfortunately, in 2023 EA has confirmed that the work has not been done and there are currently no plans to do it.

Map 4c – Deepdale Marsh

The EA has confirmed (2023) that they plan to refurbish the steps. A ramp up the seaward side of the bank, used by EA for maintenance access already exists a few metres away in the seaward coastal margin and would be obvious and available to ECP users.

Map 4d – Brancaster Staithe

The tipping of garden waste has been investigated by NE and we have found that the garden material is not being dumped on the SSSI salt marsh but is right up to the boundary. It is unsightly but poses no real threat to the designated features of the SSSI. The material is being tipped on the homeowner's own land, so the landowner is not acting illegally.

Natural England thanks the Council for its support to the proposed alignment at section WBH-4-S019 which utilises an existing walked gravel path. The Council confirmed at our site meeting on the 19th of July 2018 that it was undertaking some surface improvements along this section in the near future from other funding sources.

Map 4e – Brancaster Staithe to Brancaster

Natural England thanks the Council for their support to the proposals at the Roman Fort.

The existing boardwalk between Brancaster Staithe and Beach Road, Brancaster at sections WBH-4-S022, WBH-4-S024, WBH-4-S026, WBH-4-S028 and WBH-4-S030 is currently closed for health and safety reasons as it is wooden and has started to deteriorate. The Council will be replacing the boardwalk here in 2023.

Chapter 5: Brancaster to Flaxley

Map 5a – Brancaster to Titchwell Nature Reserve

Following a site inspection on the 20th of July 2018 Natural England can confirm section WBH-5-S002 has been resurfaced.

Natural England has proposed use of the existing walked and managed route of the National Trail for the alignment of the England Coast Path at section WBH-5-S003 which according to data held by Natural England sits west of the mapped public footpath (FP3) which its Definitive Statement says is on top of the bank. Natural England does not have a statutory role in resolving definitive map issues and recommends the matter is raised with the relevant department at the Council.

Natural England thanks the Council for its observations that the terrain at section WBH-5-S008 to WBH-5-S011 can be wet and boggy thus requiring a boardwalk or other significant infrastructure. This factor was not observed by Natural England during site visits, but we welcome the comments and have subsequently undertaken a further site assessment with the landowner's agent and manager.

The site manager confirmed the land along the western end of WBH-5-S008 is lower lying than surrounding ground and can regularly become boggy but confirmed the sections either side were not regularly boggy and were accessible on foot year-round. We therefore aim to make improvements to WBH-5-S008 and it is likely that a boardwalk will be needed at a cost of around £9,000. This improvement has the support of the landowner.

The proposed alignment at section WBH-5-S008 is along the field edge, outside of the tree line.

Natural England considered an option seaward of WBH-5-S009 to WBH-5-S010 however,

- the area along the line of the drain is wetland habitat including reedbed and salt marsh.

Generally, the Coast Path 'will not normally be aligned across wetland areas unless there is a

suitable public right of way that already crosses the area, particularly when there is a suitable route around them', this is stated in the Approved Coastal Access Scheme at section 7.9.5. No public right of way exists in the area so in accordance with this guidance we have proposed the most suitable route around the wetland area as identified at sections WBH-5-S009 and WBH-5-S010.

- a key principle in Natural England's approach to identifying alignment of the coast path is to find the best outcome that secures opportunities for engagement with the natural environment so far as is practicable while ensuring appropriate protection of key sensitive features in developing proposals. The area is designated as SSSI, SPA and SAC and accordingly in developing our proposals it was subject to an Access and Sensitive Features Appraisal. The outcome of the appraisal identified that a potential route along the line of the drain would result in a likely significant effect on the features for which the land is designated and on species present there which are protected in their own right.

With regard to Norfolk County Council's comment that significant infrastructure would be required along the entirety of sections WBH-5-S008 to WBH-5-S011 please see comments above. Natural England proposes that approximately 60m of boardwalk is installed along the western end of WBH-5-S008.

Map 5b – Titchwell Nature Reserve to Thornham

At the outset of work on this stretch Natural England in partnership with Norfolk County Council identified the aspiration to secure a route closer to the coast on this section of coast and if possible the Council hoped to develop a circular walk linking to the new England Coast Path alignment based on the existing Norfolk Coast Path route to enable the public to continue to enjoy this.

We both recognised that the existing Norfolk Coast Path National Trail in this area did not meet the criteria Natural England is given in the Coastal Access Scheme. It deviates a long way inland, so is less direct and convenient for walkers. It involves stretches of road walking which can be unpleasant and whilst it occasionally offers good long distance views of the sea it is often behind hedges and so does not have a coastal feel. Natural England identified 3 alternative route options between sections WBH-5-S012 and WBH-5-S020 which we considered very carefully and in liaison with Norfolk County Council.

Natural England notes that the Council does not regard the proposed route an improvement on the current route of the Norfolk Coast Path National Trail. Section 5.2.2 of our report lays out the reasons we opted for the proposed route as opposed to the current walked route of the Norfolk Coast Path National Trail. It also outlines all the other routes we considered and our reasons for not proposing them. These include a route closer to the reserve. Unfortunately, we were unable to propose such a route because it would have utilised a relatively small field where horses are kept, and where there was no opportunity for walkers and animals to avoid each other. Section 8.5.13 of the approved Coastal Access Scheme clarifies that we will avoid using such fields.

The Council's representation suggests that they have not fully understood our proposals for this section of coast. We clarify a number of areas of confusion below. Proposals at WBH-5-S013 utilise a pavement adjacent to the road within Titchwell village in an area with a restricted speed limit of 40mph. The adjacent road is straight, visibility for both drivers and pedestrians is good in both directions with pedestrians utilising a well-defined pavement raised up from the roadside edge. We would be happy to support the provision of a sign here to raise awareness of pedestrians to road users passing through the village and in addition road crossing warning signs be located at the relevant crossing points at section WBH-5-S013 and at the eastern end of section WBH-5-S019.

Natural England acknowledges that cars at the properties adjacent to the road and south of section WBH-5-S015 encroach onto the pavement and this can impede access here. To address this concern, Natural England proposes that additional signage is installed here requesting that people do not leave cars parked on the pavement.

At section WBH-5-S017, Natural England's proposals make use of a grass field edge located inland of the narrow dirt trod referenced by the Council, these proposals are described at 5.2.1 of our report. To be clear the route does not follow the narrow dirt trod (a local term for an unsurfaced or loosely

surfaced informal path) in the roadside verge, which as the Council states was investigated and found to be unsuitable for inclusion in the route.

Our proposals include a simple way mark post at the eastern end of section WBH-5-S019. The area has a gradual slope leading from the road to the field margin and we anticipate that only minor soil levelling will be required to define the route of the trail. We would be happy to review this with the County Council at establishment stage.

The proposed trail at WBH-5-S021 utilises an existing walked route along a field edge with a recommendation for regular cuts to the grass surface. There is one field access from the coast road on this and our discussions with the landowner have not suggested that it is used frequently so we do not expect it to impede walkers or require surfacing, we are happy to review this situation again at establishment stage.

The proposals at section WBH-5-S021 allow for access to the trail on foot only which identifies formally the understanding of its use under the Marine and Coastal Access Act. Under the legislation Natural England are not required to draw up any further access agreement with the landowner over and above the arrangements set out in the coastal access legislation.

Map 5c - Thornham to Staithe Lane (misreferenced as Map 5D in the representation)

At the point where section WBH-5-S023 joins up with WBH-5-S022 the old wall is absent and is replaced by a grass verge and curb edging. Natural England is of the view that neither steps nor a slope need creating at this location. The report includes the detail of the two different surface types at table 5.2.1.

Natural England has reviewed its proposals at WBH-5-S023 and agrees that the alternative alignment proposed by interested parties would provide a significantly better coastal experience for walkers compared to Natural England's published proposals. We are therefore proposing a modification that follows walked routes north of the proposed line along a track and public footpath (Thornham FP4). This is shown on the map at Annex C. **We ask the Secretary of State to approve the modification to our proposals as set out in the table and map at Annex C.** The modification can be implemented without additional cost.

Section WBH-5-S024 was part of the published proposals (and existing Norfolk Coast Path route). Natural England is proposing the above modification to the route and so, subject to the Secretary of State being minded to support the above modification this section would no longer be part of the ECP route. The Council has though confirmed it has made improvements to the surface.

Map 5e - Broad Water to Flaxley

Further details of the access improvement requested by the Council between sections WBH-5-S038 and WBH-5-S040 was clarified at a site meeting held with them on the 19th July 2018. This section of the trail is coincident with the existing Norfolk Coast Path National Trail. Because WBH-5-S040 is a PRoW the County Council has a statutory duty to maintain it. In addition, the Norfolk Coast Path's status as a National Trail means that an annual maintenance grant is given to Norfolk Trails to enable the Council to maintain and manage them to National Trail standards which includes undertaking such works as described by the Council, including on PRoW.

Chapter 6: Flaxley to Hunstanton

Map 6a - Flaxley to Hunstanton Links

Proposals between WBH-6-S001 and WBH-6-S007 follow the same route as the existing walked and managed route of the Norfolk Coast Path National Trail. Proposals include the recommendation of five new simple waymark posts and three multi-finger posts to enhance the existing seven simple way mark posts and one multi finger post already in place along these sections. Proposals for scrub clearance are also included within the recommendations, collectively these proposals will assist to guide walkers along a clearly defined route which is currently unrecognisable.

The landowner has confirmed a works programme of scrub clearance has been undertaken along the public right of way. At establishment stage only the proposed waymarking will be required. Regular maintenance of cutting back scrub will be undertaken by the County Council.

Other work will be considered as part of the grant bid at the implementation stage.

Representation number	MCA\Weybourne to Hunstanton\R\121\WBH0658
Organisation/ person making representation	Norfolk County Council / [redacted]
Report chapter	Whole Report
Route section(s)	
Representation in full	
<p>No opposition in principle to the proposals but there appear to be a number of discrepancies in the mapping, particularly in relation to the opportunity to use Variation Order(s) to adjust the legal alignment of the existing Norfolk Coast Path to the used route/proposed English Coast Path route.</p> <p>Chapter 1</p> <p>Map 1e: WBH-1-S012FP Existing route of PW&NCP. Needs variation order</p> <p>Chapter 2</p> <p>Map 2a: WBH-2-S001 The route of the existing PW&NCP is not shown on the map around Blakeney Chapel. Needs variation order</p> <p>Map 2b: WBH-2-S004 The route of the existing PW&NCP is not shown on the map. Needs variation order</p> <p>Map 2d: WBH-2-S018 BY and WBH-2-S022 BY These routes are not following the legal line. New access rights may need to be created</p> <p>Map 2e: WBH-2-S030 BW and WBH-2-S031 BW These routes are not following the legal line. New access rights may need to be created</p> <p>Map 2g: WBH-2-S036 FP This route is not following the legal line. New access rights may need to be created</p> <p>Map 2h: WBH-2-S040 FP The gate at the eastern end of this section is not shown on the DM&S nor does it have s147 consent. Therefore, it should not be there. The gates need to be removed as there is no legal reason for them to be there. Replacing with a kissing gate will compound what is already an illegal situation.</p> <p>Chapter 3</p> <p>Map 3a: WBH-3-S002 and WBH-3-S003 Both of these sections look to be coincident with existing public footpath, Wells FP28. This would need to be checked. May be that new access rights are not needed here.</p>	

Map 3a: WBH-3-S004 MU

The kissing gate at the eastern end of this section may be in satisfactory condition but is not shown on the DM&S nor does it have s147 consent therefore it should not be there. Kissing gate needs removing.

Map 3a: WBH-3-S004; 5; 6 MU,

This route has the legal designation of public footpath. Presume that the Multi Use status is given with permission of landowner and this is not a legal status.

Map 3b: Yellow Line shown for PW&NCP at Holkham Gap and WBH-3-S007

Is yellow line the legal line of the PW&NCP. It is not shown as this on our mapping system. WBH-3-S007 follows line of Holkham FP1 so does not need new access right created.

Chapter 4

Map 4c: WBH-4-S012

Alignment of route is along top of flood bank. A route has been established by use at the base of the bank partly as a result of a stand of Giant Hogweed on the bank itself. Has this been considered, or Hogweed dealt with?

Map 4d : WBH-4-S020 FP

Kissing Gate to be retained. This pre-existing structure may not be authorised under s147 of the Highways Act and will require formal authorisation if there is a stock retention purpose otherwise should be removed.

Map 4e: WBH-4-S029 FP

New kissing gate required. As above this will need s147 authorisation, if for stock retention purposes. Otherwise, cannot be authorised and should not be installed.

Chapter 5

Map 5d: WBH-5-S029 FP

Used route does not follow mapped alignment of Coast Path. Map does not show variation from the existing Trail. Variation Order needed to correct this.

Map 5d: WBH-5-S031/32

Appears to be a slight discrepancy between the mapped route and that of the existing Trail.

Chapter 6

Map 6a/6b: reference unavailable as NE site Chapter 6 will not load.

Proposed Coast path route shown following the promoted route of the National Trail "dune route" of Hunstanton FP13. This route was created following discussions with landowner and golf club, in around 2005. It was subsequently adopted as the route of the promoted National Trail which had previously used FP10 Hunstanton.

Variation Order needed to move National Trail route to new alignment. Current correct route of National Trail not shown on map.

There is local opposition to FP13 becoming more popular because of concerns over erosion of the sea defence.

Natural England's comments

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 authority and paths currently used and managed on the ground as a public right 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 largely 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. However, where the currently walked and managed line of the Norfolk Coast Path National Trail on the ground differs from the legal route, we have proposed the walked line and depict it in our proposals as the legal line.

At locations where Natural England propose changes to the existing line of the Norfolk Coast Path National Trail to either bring it closer to the sea or to improve safety and convenience, Natural England will use submit, separately from this report, a variation report to move the existing line of the Norfolk Coast Path National Trail to coincide with the proposed route of the England Coast Path.

Chapter 1

Map 1e: WBH – 1 – S012FP

The proposed route at section WBH-1-S012 is the same as the currently walked and managed line of the Norfolk Coast Path National Trail, which deviates from the original line of the Norfolk Coast Path National Trail. See preceding paragraph for an explanation of how this will be dealt with.

Chapter 2

Map 2a: WBH-2-S001

The proposed route at section WBH-2-S001 is the same as the currently walked and managed line of the Norfolk Coast Path National Trail, as shown on the National Trails website; the route does not go around Blakeney Chapel. Natural England have therefore depicted it in the proposals as the legal line and no variation order is required.

Map 2b: WBH-2-S004

The proposed route at section WBH-2-S004 is the same as with the currently walked and managed line of the Norfolk Coast Path National Trail, as shown on the National Trails website. Natural England have therefore depicted it in the proposals as the legal line and no variation order is required.

Map 2d: WBH-2-S018 BY and WBH-2-S022 BY

The proposed route of the England Coast Path at sections WBH-2-S018 and WBH-2-S022 is the same as with the currently walked and managed line of the existing Norfolk Coast Path. In places it crosses the existing byway, however the majority of it runs generally north or south of the byway. Natural England agrees the status of this section has been incorrectly labelled on our report maps as a public byway and the mapping has been changed to describe the route as “other existing walked route”. In places where the ECP is not underpinned by existing access rights such as PRowWs, new rights of access are automatically created under Part 1 of the CROW Act.

Map 2e: WBH-2-S030 BW and WBH-2-S031 BW

The proposed route at sections WBH-2-S030 and WBH-2-S031 is the same as the currently walked and managed line of the Norfolk Coast Path National Trail. Natural England acknowledges the majority of this section sits north of the existing public bridleway and therefore on our report map should have been described as “other existing walked route” and we have amended our maps to show that status.

Map 2g: WBH-2-S036 FP

The proposed route at section WBH-2-S036 is the same as the currently walked and managed line of the Norfolk Coast Path National Trail and consistent with a public right of way. There is approximately 66m along the western section which appears to run seaward of the existing walked public right of

way. Natural England acknowledges they should have used a section break at this point with an additional section created to reflect existing status of new section as “other existing walked route”.

Map 2h: WBH-2-S040 FP

Natural England made enquiries to the County Council in 2022 and was told that the gate across the route had been removed. The proposed new kissing gate is therefore not needed.

Chapter 3

Map 3a: WBH-3-S002 and WBH-3-S003

Natural England have checked the alignment data with the Norfolk County Definitive Map and agrees sections WBH-3-S002 and WBH-3-S003 shown on the report maps are coincident with the existing public footpath, Wells FP28. This did not appear on our own GIS mapping, and we have updated our records accordingly to reflect the existing legal status of these sections.

Map 3a: WBH-3-S004 MU

Natural England are not aware that s147 consent was not given for the installation of the existing kissing gate on the walked route of the Norfolk Coast Path National Trail. The Council is the appropriate body to raise and resolve this issue with the relevant landowner and/or land manager. The existing kissing gate is part of a wider gated system leading from the car park and meets National Trail standards.

Map 3a: WBH-3-S004; 5; 6 MU

Natural England thanks the Council for updating us on the legal status of these sections as defined within their definitive map. We have indicated that they are a multi-use route on our report maps because they form part of Sustrans National Route 1. Natural England reflect the status of the sections as “Trail using other existing walked routes” so have amended them accordingly to status of “Trail using existing public right of way or highway.”

Map 3b: Yellow Line shown for PW&NCP at Holkham Gap and WBH-3-S007

The yellow solid line on Map 3b identifies alignment of the mapped Norfolk Coast Path National Trail as given on the Ordnance Survey base map used by Natural England. Having discussed this matter with the Council, we propose that the England Coast Path is along the currently walked and managed route of the Norfolk Coast Path National Trail which differs slightly from the yellow route originally approved. Subject to the proposals being approved by the Secretary of State Natural England will use the proposed National Variation Report process to modify the approved route of the existing Norfolk Coast Path National Trail to coincide with the proposed route of the England Coast Path.

Chapter 4

Map 4c: WBH-4-S012

Natural England has proposed that the England Coast path is aligned on the existing walked and managed route of the Norfolk Coast Path National Trail along the top of the flood bank at section WBH-4-S012. We expect any Giant Hogweed impeding walkers on the existing line will be cleared as part of the Council’s ongoing management of the National Trail.

Map 4d : WBH-4-S020 FP

Natural England is not aware that s147 consent has not been given for the installation of the existing kissing gate on the walked route of the Norfolk Coast Path National Trail. The Council is the appropriate body to raise and resolve this issue with the relevant landowner and/land manager. The kissing gate is required for stock retention purposes.

Map 4e: WBH-4-S029 FP

Natural England has proposed a new kissing gate on this section because the common right holders using this land have confirmed one is required for stock retention purposes. Subject to approval of Natural England’s proposals an appropriate design will be drawn up through discussion with interested parties and the relevant consent secured prior to installation.

Chapter 5

Map 5d: WBH-5-S029 FP

The proposed route at WBH-5-S029 is the same as the currently walked and managed line of the Norfolk Coast Path National Trail, on top of the flood bank.

Map 5d: WBH-5-S031/32

Since the time that we surveyed and recorded the route here there has been a minor change due to new infrastructure having been built. The proposed routes at sections WBH-5-S031 and WBH-5-S032 are the same as the currently walked and managed line of the Norfolk Coast Path National Trail.

Chapter 6

Map 6a/6b: WBH-5-S029

Section WBH-5-S029 is coincident with the currently walked and managed line of the Norfolk Coast Path National Trail, Natural England have therefore depicted it in the proposals as the legal line.

If the existing Trail is still legally on Hunstanton FP10 Natural England will use the proposed National Variation Report process to modify the approved route to coincide with the proposed route of the England Coast Path.

In developing the proposals Natural England consulted the Environment Agency as statutory consultees for sea and flood defence. They responded favourably to the proposed use of FP13 for alignment of the England Coast Path without expressing concern that walkers would erode the dune and undermine its role as a natural sea defence.

Representation number	MCA\Weybourne to Hunstanton\R120\WBH0795
Organisation/ person making representation	Norfolk Local Access Forum / [redacted]
Report chapter	Whole Report
Route section(s)	
Representation in full	

The Role of Local Access Forums

Local Access Forums are independent advisory bodies which operate on a statutory basis to formulate fresh and creative ideas on ways to improve public access and open-air recreation for the benefit of all.

The Norfolk Local Access Forum covers the whole of the county of Norfolk. Members are appointed by the Highway Authority for Norfolk which is Norfolk County Council.

The following guidance comes from: "Guidance on Local Access Forums in England" published by Defra 2007 and revised 2009

3.1 Statutory functions of Local Access Forums

3.1.1 Local access forums are advisory bodies. Section 94 of the CROW Act defines their statutory functions as being to: "advise as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area, and as to such other matters as may be prescribed."

3.1.2 The statutory function of forums was extended by Regulation 22, which prescribes an additional matter on which it is the function of forums to advise, namely: "public access to land in the area for 'any lawful purpose' other than the purposes already mentioned in paragraph 3.1.1 above. (For

mechanically propelled vehicles this further matter is limited to access insofar as this relates to byways open to all traffic).

3.2 bodies to whom forums give advice – “section 94(4) bodies

3.2.1 Section 94 of the CROW Act makes it the statutory function of forums to give advice to the following bodies:

- (i) the appointing authorities (which will be the highway authority or National Park authority)
- (ii) any county, unitary, district or borough council within the area of the forum
- (iii) the Secretary of State (in effect this means any Government Department with a Secretary of State, e.g. Defra and MOD, as well as ‘executive agencies’ such as the Planning Inspectorate and the Highways Agency)
- (iv) Natural England
- (v) the Forestry Commission
- (vi) English Heritage.

3.2.2 Regulation 21 prescribes the following additional bodies to whom it is also the function of forums to give advice:

- (i) Sport England
- (ii) Areas of Outstanding Natural Beauty Conservation Boards
- (iii) Parish and town councils.

Response to the England Coast Path consultation (Weybourne to Hunstanton) from the Norfolk Local Access Forum

On page 12 of the report in the preparation of the report Natural England state that the Local Access Forum have been consulted on the report. The Local Access Forum would like to highlight they have not been consulted. They have received reports from Natural England highlighting progress and providing information made on the report. This is the first time the Local Access Forum has seen the maps and the detail of the proposed route and as such feel that this is erroneous.

The Local Access forum have found the report difficult to access and various sections being online and not included within the report have not been helpful for providing a representation back to Natural England.

The Local Access Forum would also like to highlight that the maps showing the proposed directions to exclude access could usefully have been included in the proposed access route maps rather than oblige readers to superimpose different maps onto one another.

The Local Access Forum are aware of a number of different projects that the Environment Agency are proposing to carry out across this stretch of the Norfolk Coast Path and would like to ensure that these changes are included in the proposals.

The Local Access Forum have a real concern about both the establishment budget and the ongoing maintenance costs and have highlighted these areas of concern to the Highways Authority. In addition, the Local Access Forum are concerned about the long term future of the National Trails and would like to see an annual financial maintenance sum confirmed for an extended period of time.

Detailed notes on each representation follow in the tables below.

Table 1: representations about directions to exclude access

Reference	Representation
Map G: Wells-next-the-Sea	This map is titled “proposed directions to exclude access” and as such the Local Access Forum would like to highlight the loss of current access to this area. This area does host a series of sailing events throughout the year, it is used informally by walkers who do not require permission to use this stretch currently.

Map I: Gun Hill	Again, the Local Access Forum are aware of recreational use of this area and would welcome the formalisation of a restriction protecting ground nesting birds
Map J: Burnham Overy Staithe	<p>This map is titled “proposed directions to exclude access” and as such the Local Access Forum would like to highlight the loss of access to this area. This area does host a series of sailing events throughout the year, it is used informally by walkers who do not require permission to use this stretch currently.</p> <p>Additionally, it is worth while noting that during the summer months this area at low tide is a haven for holiday makers who walk across the creek at low tide with their children to enjoy open air recreation opportunities on the salt marsh. As such the Local Access Forum is opposed to the proposal to limit this access.</p>
Map K: Titchwell Marsh Nature Reserve	<p>The local access forum would advise Natural England that a different route, one away from the A149 would be a preferred option and have added more detail on the map extract.</p> <p>Members of the local access forum have walked this stretch and would expect to see a surface improvement being included in the establishment of the route if indeed this is the final route</p>
Map L: Holme Dunes	The proposal to exclude access does not appear to take account of the current permit system which is operated from the Norfolk Wildlife Trust and would like the map amended to reflect this current practice.

Chapter 1: Weybourne to Blakeney Chapel

There a number of significant changes the Local Access Forum would like to see reflected in the report and the detail is included in this section of the representation.

See below for detailed comments.

Table 2: Representations about proposed Coastal Access Chapter 1 (Weybourne to Blakeney Chapel).

Reference	Representation
Map 1A	The local access forum would like to see some improvements in this stretch to improve the walked experience
Map 1B, 1C and 1D – The Quag to Cley Eye	<p>The proposed alignment takes the route away from the sea and aligns onto a fence line which is very difficult to walk throughout the year and is often underwater making walking near impossible on this proposed line.</p> <p>The Local Access Forum would welcome an inland alternative to the stretch of the Coastal Access proposals as this stretch of the Coast Path has been inundated and damaged over the past 3 years preventing access. The proposed rollback in the area would not be tenable as once the shingle bank is breached the fields through to the A149 are inundated hence the alternative needs to be able to provide year round access</p>
Map 1E – Cley Eye to Blakeney Chapel	The Local Access forum have been seeking clarity over Cley FP4 and the changes in the Environment Agency flood defence management in this area will address this. The proposal report should reflect the changes.

The Local Access Forum would like to establish no road walking as a general principle for Coastal Access to make the route as safe as possible and would like Natural England to incorporate the Environment Agency's proposals for realignment here to address that issue.

Chapter 2: Blakeney Chapel to Wells Lifeboat Station

Opportunities for additional countryside access are welcomed on this stretch although a number of key points linked to the Natural England proposals do not appear to have been funded through the proposal.

See below for detailed comments.

Table 3: Representations about proposed Coastal Access Chapter 2 (Blakeney Chapel to Wells Lifeboat Station).

Reference	Representation
Map 2A - Blakeney Chapel to Blakeney	
Map 2B - Blakeney to Morston Downs	The Local Access Forum welcomes the opportunity for landward spreading room within the proposal and also welcome the opportunity to remove the difficult section of coastal access at WBH-2-S009 but would highlight that within the proposal there is no description of the surface proposed here nor any budget allocated for carrying out these works.
Map 2C - Morston Downs to Morston	Again, the rationalisation of the route in this area is to be welcomed but again there appears to be no budget in place for surfacing works on the flood bank at WBH-2-S015.
Map 2D - Morston to Stiffkey Sluices	The Local Access Forum are aware of difficulties in managing this stretch of the coast path for a variety of different users and would encourage Natural England to confirm if the walked route of the National Trail could be kept separately to Morston BOAT 7 for clarity and cohesion.
Map 2E - Stiffkey Sluices to Stiffkey Greens	
Map 2F - Stiffkey Greens to Stiffkey sewerage works	
Map 2G - Stiffkey sewerage works to Warham Greens	As a Local Access Forum there is disappointment about this stretch of the Coastal Access report having a proposed direction in place. This does not reflect the current recreational use of the area and indeed on the maps prepared by Natural England it does show two paths running into the salt marsh
Map 2H - Warham Greens to Wells-next-the-Sea	
Map 2I - Wells next the Sea to Wells Lifeboat station	The Local Access Forum request that Natural England review this proposal in light of possible parking restrictions in the area and in light of what would appear to be four road crossings in the area. There are no elements of road signage included in the report and we would ask Natural England to review this.

Chapter 3: Wells Lifeboat Station to Burnham Overy Staithe

The tidying up of the map is welcomed as would additional signage through the route

See below for detailed comments.

Table 4: Representations about proposed Coastal Access Chapter 3 (Wells Lifeboat Station to Burnham Overy Staithe).

Reference	Representation
Map 3A - Wells Lifeboat Station to Holkham Meals	Natural England appear to have aligned the route through the car park at Wells and would ask this to be reviewed with the landowner to reflect on the opportunity to use an adjacent woodland walk
Map 3B - Holkham Meals to Holkham West Sands	The proposed routing of WBH-3-007 and 008 in this area is welcomed.
Map 3C / Map 3D / Map 3E	<p>Tidying up of the route in this area is welcomed</p> <p>The Local Access Forum would highlight the significant amount of public use the Overy marsh area receives on an annual basis. This forms the access route to the sailing club moorings, this marsh is extensively used during the summer by families enjoying the area and also provides excellent opportunities for canoeing.</p>

Chapter 4: Burnham Overy Staithe to Brancaster

This stretch remains largely unchanged apart from the fact that the Environment Agency are well progressed with potential flood bank management and access improvements and this needs to be reflected in the proposal in the area

See below for detailed comments.

Table 5: Representations about proposed Coastal Access Chapter 4 (Burnham Overy Staithe to Brancaster).

Reference	Representation
Map 4A - Burnham Overy Staithe to Norton Marsh	
Map 4B - Norton Marsh	
Map 4C - Deepdale marsh	WBH-4-S013RB may be addressed during the Environment Agencies flood bank management programme. This needs to be reflected in the report
Map 4D - Brancaster Staithe	The Local Access Forum are disappointed there is no surface improvements proposed in this area. This has been raised with Natural England on a number of occasions and the Local Access Forum are aware that the Senior Trails Officer has raised management concerns on this stretch of coastal access with Natural England over an extended time period and would have expected this to be included in the proposals
Map 4E - Brancaster Staithe to Brancaster	

Chapter 5: Brancaster to Flaxley

See below for detailed comments.

Table 6: Representations about proposed Coastal Access Chapter 5 (Brancaster to Flaxley).

Reference	Representation
Map 5A - Brancaster to Titchwell Nature Reserve	<p>There has been a historical difference between the walked line and the definitive map and the Local Access forum would enquire if this issue has been resolved</p> <p>The stretch between S007 and S011 does not appear to have been costed and this stretch seems as if it is aligned along a drain system. There is concern about both the establishment and the management costs of this part of the route.</p>
Map 5B - Titchwell Nature Reserve to Thornham	<p>The Local Access Forum considers that the use of the footway along the busy A149, and the need to cross and re-cross it, are not consistent with the characteristics of a National Trail, and would like to see the principle of no road walking applied on this stretch of the proposal as it does not appear to be a desirable route for walking.</p> <p>The Local Access Forum will be encouraging the Highways Authority to object to this stretch of the proposal due to both the experience of walking the route and the difference in the safety requirements of small coastal pavements serving small communities to large numbers of walkers using the National Trail.</p> <p>We request that Natural England explores further the possibilities of securing a route which is always north of the A149 and as far as possible does not require walking along its footways. In particular, we hope that a route through the RSPB site could be agreed, then using the northern margin of the field to the west of the site.</p>
Map 5C - Thornham to Staithe Lane	<p>The Local Access forum would ask Natural England to revisit this proposal in light of the principle of no road walking. We recommend realignment of the proposal onto Thornham FP4 and use the track to connect the coast path onto Green Lane.</p>
Map 5D - Staithe Lane to Broad Water	
Map 5E - Broad Water to Flaxley	

Chapter 6: Flaxley to Hunstanton

See below for detailed comments.

Table 7: Representations about proposed Coastal Access Chapter 6 (Flaxley to Hunstanton).

Reference	Representation
Map 6a - Flaxley to Hunstanton Golf Links	<p>The Local Access Forum feel that the route should end on the Green at Hunstanton to create the start end point as a focal aspect of the National Trail experience</p>

Natural England's comments

The Role of Local Access Forums

Natural England acknowledge the support and input of Local Access Forums across England.

Response to the England Coast Path consultation (Weybourne to Hunstanton) from the Norfolk Local Access Forum (Norfolk LAF).

Natural England acknowledge that the final report of our Coastal Access proposals has only been available for the Norfolk LAF to view from publication date. The comments presented at page 12 of the report were not intended to suggest that they had had early sight of the published report. The Norfolk LAF have been kept abreast of our work as we developed our proposals through Natural England's attendance at a number of Norfolk LAF meetings prior to publication of the proposals. At these we provided an overview of our evolving proposals and answered any questions raised. We feel attending these meetings has provided an opportunity for good consultation with the LAF prior to the report's publication and we very much value the LAFs input throughout the stretch development process.

Natural England are sorry to learn the Norfolk LAF have found the report difficult to access despite Natural England providing a hard copy of our report to the Forum. We advertise that we welcome completed paper copies of the forms to assist those organisations and individuals who may have difficulties in accessing the report online.

The LAF is concerned about the small implementation budget, and we would like to reassure the LAF that the figure given is an estimate calculated at the time we published our report. The Council will assess the approved route and calculate the current cost of establishment then bid to us for this funding in full. This is a relatively small sum for a 60 km stretch but reflects the fact that it's largely based on an existing National Trail - the Norfolk Coast Path, which was established in 1986 and has been managed and maintained by the county for 32 years with substantial grant funding from central government.

As a National Trail the England Coast Path is subject to the national position regarding maintenance standards and the contribution that central government makes to achieving these. This is based on the New Deal Funding Formula agreed with the National Trail Partnerships. Using changes to the formula since publication we estimate the annual maintenance cost will be £42,248. The funding formula requires a local contribution at a ratio of at least 1:3. We are also working with the Trail Partnerships and Coastal Access Authorities to explore options for a more sustainable funding model, ensuring these important national assets are maintained into the future.

Table 1: representations about directions to exclude access

Map G: Wells-next-the-Sea

Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map I: Gun Hill

Natural England thanks the Norfolk LAF for their support to this proposal to restrict access during the breeding season for ground nesting birds in the Gun Hill area.

Map J: Burnham Overy Staithe

Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map K: Titchwell Marsh Nature Reserve

Natural England explored a variety of options for alignment of the England Coast Path at Titchwell Nature reserve and these are summarised within the report. The LAF wrote that they had 'added more detail on the map extract' but the representation did not include the map extract and therefore Natural England are unable to check the route they refer to against those listed within the report.

Natural England undertook a site visit on 20th July 2018 following the comments received during the publication period regarding improved surfacing. At the site meeting the site manager confirmed the land along the western end of WBH-5-S008 is lower-lying than surrounding ground and can become boggy regularly but confirmed the sections either side were not regularly boggy and were accessible on foot year-round. We therefore aim to make improvements to WBH-5-S008 and it likely that a boardwalk will be needed at a cost of around £9,000. This improvement has the support of the landowner.

Map L: Holme Dunes

At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members. We have proposed that CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds, and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures.

Chapter 1: Weybourne to Blakeney Chapel

Table 2: Representations about proposed Coastal Access Chapter 1 (Weybourne to Blakeney Chapel)

Map 1a

The LAF has not given any details of what improvements it would like to see. The proposed route follows the alignment of the current Norfolk Coast Path National Trail and so the Council should be currently maintaining it to necessary standards.

Map 1b, 1c and 1d – The Quag to Cley Eye

The proposed route follows the existing walked and managed route of the Norfolk Coast Path National Trail on maps 1b to 1d along a shingle ridge.

Natural England references the fence line between WBH-1-S005 and WBH-1-S006 for the purposes of identifying the landward boundary of coastal margin, it does not identify the route. The walked route of the existing Norfolk Coast Path National Trail and proposed alignment of the England Coast Path are seaward of the fence line. At the eastern end of WBH-1-S006 areas of landward coastal margin are low lying resulting in some areas of standing water which in places and at different times of the year encroach across the walked route of the Norfolk Coast Path National Trail and proposed line of the England Coast Path. Higher ground found within the coastal margin and along the landward side of the shingle ridge provides a route for walkers during periods when the main route is under standing water. Advisory notices can be installed at establishment stage at either end of section WBH-1-S006 to provide guidance to walkers concerned of crossing standing water.

Optional alternative routes are proposed at report stage where the proposed ordinary route is affected by regular flooding or tidal action. Whilst we're aware that the existing Norfolk Coast Path National Trail became impassable along this section during the 2013 tidal surge, it is not affected by regular flooding or tidal action so it would not be appropriate for us to propose an optional alternative route for any part of the proposed trail in chapter 1 of our report. The LAF has assumed that rollback is incremental and would not be used when the inland marshes are flooded but the process allows us to create a new ordinary route at an inland point that is not affected by the impacts of any breach.

After commencement of coastal access rights, temporary routes are sometimes necessary locally if situations arise that could not be foreseen at report stage such as a tidal surge. We would like to reassure the LAF that we can work with the access authority to swiftly put this in place whenever it might be needed on the trail after commencement.

Map 1e – Cley Eye to Blakeney Chapel

Natural England's proposals acknowledge that there is scope to potentially provide a walking route seaward of the existing proposed route at Cley as described at page 33 of the Overview and Natural England have since had further discussions with both the Environment Agency (EA) and Norfolk County Council (NCC) about this prospect.

The EA have now completed the flood management works at Cley and have installed a c.220 metre boardwalk along the marsh edge as an access route to the flood defence works. The boardwalk joins route section WBH-1-S016 to route section WHS-1-S022, providing a convenient route in closer proximity to the sea, with good coastal views that would otherwise be obscured on the proposed route.

NCC are currently working on various extinguishment and creation orders to rectify the public rights of way network at Cley, which will create a public right of way along the EA boardwalk. NCC agree with NE that the boardwalk provides a better route for the ECP, also noting that it would avoid a short section of road without a footway on route section WBH-1-S019.

The EA are content for the boardwalk to be used for recreational access but have raised a concern that on very rare occasions the boardwalk could be submerged and inaccessible from tidal inundation. We have agreed with NCC that this can be managed with signage, directing people to an optional alternative route when the boardwalk is submerged, via the route of the ECP that was originally proposed.

The EA also indicated that if the ECP were aligned along the boardwalk and there should come a time when it was no longer required by them for access, they would want another party to take on the management of the boardwalk. NCC have indicated that they would be likely to take on the maintenance of the boardwalk if it ceased to be managed by the EA.

The boardwalk is mainly on unregistered land. The EA wrote to all local residents regarding their plans and provided factsheets and did not receive any response from the registered landowner.

Natural England is content to amend the proposed route of the ECP at Cley and includes details of a proposed modification at Annex A. This modified route would follow the EA boardwalk, joining route section WBH-1-S016 to route section WHS WBH-1-S022, with an optional alternative route along the existing route of the current Norfolk Coast Path National Trail (previously proposed as route sections WHS-1-S017 to WHS-1-S021). The modification can be implemented at a cost of around £500 for additional signage. **We ask that the Secretary of State approves the modified proposal as set out in the map and table at Annex A.**

Chapter 2: Blakeney Chapel to Wells Lifeboat Station

Map 2b – Blakeney to Morston Downs

Natural England thanks the Norfolk LAF for their support to the proposed inland spreading room at section WBH2-S007 and alignment at WBH-2-S009.

Natural England had a site visit with the Council on 19th July 2018 to investigate the surface at WBH-2-S009 and adjacent WBH-2-S010. The existing surface is bare soil, but adjacent sections have an upgraded surface providing a route that is wheelchair accessible. **Natural England recommends, if the Secretary of State is minded agree, that the surfaces at sections WBH-2-S009 & WBH-2-S010 are upgraded to the same standard to enable wheelchair access between Blakeney and Morston with a cost of approximately £12,000.** The Secretary of State should note that these sections are subject to an objection by Christopher Kernon which suggests modification to the route in this area..

Map 2c – Morston Downs to Morston

The surface at section WBH-2-S015 is described as grass which will be mown regularly. This is a typical surface and management regime along a number of other sections of the existing National Trail where it is aligned along a flood bank and provides a suitable surface for walkers on foot. The

Environment Agency did not ask for any surfacing at section WBH-2-S015 during our consultations with them whilst developing our proposals.

Map 2d – Morston to Stiffkey Sluices

The proposed route of the England Coast Path at sections WBH-2-S016 to WBH-2-S027 is the same as the currently walked and managed line of the existing Norfolk Coast Path National Trail. The managed route mainly runs adjacent to the existing Byway Open to All Traffic (BOAT); there are however crossing points with the existing BOAT. Section WBH-2-S024 is the same as the existing BOAT. To clarify the legal rights for users Natural England recommends it would be prudent to provide signs at such locations. **If the Secretary of State is of a mind to support this recommendation Natural England will provide additional signage here.** We estimate 9 signs will be needed at an estimated cost of £700.

It is noted that the route, when surveyed was wrongly identified as following sections of the existing BOAT and so the status of some sections have been incorrectly labelled in the report - WBH-2-S018, WBH-2-S022 and WBH-2-S023 should instead have the status of “trail using other existing walked route”. The existing BOAT is in close proximity but for ease of management of the different activities it was agreed with the Norfolk Coast Path National Trails team to continue to retain the two separate routes as far as practically possible. Natural England has updated its mapped data accordingly.

Map 2g - Stiffkey Sewerage Works to Warham Greens

Please see Annex E in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map 2i – Wells Next the Sea to Wells Lifeboat Station

Natural England thanks the LAF for informing them about potential parking restrictions coming into operation at the Quay Car Park. The proposals recommend alignment to the south of the car park. The proposed route of the England Coast Path is coincident with the existing managed and walked route of the Norfolk Coast Path National Trail here. The County Council already manage it on behalf of the Norfolk Coast Partnership and have a duty to assess any road crossings which worry them as part of their ongoing work to manage and maintain it. If there are concerns we would encourage the LAF to raise them with the Council requesting they reassess the area and take any action required to remedy any issues flagged.

Our own site assessments on this part of the stretch confirmed that the existing alignment here best meets the criteria we work to in the Coastal Access Scheme, and that there is good visibility in either direction at the road crossing points. We did however feel that additional signage would be helpful at the road crossing points WBH-2-S052 and WBH-2-S054 to raise awareness of their locations as crossing points for the existing Norfolk Coast Path and proposed England Coast Path National Trail. Elements of road signage are not detailed in the report but have been recorded during the mapping process of the proposed trail.

Chapter 3 – Wells Lifeboat Station to Burnham Overy Staithe

Map 3a – Wells Lifeboat Station to Holkham Meals

Natural England welcomes the information provided by the Norfolk LAF advising there is an available woodland walk adjacent to the proposed route. The landowners also submitted this change as part of their objection form, recommending use of the woodland walk instead of the car park. Having investigated the route with the County Council on 19th July 2018 Natural England confirms it supports the proposed amendment to the alignment and **asks the Secretary of State to approve the modified alignment as set out in Annex B.**

Map 3b – Holkham Meals to Holkham West Sands

Natural England thanks Norfolk LAF for their support to this proposal.

Map 3c/Map 3d/Map 3e

Natural England thanks the Norfolk LAF for providing the information in respect of the existing public use the Overy Marsh area receives. Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Chapter 4: Burnham Over Staithe to Brancaster

Map 4c – Deepdale Marsh

The EA has confirmed (2023) that they plan to refurbish the steps. A ramp up the seaward side of the bank, used by EA for maintenance access already exists a few metres away in the seaward margin and would be obvious and available to ECP users.

Map 4d - Brancaster Staithe

The LAF comments that it is disappointed that no surface improvements are proposed in this area. The Norfolk Trails team has confirmed that largescale surface improvements have been made in 2022 involving widening and surfacing.

Chapter 5: Brancaster to Flaxley

Map 5a – Brancaster to Titchwell Nature Reserve

The County Council has a statutory role in relation to resolving differences between the walked and definitive map line of Public Rights of Way and we recommend this issue is referred to them.

The proposed alignment of the trail between WBH-5-S007 and WBH-5-S011 is along grassed field edges and not the drain system referenced by the Norfolk LAF. Establishment in this area will include mowing, with the installation of one multi finger post at the eastern end of WBH-5-S008 and two simple waymark posts at either end of WBH-5-S009. An estimate of the cost has been included within the overall establishment estimate on page 30 of the Overview section of our report but this will be updated as part of the Council's route audit and grant bid. Note the additional proposed infrastructure in our response to the Norfolk County Council representation. This new boardwalk along the western end of WBH-5-S008 would be an additional estimated cost of £8000.

Map 5b – Titchwell Nature Reserve to Thornham

Natural England note that the LAF do not regard the proposed route to be consistent with the characteristics of a National Trail and would like to see the principle of no road walking applied on this stretch of the proposals as it does not appear to be desirable for walking.

The Approved Coastal Access Scheme acknowledges there are occasions when it is necessary to include road crossing points in developing proposals and the approach to this is clarified at 4.2.4. Natural England adopted the same approach in identifying the road crossings along this section in consultation with Norfolk County Council's highway engineer.

We also note the LAFs comment that it will be encouraging the Highways Authority to object to this stretch of the proposals – please see our comments above on the Council's representation on this point and separate comments on its objection.

Section 5.2.2 of our report lays out the alignment options we considered for this section of the path and the reasons we opted for the proposed route as opposed to others including possible options north of the A149.

Map 5C – Thornham to Staithe Lane

Natural England thanks the Norfolk LAF for submitting their preference of a route along Thornham FP4 and track.

Natural England has reviewed its proposals at WBH-5-S023 and agrees that the alternative alignment proposed by interested parties would provide a significantly better coastal experience for walkers

compared to Natural England's published proposals. We therefore propose a modified alignment that follows walked routes north of the proposed line along a track and public footpath (Thornham FP4). **We ask the Secretary of state to approve the modification as shown on the map and revised proposal table at Annex C.** The modification can be implemented without additional cost.

Chapter 6: Flaxely to Hunstanton

Map 6A – Golf Links

Natural England appreciates the appeal of creating a focal point at the start and end of each stretch, however our duty is to propose a route enabling walkers to make a continuous journey around the entire coast. Having the Green as a start/end point is a legacy of it being the end of the current Norfolk Coast Path and would not otherwise be a consideration because the ECP needs to follow the alignment criteria in the Scheme. It also needs to join up with the route as proposed in adjacent stretches. The LAF's proposed realignment would add an unnecessary deviation from the coast whereas the approved route seaward of the Salad Bowl Café allows for better continuity of the onward journey along the coast. Current signage near the Cafe is to town centre attractions.

Representation number	MCA\Weybourne to Hunstanton\R1166\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Overview
Route section(s)	Map G on Page 39: Proposed Directions to Exclude Public Access. Land north and south of Stonemeal Creek
Representation in full	
<p>We object to the proposed exclusions of public access over these areas; they are unreasonable in their extent and lack adequate justification. They show an acute misunderstanding of this coast. These creeks, salt marshes and flats are an intrinsic part of this coast and have been enjoyed by the people of north Norfolk for generations. Attempting to exclude these areas from publicly accessible coastal margin runs contrary to the very ethos of improving public access to the Norfolk Coast.</p> <p>The suggestion that these restrictions may justified on account of the new coastal path attracting more people into this area are doubtful, when you consider that the "Peddars Way/Norfolk Coast Path has been in place here as a designated National Trail for over 30 years.</p>	
Natural England's comments	
Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number	MCA\Weybourne to Hunstanton\R1167\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Overview
Route section(s)	Map J on Page: Proposed Directions to Exclude Public Access. Land North of Burnham Overby Staithe

Representation in full	
<p>We object to the proposed exclusions of public access over these areas; they are unreasonable in their extent and lack adequate justification. They demonstrate an acute misunderstanding of this coast.</p> <p>These creeks, marshes and flats are an intrinsic part of this coast and have been enjoyed by the people of north Norfolk for generations. Attempting to exclude these areas from publicly accessible coastal margin runs contrary to the very ethos of improving public access to the Norfolk Coast.</p> <p>The suggestion that these restrictions may justified on account of the new coastal path attracting more people into this area are doubtful, when you consider that the "Peddars Way/Norfolk Coast Path has been in place here as a designated National Trail for over 30 years.</p>	
Natural England's comments	
<p>Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\312\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Overview
Route section(s)	Map L on Page 44: Proposed Directions to Exclude Public Access. Holme Dunes
Representation in full	
<p>We object to the proposed exclusion of this area, to allow entry charges. This is unfair on the public. The wildlife trust should instead be encouraged to find other ways of raising funds.</p>	
Natural England's comments	
<p>Natural England is required, in developing the proposals, to ensure they do not have a significant effect on the business interests of a landowner as described at sections 5.3.1 to 5.3.4 of the Coastal Access Scheme. The Nature Reserve already has a land management exclusion established when rights under the Countryside and Rights of Way Act commenced, to reflect the existing arrangement for entry charges for non-Norfolk Wildlife Trust members. Our proposals enable this existing management to continue when coastal access rights commence along this stretch. As such we are not proposing any change to the current system.</p>	

Representation number	MCA\Weybourne to Hunstanton\R162\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 1
Route section(s)	WBH-1-S001; WBH-1- S006*; WBH-1-S007* to WBH-1-S008*; WBH-1-S009; WBH-1-S010

Representation in full
<p>The proposal for this section needs a complete re-think. Far too much length of the proposed path would follow the shingle bank. This surface is very hard going, and would result in the exclusion of a not inconsiderable section of the population. Natural England should utilise its powers to enter onto land if necessary, in order to create a path that is aligned so as to avoid much more shingle walking than this, in order for the trail, as a whole, to be reasonably accessible.</p>
Natural England's comments
<p>Natural England spent considerable time investigating if a suitable alignment was available which avoided the shingle bank, as we agree that it makes for quite difficult walking, though it is still well used and enjoyed by many walkers. We were unable to identify such a route. Our report outlines the other options we considered along these sections of the stretch at 1.2.2 and gives our reasons for not proposing them as the route. The proposed line therefore continues to follow the existing walked and managed route of the Norfolk Coast Path National Trail.</p>

Representation number	MCA\Weybourne to Hunstanton\R161\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 1
Route section(s)	WBH-1-S018, WBH-1-S019, WBH-1-S020
Representation in full	
<p>We submit that this section needs very careful reconsideration.</p> <p>It is a matter of grave concern that, after WBH-1-S017, the proposed route would suddenly leave the public footpath that it has been following up to that point, to instead head away from the sea to join a section of often heavily trafficked "A" class road, part of which is without a footway.</p> <p>It is notable that the question of instead continuing along the public footpath (Cley next-the-Sea Footpath No.4), in order to link WBH-1-S017 directly with WBH-1-S021, is not even considered in your section entitled "<i>1.2.2 Other options considered: Maps 1a to 1e: Weybourne to Blakeney Chapel</i>". This suggests that the option was not considered. This is a grave oversight.</p> <p>No explanation is given for leaving the footpath, and instead following a route farther away from the sea and affected by traffic associated with an "A" class road. Doing so, for no good reason, would seem to go against the very ethos of the Coastal Access Scheme. The section of A149 road that is proposed is very often congested with traffic.</p> <p>We are aware that part of the public footpath has been obstructed, unlawfully. However, the attached document, provided by the local highway authority, the Norfolk County Council, under the Environmental Information Regulations, shows that, as long ago as 2105, that authority had researched and identified the alignment of the path, and had, in the same year, held discussions with the Environment Agency to identify what works were needed to make the path available to the public. You will note that a timeframe of 12 months was being suggested by the Environment Agency at the time.</p> <p>Bearing in mind the local highway authority's ongoing duties under Section 130 of the Highways Act 1980, it is not clear why the path has not yet been made available to the public.</p> <p>This situation here is, in any case, is entirely unlawful.</p>	

For the purposes of the present Coastal Access proposal, Natural England should have properly considered the merits of using Cley next-the-Sea Footpath No.4 to link directly with WBH-1-S021, instead of using the A149 road, and considered this as though the path were free of unlawful obstruction.

Removing the obstruction should be viewed as part of the works needed to bring the new Coastal Path into a fit state for public use – with an important exception, in this case, whereby Natural England would look to the party responsible for the obstruction to carry out the works. If necessary, Natural England would be able to serve notice upon the local highway authority, under Section 130A of the Highways Act 1980, to require that authority to secure the removal of the obstruction.

(See supporting documents Annex D)

Natural England's comments

Natural England apologise for the oversight that the consideration to use footpath 4 seaward of the proposals was not included within the summary of other options considered. Natural England explored this option but were advised both by the Open Spaces Society in previous correspondence as well as the Council and Environment Agency that the footpath is currently inaccessible.

Natural England's proposals acknowledge that there is scope to potentially provide a walking route seaward of the existing proposed route at Cley as described at page 33 of the Overview and Natural England have since had further discussions with both the Environment Agency (EA) and Norfolk County Council (NCC) about this prospect.

The EA has now completed the flood management works at Cley and has installed a c.220 metre boardwalk along the marsh edge as an access route to the flood defence works. The boardwalk joins route section WBH-1-S016 to route section WHS-1-S022, providing a convenient route in closer proximity to the sea, with good coastal views that would otherwise be obscured on the proposed route.

NCC are currently working on various extinguishment and creation orders to rectify the public rights of way network at Cley, which will create a public right of way along the EA boardwalk. NCC agree with NE that the boardwalk provides a better route for the England Coast Path (ECP), also noting that it would avoid a short section of road without a footway on route section WBH-1-S019.

The EA is content for the boardwalk to be used for recreational access but has raised a concern that on very rare occasions the boardwalk could be submerged and inaccessible from tidal inundation. We have agreed with NCC that this can be managed with signage, directing people to an optional alternative route when the boardwalk is submerged, via the route of the ECP that was originally proposed.

The EA also indicated that if the ECP were aligned along the boardwalk and there should come a time when it was no longer required by them for access, they would want another party to take on the management of the boardwalk. NCC have indicated that they would be likely to take on the maintenance of the boardwalk if it ceased to be managed by the EA.

The boardwalk is mainly on unregistered land. The EA wrote to all local residents regarding their plans and provided factsheets and did not receive any response from the registered landowner.

Natural England is content to amend the proposed route of the ECP at Cley. This modified route would follow the EA boardwalk, joining route section WBH-1-S016 to route section WBH-1-S022, with an optional alternative route along the existing route of the current Norfolk Coast Path National Trail (previously proposed as route sections WHS-1-S017 to WHS-1-S021). The modification can be implemented at a cost of around £500 for additional signage. **We ask that the Secretary of State approves the modified proposals set out in Annex A.**

Representation number	MCA\Weybourne to Hunstanton\R160\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 2
Route section(s)	WBH-2-S001
Representation in full	
<p>The proposed route departs from the legal alignment of the public footpath that it has been following, to instead follow a less coastal route, situated on the south side of a re-aligned River Glaven.</p> <p>In 2005/6 the Environment Agency (EA) carried out works to re-align the tidal River Glaven. The result of those works was to breach the public footpath Cley next-the-Sea Footpath No. 23 in two locations by the re-aligned river. And yet, no lawful authority was ever given to breach the public path here.</p> <p>Although a diversion order was drafted by the district council in 2005, this was never followed through and the EA instead went ahead with breaching the path, without lawful authority. Both district and county councils have been aware of the situation since 2006, but neither have shown any inclination to exercise their, purely discretionary, powers to make an order to stop up the path, so it seems quite reasonable to suppose that they do not intend to do so. (Even if they did, any such order would be open to strong opposition.) The county council, as local highway authority, has ongoing statutory duties to protect and assert the rights of the public to the use of the path, and to ensure that it be kept in a fit state of repair.</p> <p>Natural England should be giving very careful consideration to the existence of this public path, when proposing the route that the new coastal path should follow. The consultation document does not contain any evidence that this has been considered. WBH-S-001 is not listed in your section entitled “2.2.2 <i>Other options considered: Maps 2a to 2i Blakeney Chapel to Wells Lifeboat Station</i>” and it would therefore appear that following Cley next-the-Sea Footpath No. 23 in its entirety has not been properly considered by Natural England.</p> <p>The EA acted illegally when they wilfully breached the public path. The public path remains legally in existence, because the breach was not a natural occurrence, e.g. erosion, but the result of man-made works carried out by the EA. In view of this, the highway authority can now, quite legitimately, look to the EA to restore the path to a state suitable for public use, either, by undoing the works or (more practicably), by providing bridges at the required locations. The highway authority has powers to secure this.</p> <p>The existing route of Cley next-the-Sea Footpath 23 is superior, because it is more coastal, i.e. nearer to the sea. It also offers the public considerably more interest, not only on account of its more coastal location, but also because it goes past the remains of Blakeney Chapel, a Scheduled Ancient Monument. This was always a well-documented feature of the National Trail in guide-books, prior to the re-alignment of the River Glaven by the Environment Agency which rendered this part of the Trail inaccessible. Your proposed route WBH-S-001, by comparison, south of the re-aligned river, is much less coastal, and offers the public no experience of the Blakeney Chapel site. It is significantly inferior.</p> <p>Natural England should consider Cley next-the-Sea Footpath No. 23 as though it were not currently unlawfully breached by the re-aligned river. Restoring the links across the river should be viewed as being part of the physical works needed to open up the new Coastal Path. The important difference is, in this case, that Natural England could <i>look to the party responsible for the breach</i>, to carry out the works. If necessary, Natural England could use the provisions of Section 56 of the Highways Act 1980 to enforce the local highway authority's duty to put the footpath into a proper state of repair. (The local highway authority would then, in turn, use their powers to force the Environment Agency to make amends.)</p>	

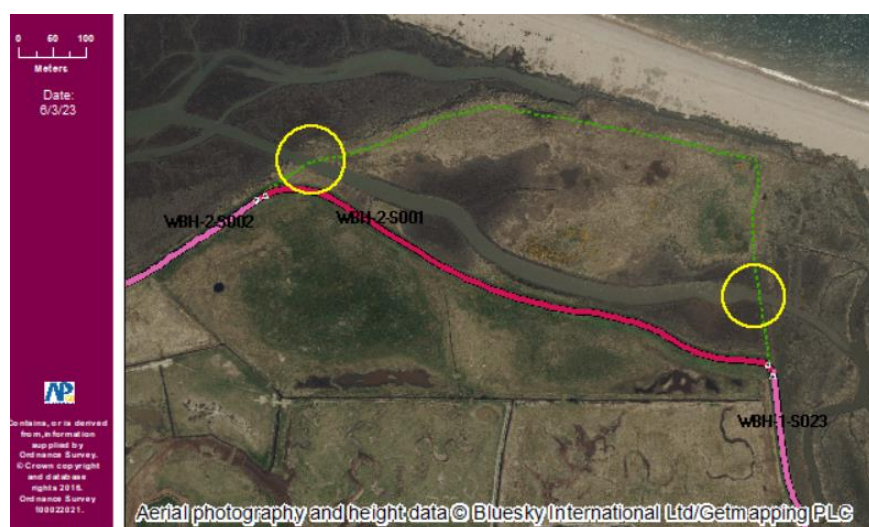
Natural England's comments

Natural England thanks the Open Spaces Society for providing the historical context for Footpath 23. Natural England does not have a statutory duty to resolve the unlawful breaching of public paths, PRow issues are dealt with by the local authority. In this instance we considered existing walked routes in the area, subject to them meeting the criteria of the Scheme. Natural England's proposals make use of the existing walked and managed route of the Norfolk Coast Path National Trail.

We did not include reference to consideration of FP23 within the table of other options but can confirm it was considered but not identified as our preferred route given its current condition. To cross the realigned River Glaven would need two bridges in the saltmarsh to cross channels that are 15m and 20m wide and so the public cost could not be justified for the amount of benefit. (The National Trust has recently announced it would reinstate a saltmarsh bridge a few miles away and has given a cost of £250,000 for a 17m bridge).

If in the future FP23 becomes fully accessible to National Trail standards there is scope for the trail to be varied onto it.

Route of FP23 (green) with highlighted missing bridges



Representation number	MCA\Weybourne to Hunstanton\R170\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 2
Route section(s)	WBH-2-S019 to WBH-2-S021
Representation in full	
We object to this proposed re-alignment away from the established route of the national trail, because the proposed alignment is more circuitous, less convenient for the public, and further away from the sea.	
Natural England's comments	
Natural England accepts that the proposed route at Morston is less direct than the existing route of the Norfolk Coast Path National Trail. We are proposing this route as it provides a firmer surface for	

walkers because it is dryer by comparison with the existing route which at times is inundated by high tide. The existing route remains available as it is a public byway.

The photograph below shows the current National Trail route in orange and the proposed route (in blue). The second photo shows the current saltmarsh damage caused by multiple tracks as people try to find a dry route.



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Representation number	MCA\Weybourne to Hunstanton\R158\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 3
Route section(s)	Proposed Landward Spreading Room associated with WBH-3-S001 to WBH-3-S009

Representation in full	
<p>The extent of the landward spreading room proposed here is inadequate. It is vitally important to understand the character and history of this part of the Norfolk coastline. The amount of land which lies 'inland' from the shore-line, but which is nonetheless and intrinsic part of the 'coast', will be extensive, and it is reasonable to expect the extent of proposed spreading room properly to take account of this, in order to allow for public enjoyment of what <i>actually constitutes</i> the 'coast' here.</p> <p>Along this stretch, the Old Sea Wall should be taken as the obvious landward extent of the spreading room, because everything north of that feature will historically be part of the coast.</p> <p>Much of this area is now grazing marsh, but in practice, as this area is so extensive and characterised by separate parcels of land bounded by drains, public utilisation of their rights of access over this area would be highly unlikely to be so intensive as to significantly interfere with the management of the land for grazing.</p>	
Natural England's comments	
<p>The Order allows for certain categories of coastal land types to be included automatically in the coastal margin where they fall landward of the trail and include foreshore, any cliff, bank, barrier, dune, beach, flat or area of section 15 land which either touches the foreshore itself at some point or connects indirectly with it by touching another part of the coastal margin as described at 4.8.8 of The Scheme. Where such land types are present along these sections and abut the proposed trail they have been included within the proposals. It is our view that this coastal grazing marsh landward of WBH-2-S001 to WBH-2-S006 does not fit comfortably with any of those 'default' categories.</p> <p>In addition, Natural England can propose additional landward coastal margin, but do this only where the landowner is in agreement, which was not the case here.</p> <p>We can confirm that we have proposed to use our discretion to create additional coastal margin at WBH-3-S007 to WBH-3-S009 which is, in part to the inland Old Sea Wall as we believe it to fall into the dune default category.</p>	

Representation number	MCA\Weybourne to Hunstanton\R159\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 3
Route section(s)	Proposed Landward Spreading Room associated with WBH-3-S007 to WBH-3-S013
Representation in full	
<p>The extent of the landward spreading room being proposed here is inadequate. It is vitally important to understand the character and history of this part of the Norfolk coastline. The amount of land which lies 'inland' from the shore-line, but which is nonetheless and intrinsic part of the 'coast', will be extensive, and it is reasonable to expect the extent of proposed spreading room properly to take account of this, in order to allow for public enjoyment of what <i>actually constitutes</i> the 'coast' here.</p> <p>It is a matter of concern that Natural England are proposing to leave out a considerable amount of sand dune – instead, apparently, proposing to limit the extent of the dunes along a “fence line”.</p> <p>The sand dunes are an intrinsic part of the coast, here. Extensive in area they may be, but that is the very nature of the coastline here. To fail to recognise that, is to fail to understand the geography of this coast.</p>	

There is no good reason for all of the dunes not to be included within the proposed landward spreading room, and certainly, not the fact that there may happen to be a fence line running along the dunes.

The landward boundary of the dunes should, instead, be taken as the landward boundary of the spreading room.

Natural England's comments

The landward spreading room between sections WBH-3-S007 to WBH-3-S013 incorporates areas already enjoyed by the public along with default landward margin land types as described at 4.8.8 of the Coastal Access Scheme where they are present and abut the proposed trail.

The Order allows for certain categories of coastal land types to be included automatically in the coastal margin where they fall landward of the trail and include foreshore, any cliff, bank, barrier, dune, beach, flat or area of section 15 land which either touches the foreshore itself at some point, or connects indirectly with it by touching another part of the coastal margin as described at 4.8.8 of The Scheme. Where such land types are present along these sections and abut the proposed trail they have been included within the proposals.

Column 6a and 6b of table 3.2.1 within our report indicates where the landward boundary of the coastal margin would be adjacent to each route section which is either default because it meets the description of coastal land types in the Scheme, or because we propose to exercise our discretion to extend or reduce the margin for clarity and cohesion. Throughout the estate the landward margin boundary has been mapped to an existing Track and Path to provide clarity and cohesion to walkers. At sections WBH-3-S011 and WBH-3-S012 a fence on the landward side of the Path also provides a clearly visible physical feature for walkers.

Representation number	MCA\Weybourne to Hunstanton\R165\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 4
Route section(s)	WBH-4-S024, SO26, SO28 and S030
Representation in full	
These lengths comprise board-walks only 0.66 metres wide. This is too narrow to allow path users to pass one another without quarrelling. This width would require improvement in order to address this problem.	
Natural England's comments	
The existing boardwalk between Brancaster Staithe and Beach Road, Brancaster at sections WBH-4-S022, WBH-4-S024, WBH-4-S026, WBH-4-S028 and WBH-4-S030 is currently closed for health and safety reasons as it is wooden and has started to deteriorate. The Council will be replacing the boardwalk here in 2023 and will be considering options for improved accessibility.	

Representation number	MCA\Weybourne to Hunstanton\R\169\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S005
Representation in full	
It would be better for the proposed route to instead utilise Brancaster Footpath 3 to Footpath 26 and Footpath 2, in order to provide a more coastal experience.	
Natural England's comments	
The proposed alignment provides a route that is accessible at all states of the tide, and this would not be achieved with the proposed modification as parts of Brancaster Footpath 26 are on the beach. These footpaths will still be available to walkers. We considered this option at development stage and visited the area and apologise for omitting to include it in our table at 5.2.2 of our published report.	

Representation number	MCA\Weybourne to Hunstanton\R\163\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S013 to WBH-5-S022
Representation in full	
<p>This section is grossly inappropriate, and needs a serious re-think.</p> <p>The proposals would result in far too long a length of the path – over a mile, in fact – running alongside a busy “A” class road. This road is heavily trafficked, and the noise and smells necessarily associated with motor traffic would detract significantly from the peace and tranquillity which the north Norfolk Coast, away from this road, actually offers.</p> <p>Whilst the alignment of the A149 may be relatively straight and direct, having the path follow this road brings about major disadvantages, in terms of amenity.</p> <p>It is significant to consider that even the current Peddars Way/Norfolk Coast Path National Trail does not run alongside the A149 road, instead opting for a quieter, more tranquil route inland. It is difficult to understand how it could now reasonably be considered suitable for the new coastal path to follow, for over a mile, an “A” class road which, if anything, is more heavily trafficked, and therefore noisy, now than in 1986.</p> <p>In Section 5.2.2 discusses other options that were apparently considered, but rejected, by Natural England for reasons associated with features of the land. We would suggest that the assessed likely effects of having the new path running over that land have been exaggerated, and that the resulting proposal of following an “A” class road for over a mile, strikes an unfair balance against public amenity. We represent that these alternative options, particularly that seaward of the A149 road, should be revisited, and carefully reconsidered.</p>	

Natural England's comments

The representation states that over a mile of proposed route runs alongside the A149. However, the proposal is that less than 0.4 miles (600m) is on pavement and grass alongside the road (WBH-5-S0013 to WBH-5-S018). We note that 'over a mile' is the distance for all the sections WBH-5-S013 to S022 referred to in the representation but the rest of the route is seaward of the road, in field edges and separated from the road by mature hedges.

Our report summarises a number of different options that were given very careful consideration in the area, including alignment along the existing Norfolk Coast Path National Trail. Overall Natural England concluded the proposed route struck the best balance in terms of the criteria described in chapter 4 of the government's Coastal Access Scheme which Natural England is required to work to in developing proposals.

The report summarises two options considered seaward of the proposed route between sections WBH-5-S012 and WBH-5-S020 (maps 5A and 5B) and outlines the reasons for not proposing either of them as the route.

Representation number	MCA\Weybourne to Hunstanton\R168\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S023
Representation in full	
It would be better for the proposed route to instead link to, and utilise, Thornham Footpath 4, in order to provide a more coastal experience.	
Natural England's comments	
Natural England has reviewed its proposals at WBH-5-S023 and agrees that the alternative alignment proposed by interested parties would provide a significantly better coastal experience for walkers compared to Natural England's published proposals. We therefore propose a modified alignment that follows walked routes north of the proposed line along a track and public footpath (Thornham FP4). We ask the Secretary of state to approve the modification as shown on the map and revised proposal table at Annex C. The modification can be implemented without additional cost.	

Representation number	MCA\Weybourne to Hunstanton\R164\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S037 and WBH-5-S038

Representation in full	
<p>We represent that the path should instead retain the route followed by the existing National Trail, that is to say, Holme-next-the-Sea Footpath No. 1. This route is more direct and more convenient than the proposed section, as well as nearer than the sea. The proposed route is rather more circuitous and sinuous. The existing public footpath will already be publicly maintainable highway, and should be retained as the National Trail and used as a basis for the proposed new coastal path.</p> <p>The proposed landward spreading room proposed here should be retained.</p>	
Natural England's comments	
<p>The proposed route utilises the existing walked and managed route of the Norfolk Coast Path National Trail and provides an easier, surfaced route in comparison with FP1, which would still be available. It is on higher ground and so is not susceptible to high tides.</p> <p>Natural England confirms the presence of landward spreading room at this point.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\311\WBH0079
Organisation/ person making representation	Open Spaces Society / [redacted]
Report chapter	Chapter 6
Route section(s)	WBH-6-S002
Representation in full	
Action would be required in order to bring this narrow dune ridge up to an acceptable physical standard	
Natural England's comments	
Natural England's proposals for this section of the trail include waymarking and scrub clearance to bring the route up to a suitable standard for walkers on foot.	

Representation number	MCA\Weybourne to Hunstanton\R\310\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Overview
Route section(s)	Part 7, Capital costs
Representation in full	
<p>We note that costs are listed only for Signs & interpretation (£9,260), a Kissing Gate (£730) and Fencing (£6,800); no provision is made for ground works. It is evident that substantial sections of this stretch will require improvement to deal with flooding and boggy areas amongst others. We ask that a re-assessment of costs is made: without this, we are concerned that a route could be established which required significant sums of money to be spent on it almost immediately. We suggest that careful revision of the establishment costs at this stage will give maximum value for money when installing this flagship public asset.</p>	

Natural England's comments

The report provided an estimate of costs for physically establishing the trail which cover the capital and revenue elements of the work necessary to establish the trail. This was estimated in 2018 when the report was published at £16,790. We acknowledge that it is on the face of it a relatively small sum for a 60 km stretch, but this reflects the fact that this stretch is largely based on an existing National Trail (the Norfolk Coast Path). The Trail was established in 1986 and has been managed and maintained by the County Council with substantial grant funding from central government and which would also cover the ongoing maintenance for any ground works. Final costings will be calculated at establishment stage, taking into account price increases since 2018 as well as modifications made to our proposals at determination stage.

Representation number	MCA\Weybourne to Hunstanton\R\151\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 1
Route section(s)	WBH-1-S017, WBH-1-S018, WBH-1-S019, WBH-1-S020, WBH-1-S021

Representation in full

We are bitterly disappointed with the acceptance that the legal line of Cley-Next-the-Sea Footpath 4 remains unlawfully obstructed and that the proposed route therefore follows the current line of the Norfolk Coast Path. As it stands, the route of this National Trail follows a section of the A149 coast road, which is both narrow and in places without a footway (and what there is can often be blocked by parked vehicles), making it both dangerous and unpleasant.

We ideally wish to see the obstructions removed to enable walkers to use the legal line west of the properties, and then along the sea defence bank.

As an alternative, we note the comment in *Natural England's Report to the Secretary of State: Overview*, page 33: "Clearance of vegetation along a flood wall at Cley-next-the-Sea by the Environment Agency potentially providing an opportunity to create a walking route seaward of the existing proposed route sections WBH-1-S018 and WBH-1-S021. Works potentially being completed by December 2018 subject to associated permissions and consents." We see that these works are already underway, with clear evidence of clearance work visible on a visit on 28 April 2018. If there are well developed plans to complete this work in the near future, it would seem wasteful to establish the path along the proposed route, only to change it (at increased cost and inconvenience) shortly after opening it.

If it is felt that a route outside the sea defence wall is viable and not subject to flooding and damage, we also propose that the path move outside the wall immediately north of the steps at the north end of WBH-1-S017, thereby creating a step free route from the windmill through to WBH-1-S022.

Natural England's comments

Natural England's proposals acknowledge that there is scope to potentially provide a walking route seaward of the existing proposed route at Cley as described at page 33 of the Overview and Natural England has since had further discussions with both the Environment Agency (EA) and Norfolk County Council (NCC) about this prospect.

The EA has now completed the flood management works at Cley and have installed a c.220 metre boardwalk along the marsh edge as an access route to the flood defence works. The boardwalk joins route section WBH-1-S016 to route section WHS-1-S022, providing a convenient route in closer proximity to the sea, with good coastal views that would otherwise be obscured on the proposed route.

NCC is currently working on various extinguishment and creation orders to rectify the public rights of way network at Cley, which will create a public right of way along the EA boardwalk. NCC agree with NE that the boardwalk provides a better route for the England Coast Path (ECP), also noting that it would avoid a short section of road without a footway on route section WBH-1-S019.

The EA is content for the boardwalk to be used for recreational access but has raised a concern that on very rare occasions the boardwalk could be submerged and inaccessible from tidal inundation. We have agreed with NCC that this can be managed with signage, directing people to an optional alternative route when the boardwalk is submerged, via the route of the ECP that was originally proposed.

The EA also indicated that if the ECP were aligned along the boardwalk and there should come a time when it was no longer required by them for access, they would want another party to take on the management of the boardwalk. NCC has indicated that it would be likely to take on the maintenance of the boardwalk if it ceased to be managed by the EA.

The boardwalk is mainly on unregistered land. The EA wrote to all local residents regarding their plans and provided factsheets and did not receive any response from the registered landowner.

Natural England asks the Secretary of State to approve its modified proposals at Cley, details of which are set out in the map and table at Annex A. This modified route would follow the EA boardwalk, joining route section WBH-1-S016 to route section WBH-1-S022, with an optional alternative route along the existing route of the current Norfolk Coast Path National Trail (previously proposed as route sections WHS-1-S017 to WHS-1-S021). The modification can be implemented at a cost of around £500 for additional signage.

Representation number	MCA\Weybourne to Hunstanton\R\151\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 1
Route section(s)	WBH-1-S006 to WBH-1-S010; WBH-1-S012 to WBH-1-S014
Representation in full	
<p>At WBH-1-S006 to WBH-1-S010: We accept the seaward (shingle) route rather than the inland alternative considered, but are sceptical that 'normal' roll back will be possible along this section. We suggest that the alternative route considered here, but rejected, should be safeguarded, or formally designated as an alternative in the event of future breaches of the shingle.</p> <p>WBH-1-S012 to WBH-1-S014: We propose that consideration be given to modifying the route to convert the steps to slopes at each end of WBH-1-S013, thereby widening access.</p>	
Natural England's comments	
<p>Natural England thanks the Ramblers for their support to the proposals between WBH-1-S006 to WBH-1-S010.</p> <p>There are powers under the 1949 National Parks and Access to the Countryside Act to provide alternative, optional alternative or temporary routes for the trail, at times when access to the ordinary route is unavailable.</p> <p>Alternative routes are proposed at report stage where we propose access to the normal route be excluded by a direction, or where it is unavailable for some of the time. This is not the case for any</p>	

part of our proposed route covered in Chapter 1 of our report. Similarly optional alternative routes are proposed at report stage where the proposed ordinary route is affected by regular flooding or tidal action. Whilst we're aware that the existing Norfolk Coast Path National Trail became impassable along this section during the 2013 tidal surge, it is not affected by regular flooding or tidal action so it would not be appropriate for us to propose an optional alternative route for any part of the proposed trail in chapter 1 of our report.

After commencement of coastal access rights, temporary routes are sometimes necessary locally if situations arise that could not be foreseen at report stage such as a tidal surge. We would like to reassure the Ramblers that we can work with the Trails Management Team at Norfolk County Council to swiftly put this in place whenever it might be needed on the trail after commencement.

In developing the proposals, the Environment Agency advised it is anticipated the shingle ridge will develop naturally as a result of managed realignment. Natural England concluded therefore that it is anticipated that normal roll back is applicable along this section, but that would not prevent us from developing more complex roll back should that be necessary in the future.

Natural England investigated the scope for the steps to be converted to slopes at each end of WBH-1-S013 with Norfolk County Council at their site visit on the 19th of July 2018 however it was confirmed that given the constraints of the location and proximity of sea wall it was not practical for slopes to be incorporated.

Representation number	MCA\Weybourne to Hunstanton\R\152\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 1
Route section(s)	Local restrictions and exclusions (1.3.9); See also <i>Access and Sensitive Features Appraisal, North Norfolk Coast, Annex B</i> , maps E and F
Representation in full	
<p>We accept the restrictions and exclusions relating to breeding birds in (i), and support measures to ensure that those with dogs control them appropriately. We ask that the areas concerned be fenced or otherwise clearly marked so that people walking in the area will know where the affected areas are located.</p> <p>We accept the restrictions and exclusions relating to seals in (ii), though are puzzled by the inconsistency with the absence of such measures at (for example) Horsey, where seal colonies are also present.</p> <p>In regard to restrictions and exclusions generally, we are aware of an email sent by Natural England staff stating that “restrictions do not affect any existing (emphasis in original) access arrangements e.g. by formal agreement with, informal permission from or traditional toleration by the owner of the land, or rights of common. Effectively, the status quo remains.” In that case, given that much access has not until now been monitored or controlled, ‘existing arrangements’ has effectively meant unrestricted access, even if most have not sought to use it.</p>	
Natural England's comments	
<p>Natural England confirm formal directions will be accompanied by signs highlighting the excluded areas. The areas are fenced and clearly marked by existing management as described at page 5 of the published North Norfolk Coast Sensitive Features Report.</p>	

The stretch of coast at Horsey is managed by a community group of volunteers, Friends of Horsey Seals during the breeding season. In developing the coastal access proposals at Horsey, it was acknowledged that the volunteers effectively manage the site however, it was noted that if in the future the volunteer staff were not available a more formal approach such as those being proposed at Blakeney would potentially be required. Volunteer staff at a comparable level for Blakeney are not available.

In response to an objection from the Holkham Estate we have also proposed a seal restriction at Wells-next-the-Sea.

We note the comments from the Ramblers regarding their interpretation of existing access.

Representation number	MCA\Weybourne to Hunstanton\R\153\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 2
Route section(s)	Local restrictions and exclusions (2.3.12); See also <i>Access and Sensitive Features Appraisal, North Norfolk Coast, Annex B</i> , map G
Representation in full	
<p>We doubt the need for the restrictions and exclusions relating to breeding birds. We believe that most walkers along the England Coast Path will stick to the path. We anticipate that the most likely people wanting to access this area will be users of the unregistered continuations of Cocklestrand Drove (Warham BOAT 9) and Garden Drove (Warham Bridleway 8), collecting samphire and/or getting to the beach to collect cockles and/or bird watchers. Such users will disturb only those birds too close to those paths or the England Coast Path. Complete exclusions are therefore unwarranted.</p> <p>We entirely disagree with the restrictions and exclusions proposed because the land is stated to be 'unsuitable for public access'. We understand that the England Coast Path is likely to attract a diverse range of users but believe that it is up to people to keep themselves safe (assuming safety is the reason for this restriction) guided by appropriate information and infrastructure. We therefore support the erection of signs to indicate that channels can be deep and muddy, and that the whole marsh can be covered at spring tides. Most walkers along the England Coast Path are unlikely to deviate from the path, and local residents will be aware of these things. Others may need the warnings, but that is no reason to curtail their new legal freedom before it starts.</p> <p>In regard to restrictions and exclusions generally, we are aware of an email sent by Natural England staff stating that "restrictions do not affect any existing (emphasis in original) access arrangements e.g. by formal agreement with, informal permission from or traditional toleration by the owner of the land, or rights of common. Effectively, the status quo remains." In that case, given that much access has not until now been monitored or controlled, 'existing arrangements' has effectively meant unrestricted access, even if most have not sought to use it.</p>	
Natural England's comments	
Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number	MCA\Weybourne to Hunstanton\R\154\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 2
Route section(s)	WBH-2-S043 to WBH-2-S057
Representation in full.	
<p>We recognise the difficulty of designating a formal route through the waterfront of Wells-next-the-Sea, an area often busy and congested with motor traffic, and thronged with visitors, whilst also a working harbour. Nonetheless, we find it hard to believe that people will actually cross the road four times in the space of a kilometre, as indicated on the route. We also wonder how the signage needed to instruct them to do so will be managed. We are confident that, unless they wanted to use the shops or visit the town, most people would stay on the seaward side of the road, and many will walk through the quayside area.</p> <p>We understand why it may not be possible to take the route through the quay (though it is arguable that the danger from walking through what is basically a car parking area is no greater than crossing and re-crossing the road), but there is a footway along most of the seaward side of the road and we cannot see why this cannot be used.</p> <p>We also understand that there may be proposals to change the parking arrangements in this area, and if that is likely, we ask that formalisation of the route takes those into account, rather than risking establishing the route and then changing it soon after.</p>	
Natural England's comments	
<p>Natural England thanks The Ramblers for informing them about changes to parking restrictions. The proposals recommend alignment to the south of the car park utilising the exiting walked route of the Norfolk Coast Path National Trail. Natural England contacted a local Councillor who advised the proposed parking arrangements were in relation to parking regulations on the roadsides, and this is likely to encourage more use of the car parks instead.</p> <p>Section 297(2) of the 2009 Marine and Coastal Access Act requires Natural England to have specific regard to the safety and convenience of those using the England Coast Path. We considered alignment through the quay area and the Approved Scheme says (8.25.9) <i>'The trail will usually avoid passing through ports and other industrial areas in active working use. It will do so even where there is an existing public right of way, unless it offers an appropriate route that addresses any concerns about security, safety and efficient operations.'</i> At 8.25.11 the Scheme says <i>'At smaller quays ... we will discuss the practicalities with site managers'</i>. A route in the quay area was not supported by the Wells Port Harbour Master.</p> <p>Natural England considered a route option seaward of the proposed route WBH-2-S051 to WBH-2-S056 within the Quay and Car Park however both the port and car park are congested at times and within a relatively small area. At times the quayside is closed off to the public due to harbour operations including loading and offloading of vessels. The existing managed and walked route of the Norfolk Coast Path is in close proximity and meets the criteria of the Coastal Access Scheme.</p> <p>Accordingly, we assessed the seaward side of the road (The Quay) but, in places the pavement is only 60cm wide and we therefore decided that where the path becomes too narrow we would propose the route crosses to the landward side of the road, on a wider pavement, returning to the seaward pavement to provide a route which then continues along the seaward bank towards the lifeboat station.</p> <p>The Norfolk Coast Path National Trail currently goes through Wells following the same general alignment from East Quay to Wells Beach. The County Council has said that they currently sign each</p>	

end of the Trail along The Quay and that user takes responsibility to use it safely. The Quay is the town's popular frontage with high pedestrian use due to its harbour, car park and shops.

Whilst section 4.2.1 of the approved Coastal Access Scheme also includes the principle that people take responsibility for their own safety, we have a responsibility to sign the road crossings to ensure that those unfamiliar with the area can follow the most suitable route. Natural England does not propose to modify our proposals, but we accept that walkers will make their own choice as to where they walk, and many will continue to follow the existing line of the NCP where they are familiar with this.

Representation number	MCA\Weybourne to Hunstanton\R\155\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 2
Route section(s)	WBH-2-S009 to WBH-2-S010, WBH-2-S012 to WBH-2-S015, WBH-2-S018 to WBH-2-S022, WBH-2-S019 to WBH-2-S021
Representation in full	
<p>At WBH-2-S009 to WBH-2-S010: We welcome the deviation here to avoid using steps.</p> <p>At WBH-2-S012 to WBH-2-S015: We accept this route through Morston, though we wonder how many people will follow this rather convoluted route rather than taking whatever appears to them to be the most direct route through the site, regardless of parked and parking cars.</p> <p>At WBH-2-S018 to WBH-2-S022: We note that the route sometimes follows the line of Morston BOAT 7, and sometimes deviates from it. Noting that there is a landward margin along most of this section, and also that vehicles regularly use the BOAT, we propose that the England Coast Path be routed within the landward margin to allow for the greatest separation possible between ECP users and traffic on the BOAT.</p> <p>At WBH-2-S019 to WBH-2-S021: We welcome this deviation, which will give more comfortable walking for all, and also offer a usable route for pushchairs and wheelchairs.</p>	
Natural England's comments	
<p>Natural England thanks the Ramblers for their support to the proposed change at WBH-2-S009 to WBH-2-S010.</p> <p>The proposed route at WBH-2-S012 to WBH-2-S015 was requested by the landowner. Two new simple waymark posts are included within the proposals to highlight the revised route between WBH-2-S012 to WBH-2-S015 to assist in management of visitor flow at a busy site.</p> <p>The proposed route of the England Coast Path at sections WBH-2-S018 to WBH-2-S022 is coincident with the currently walked and managed route of the existing Norfolk Coast Path National Trail. The managed route mainly runs adjacent to the existing Byway Open to All Traffic (BOAT) and therefore separate from other user groups, there are however crossing points with the existing BOAT. For ease of management Natural England recommends it would be prudent to provide signs at such locations and we estimate 9 signs will be needed at an estimated cost of £700.</p> <p>It is noted the status of the following sections have been described incorrectly in the report. WBH-2-S018 and WBH-2-S022 should be labelled as "trail using other existing walked route". The existing</p>	

BOAT is in close proximity but for ease of management of the different activities it was agreed with The Norfolk Coast Path National Trails team to continue to retain the separate routes as far as is practically possible which has been reflected in the proposals.

Natural England thanks the Ramblers for their support to our proposals at WBH-2-S019 to WBH-2-S021.

Representation number	MCA\Weybourne to Hunstanton\R\156\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 3
Route section(s)	Local restrictions and exclusions (3.3.10); See also <i>Access and Sensitive Features Appraisal, North Norfolk Coast, Annex B</i> , maps H, I and J
Representation in full	
<p>We accept the restrictions and exclusions relating to breeding birds, but ask that the areas concerned be fenced or otherwise clearly marked so that people walking in the area will know where the affected areas are located.</p> <p>Map H: Both England Coast Path walkers and other casual walkers may go out onto Holkham beach to walk the waterline in a west direction and when wishing to walk inland (either to rest in the dunes or <i>en route</i> back to the England Coast Path) will, without fencing, pass through the restricted area. The restriction stretches over 2.5 km, so passages through it will need to be made.</p> <p>Map J: We entirely disagree with the restrictions and exclusions proposed because the land is stated to be 'unsuitable for public access'. We understand that the England Coast Path is likely to attract a diverse range of users but believe that it is up to people to keep themselves safe (assuming safety is the reason for this restriction) guided by appropriate information and infrastructure. We therefore support the erection of signs to indicate that channels can be deep and muddy, and that the whole marsh can be covered at spring tides. Most walkers along the England Coast Path are unlikely to deviate from the path, and local residents will be aware of these things. Others may need the warnings, but that is no reason to curtail their new legal freedom before it starts. There is a well-used if muddy path along the eastern edge of this area, gained by wading the shallow (when tide is down) channel at Burnham Overy Staithe. It is used to get to the beach at the east end of Scolt Head or to regain the mainland bank at Burnham Norton.</p> <p>In regard to restrictions and exclusions generally, we are aware of an email sent by Natural England staff stating that "restrictions do not affect any existing (emphasis in original) access arrangements e.g. by formal agreement with, informal permission from or traditional toleration by the owner of the land, or rights of common. Effectively, the status quo remains." In that case, given that much access has not until now been monitored or controlled, 'existing arrangements' has effectively meant unrestricted access, even if most have not sought to use it.</p>	
Natural England's comments	
<p>Natural England confirms the proposed restricted areas for breeding birds will be cordoned off and signed as described at page 6 of the published North Norfolk Coast Path Access and Sensitive Features Appraisal - Holkham Bay and Gun Hill.</p> <p>The published North Norfolk Coast Path Access and Sensitive Features Appraisal at page 6 (Holkham Bay) advises the area will be cordoned off to protect ground nesting birds along with advisory signs (Map H). The signs will be strategically placed and will include a map showing the exclusion area so</p>	

that walkers are aware of its full extent before deciding whether to walk along its seaward side or to remain inland during the exclusion period.

Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

We note the comments from the Ramblers regarding their interpretation of existing access.

Representation number	MCA\Weybourne to Hunstanton\R\157\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 3
Route section(s)	WBH-3-S003, WBH-3-S004 to WBH-3-S006, WBH-3-S007 to WBH-3-S012
Representation in full	
<p>At WBH-3-S003: We are puzzled, given the desire to separate people from cars (for example at Wells-next-the-Sea), why the proposed route goes through the car park rather than using the established walking route through the trees immediately to the north.</p> <p>At WBH-3-S004 to WBH-3-S006: We support the choice of proposed route rather than the seaward alternative considered.</p> <p>At WBH-3-S007 to WBH-3-S012: We support the choice of proposed route rather than the landward alternative considered.</p>	
Natural England's comments	
<p>At WBH-3-S003 the landowners (Holkham Estate) also submitted comments through their objection MCA\Weybourne to Hunstanton\O\50\WBH0088 recommending use of the woodland walk instead of the car park. Having investigated the route with the County Council on the 19th July 2018 we confirm our support for a modification to the alignment into the edge of the woodland. In order to avoid the busy car park and move the trail closer to the sea, we ask the Secretary of State to approve the modification as set out in the revised map and table at Annex B.</p> <p>Natural England thanks the Ramblers for their support to the proposals between WBH-3-S004 to WBH-3-S006 and WBH-3-S007 to WBH-3-S012.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\187\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 4
Route section(s)	WBH-4-S012 to WBH-4-S014 WBH-4-S019 WBH-4-S024, S026, S028 and S030

Representation in full	
<p>At WBH-4-S012 to WBH-4-S014: We understand that there are active proposals from the Environment Agency to establish the former route of the coast path at the south western end of WBH-3-S012 (as shown on map 4c) in such a way as to obviate the use of the existing steps, thereby creating a much longer stretch of route accessible to people using pushchairs or wheelchairs.</p> <p>At WBH-4-S019: We welcome the choice of route rather than the alternative considered.</p> <p>WBH-4-S024, S026, S028 and S030: These extensive sections of elevated boardwalk are only 0.66 metres wide and far too narrow to allow walkers to pass other walkers without jumping off the walkway into the boggy marsh and having to climb, in places, 18 inches to regain the board walk. With the status of the England Coast Path, this should be widened or at the very least passing places incorporated at regular intervals.</p>	
Natural England's comments	
<p>The EA has confirmed (2023) that it plans to refurbish the steps. A ramp up the seaward side of the bank, used by EA for maintenance access already exists a few metres away in the seaward margin and so would be obvious and available to ECP users.</p> <p>Natural England thanks the Ramblers for their support to our proposals at WBH-4-S019.</p> <p>The existing boardwalk between Brancaster Staithe and Beach Road, Brancaster at sections WBH-4-S022, WBH-4-S024, WBH-4-S026, WBH-4-S028 and WBH-4-S030 is currently closed for health and safety reasons as it is wooden and has started to deteriorate. The Council will be replacing the boardwalk here in 2023 and will be considering possibilities for improved accessibility.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\188\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S014 to WBH-5-S020 WBH-5-S020 to WBH-5-S023 WBH-5-S020 WBH-5-S023 to WBH-5-S025
Representation in full	
<p>At WBH-5-S014 to WBH-5-S020: We regret that it has not been possible to find a route that avoids the crossing of the A149 and the use of the narrow footway on the south side. We consider that walking alongside the A149, let alone crossing it, does not in any way meet the criteria for establishing a new National Trail. We therefore press for a renewed approach to RSPB Titchwell, to use the track running north from approximately midway along WBH-5-S015, then west past the car park and entrance to the RSPB site, to meet Titchwell Restricted Byway 1. This also requires securing a route north of the A149 along the brief section from WBH-5-S013 to the track.</p> <p>Failing this - and it would be a major failure - we request the provision of a route to the north of the A149, behind the hedge. The footway on the south is narrow and cars are sometimes (understandably) parked partly on it, making walking along it doubly hazardous. We do not accept Natural England's reason for dismissing this option (that it is 'more direct and convenient for walkers') as good enough to warrant requiring walkers to cross and re-cross this sometimes very busy road. We note that Natural England says that a route north of the road would involve crossing a small field where horses are kept, but suggest that the construction of a fence would resolve this.</p>	

As a final comment, if in spite of everything the proposed route is adopted, and with it the need to cross and re-cross the A149 at WBH-5-S014 and again at WBH-5-S018, we ask for changes in the governing speed limits here, together with increased enforcement measures. This is the busy coast road and not all drivers observe the 40mph limit along the eastern part of this section (the western part is derestricted). We therefore request (1) that the current speed restriction is extended to (preferably beyond) the western road crossing, and (2) that the speed limit be reduced to 30mph and accompanied by signs warning of crossing walkers. In addition, we request consideration be given to establishing a route behind the hedge of this southern side (and behind the houses along WBH-5-S015): we see no reason why this should not be possible.

At WBH-5-S020 to WBH-5-S023: From Titchwell Restricted Byway 1 we propose that, rather use the route beside and below the roadside hedge, the route should continue north along Titchwell Restricted Byway 1 to enter the field to the west along its northern boundary, then follow this boundary west to meet Green Lane and join WBH-5-S023.

At WBH-5-S020: If our proposals for re-routing (in the section WBH-5-S014 to WBH-5-S020) are accepted, this comment becomes irrelevant. We assume the U shaped diversion to WBH-5-S020 is to set back the crossing of the access road to Titchwell RSPB sufficiently far to avoid walkers being surprised by cars turning into it, and we agree with that.

At WBH-5-S023 to WBH-5-S025: We support the decision not to use the route of the existing Norfolk Coast Path, but are at a loss to understand the selection of the proposed route. This is a road rather than a track or a footpath. It is also described as 'more direct and convenient' than using Thornham Footpath 4; it may indeed be more direct, but this should not be a basis for failing to meet the criterion of being closer to the sea.

Natural England's comments

Natural England explored a variety of options along this section that are summarised at section 5.2.2 of our report including the option to use the track running north from WBH-5-S015. The track was explored as part of the option summarised at 5b WBH-5-S013 to WBH-5-S018.

Natural England apologies that the list of options considered does not include the option described by the Ramblers despite it having been considered. To travel west from the northern section of the track would require a route either within the RSPB reserve along the East Trail or along the field edge. The East Trail is available for walkers but as dogs are not allowed along this trail, a different route would be required for walkers with dogs. The field edge would result in entering a relatively small field where horses are kept, and the proposed route reduces the interaction of walkers/dogs and horses.

Natural England explored options at the southern end of the track to link with section WBH-5-S013. The options include either walking along the southern edge of a field boundary or along the roadside verge or pavements. The roadside verge of the seaward side of the road is narrow, there is a pavement on the landward side of the road. In order to link in to the track it would require two road crossings within a distance of 97m.

Section 5.2.2 includes a summary of the reasons for not proposing alignment north of the A149 between sections WBH-5-S013 to WBH-5-S018 one of the facts being this option would result in entering a relatively small field where horses are kept so limiting the interaction of walkers/dogs and horses. The road is straight, visibility for both drivers and pedestrians is good in both directions at the proposed crossing points. Each proposed crossing point was checked for suitability by the Highways Department during development stage. The Highways department did not express concern regarding the current speeding restriction or derestricted areas for the crossing points proposed. However, we would be happy to support the provision of signs to raise awareness of pedestrians to road users passing through the village and in addition road crossing warning signs be located at the relevant crossing points at section WBH-5-S013 and at the eastern end of section WBH-5-S019.

Natural England acknowledges that sometimes residents at the properties adjacent to the road and south of section WBH-5-S021 encroach onto the pavement when parking their cars and this impedes

access here. To address this concern, Natural England suggests additional signage is installed here requesting that people do not leave cars parked on the pavement.

Natural England considered the option behind the hedge along the southern side of the road between WBH-5-S015 and WBH-5-S016, south of properties, however there is an existing walked route on the northern side of the hedge along the pavement adjacent to the road.

At WBH-5-S020 to WBH-5-S023 Natural England considered the option to continue north along Titchwell Restricted Byway 1 to enter the field to the west along its northern boundary, then follow this boundary west to meet Green Lane. However, our proposals make use of an established existing walked route approximately 190m along the southern side of the field with panoramic sea views that meets the criteria of the Coastal Access Scheme.

Natural England thanks the Ramblers for their support to the proposals at WBH-5-S020 which takes into account of the proximity of the access point to from the A149.

Natural England has reviewed its proposals at WBH-5-S023 and agrees that the alternative alignment proposed by interested parties would provide a significantly better coastal experience for walkers compared to Natural England's published proposals. We therefore propose a modification that follows walked routes north of the proposed line along a track and public footpath (Thornham FP4). **We ask that the Secretary of State approves this modification as detailed in the map and table included at Annex C.** The modification can be implemented without additional cost.

Representation number	MCA\Weybourne to Hunstanton\R\304\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 5
Route section(s)	WBH-5-S002 to WBH-5-S023 WBH-5-S002 to WBH-5-S003 WBH-5-S005 WBH-5-S008 WBH-5-S009 WBH-5-S010 WBH-5-S011 to WBH-5-S012
Representation in full	
<p>At WBH-5-S002 to WBH-5-S023: We accept the choice of route rather than the alternative considered. All of the current Norfolk Coast Path is on existing rights of way so will remain available even if 'demoted' from its current National Trail status.</p> <p>At WBH-5-S002 to WBH-5-S003: We accept the choice of route rather than the alternative considered.</p> <p>At WBH-5-S005: In light of the criteria in Marine and Coastal Access Act 2009 s297 (2)(b) requiring regard to the desirability of that route adhering to the periphery of the coast and providing views of the sea, we do not see why the route should not follow Brancaster Footpath 3 to Footpath 26, then linking to Footpath 2, rather than across the proposed WBH-5-S005. No reason has been given for not considering this.</p> <p>At WBH-5-S008: It would seem that substantial attention will be needed to improving the ground conditions for this section at the westernmost part of the section running broadly north to south. At the time of walking (21 April, admittedly after a fairly wet period of weather) this part was very wet and will require drainage or construction of a board walk.</p>	

At WBH-5-S009: This section could not be walked as it lies behind a barbed wire fence. Viewing from outside the fence suggested it was acceptable, though it was not possible to assess it for wetness.

At WBH-5-S010: This section could not be walked as it was not accessible. The eastern section appeared to be a good field margin, though we understand that the northern section is not; the viability of this part of the route will therefore depend on the extent of the work needed to establish it.

At WBH-5-S011 to WBH-5-S012: This section could not be walked as it was not accessible, but is assumed to be in the same condition throughout as the part that can be seen where it starts by the side of Briarfields Hotel; if this is not the case, its viability may be open to doubt.

Natural England's comments

WBH-5-S005 - the proposed route provides a route that is accessible at all states of the tide, and this would not be achieved on Brancaster Footpath 26 which is on the beach and so subject to being covered by the tide. We considered this option and visited the area at development stage and apologise for omitting to include it in our table at 5.2.2.

Natural England thanks the Ramblers for their comments in relation to WBH-5-S008 to WBH-5-S012. Following a number of concerns expressed through the publication process for this area Natural England have subsequently undertaken a further site assessment along sections WBH-5-S008 to WBH-5-S012 with the landowner's agent and manager. The site manager confirmed the land along the western end of WBH-5-S008 is lower lying than surrounding ground and can become boggy regularly but confirmed the sections either side were not regularly boggy, and were accessible on foot year-round. The section along WBH-5-S012 is along a track and is dry. We therefore aim to make improvements to WBH-5-S008 and it likely that a boardwalk will be needed at a cost of around £9,000. This improvement has the support of the landowner.

Representation number	MCA\Weybourne to Hunstanton\R\305\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 5
Route section(s)	Chapter 5, Local restrictions and exclusions (5.3.11); See also Access and Sensitive Features Appraisal, North Norfolk Coast, Annex B, maps K and L
Representation in full	
We accept the restrictions and exclusions relating to breeding birds in (i) and (ii), noting that the areas concerned are or are to be fenced or otherwise clearly marked so that people walking in the area will know where the affected areas are located. We also support the measures to ensure that those with dogs control them appropriately.	
Natural England's comments	
Noted.	

Representation number	MCA\Weybourne to Hunstanton\R\306\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 6
Route section(s)	WBH-6-S002
Representation in full	
<p>This section which uses the current waymarked route of the North Norfolk Coast Path is on the top of the narrow dune ridge and is extremely narrow, being encroached by mainly buckthorn. The surface is described as 'grass' when it is 'sand'. Nothing in the report indicates what action will be needed to clear this route. We anticipate that some clearance and widening of the path, and consolidation of the surface, may be necessary.</p>	
Natural England's comments	
<p>Proposals include waymarking and scrub clearance. No works are intended to the surface within the sand dunes. The report references the overall surface type for any one section.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\309\WBH0013
Organisation/ person making representation	The Ramblers / [redacted]
Report chapter	Chapter 6
Route section(s)	Local restrictions and exclusions (6.3.6); See also <i>Access and Sensitive Features Appraisal, North Norfolk Coast, Annex B</i> , map L
Representation in full	
<p>We accept the restrictions and exclusions relating to breeding birds, noting that the area concerned is or is to be fenced.</p>	
Natural England's comments	
<p>Noted.</p>	

Representation number	MCA\Weybourne to Hunstanton\R\178\WBH1008
Organisation/ person making representation	RSPB / [redacted]
Report chapter	Whole report.
Route section(s)	The comments relate in part to the RSPB Titchwell nature reserve.
Representation in full	
<p><u>Monitoring the increase in visitor pressure.</u></p> <p>Disturbance, in particular from dog walking, is a significant concern due to the potential for disturbance to nesting and roosting species on the wider designated site network. We strongly recommend that the</p>	

impacts of increased disturbance from the new coast path are monitored, in order to inform where any remedial measures may be needed. We recommend in the initial 5 year period following opening of the new path that there is an annual review to ensure that we have the opportunity to formally engage with Natural England and other stakeholders and to discuss and resolve any significant issues. There are also potential links that can be made to wider visitor pressure monitoring work being progressed on the North Norfolk coast.

We note in the Secretary of State's response to our comments on the Maldon to Salcott section, that 'once the coast path is open there will be ongoing monitoring of the condition of the path, its associated spreading room access rights and infrastructure. In the event that public access is identified as a contributing factor to any future problems he notes that coastal access provisions may be modified'. We look forward to discussing monitoring options for this section with Natural England following this consultation.

Natural England's comments

Natural England is aware that stakeholders are engaged in wider visitor pressure monitoring work along the North Norfolk Coast and colleagues within Natural England form part of the working group as a means of information exchange.

Natural England's proposals were assessed by an Access and Sensitive Features Appraisal. This indicates that once the existing Norfolk Coast Path becomes part of the England Coast Path, this will increase the profile of the route and could attract additional walkers to the area. However, we concluded that this is unlikely to result in any significant changes in visitor behaviour or patterns of access from that already being experienced on this stretch of the coast. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

When the coastal access rights commence, Natural England encourages owners to contact Natural England as the relevant authority if they identify increased disturbance resulting from the new coast path, over and above that already identified at development stage. Natural England can then assess whether any modifications are required at that stage.

Representation number	MCA\Weybourne to Hunstanton\R\13\WBH0840
Organisation/ person making representation	Burnham Overy & Norton Wildfowlers Association/[redacted]
Report chapter	Chapter 3
Route section(s)	Map J, Access and Sensitive Features Appraisal Chapter 3 page 10.
Representation in full	
<p>Land north of Burnham Overy Staithe Part of the coastal margin seaward of the trail. Formal car parking is provided at Wells-next-the-sea, Holkham Gap and Burnham Overy Staithe.</p> <p>Map J – pink shaded area states the saltmarsh and flat is unsuitable for public access. This is common land and under the CROW Act anyone can access this land.</p> <p>There is no formal car parking at Burnham Overy Staithe. This wording should be deleted. The Hard (which is sometimes used at low tide) is tidal, is not a formal car park. It is on common land and should not be advertised as a formal car park.</p>	

Waymarkers should make it clear it is a footpath along the proposed section WBH-3-SO14FP and should not be used by cyclists or horse riders.

Natural England's comments

Natural England thanks the Association for drawing their attention to the inaccurate use of the term "formal car park" in the published Access and Sensitive Features Appraisal. Natural England contends that there is car parking at Burnham Overy Staithe - the Wells Guide website says 'There is free parking on the quayside at Burnham Overy Staithe, but be aware that 'the hard', as it's known, can become completely inundated during high tides,' however Natural England accepts it is not a formal car park.

We assume reference to common land rights on Map J refer to the initial proposal about saltmarsh. Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number	MCA\Weybourne to Hunstanton\R\283\WBH1081
Organisation/ person making representation	Brancaster Common Right Holders Gun Club / [redacted]
Report chapter	Chapters 3 & 4
Route section(s)	Map J, Burham Overy Staithe Marshes shown in red
Representation in full	
As Chairman of Brancaster Common Rights Holders Gun Club my organisation objects strongly to these proposals. We feel that nothing will be achieved by them, they will be impossible to police and will cause a lot of bad feeling among our members and others toward Natural England. These marshes have been enjoyed by people for generations taking part in country pursuits and we see no reason for this to change.	
Natural England's comments	
Please see Annex E in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number	MCA\Weybourne to Hunstanton\R\181\WBH0807
Organisation/ person making representation	Environment Agency / [redacted]
Report chapter	None specified
Route section(s)	None specified
Representation in full	
<p>Thank you for your consultation on the Weybourne to Hunstanton stretch of the England Coast Path.</p> <p>As you are aware, we own and maintain flood defences in many areas along this coastline. We have been involved in the creation of this report so far, and would like to continue engaging with you throughout the development of the path to ensure that our defences are not affected. It is particularly important to note that works may require a Flood Risk Activity permit under the Environmental Permitting (England and Wales) Regulations 2010 system (EPR), if they trigger a Flood Risk Activity under Schedule 25, Paragraph 3 Meaning of "flood risk activity" of the Regulations</p> <p>http://www.legislation.gov.uk/ukSI/2016/1154/schedule/25/made.</p>	

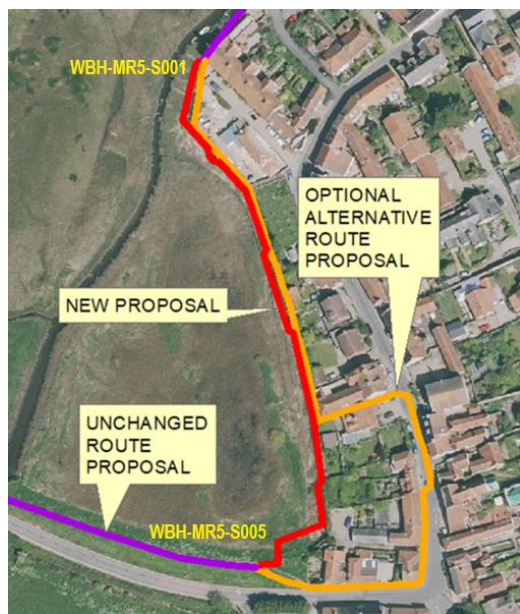
If you have any questions or require any help deciding if a permit is required/with your application, please do contact us. We trust this advice is useful.

Natural England's comments

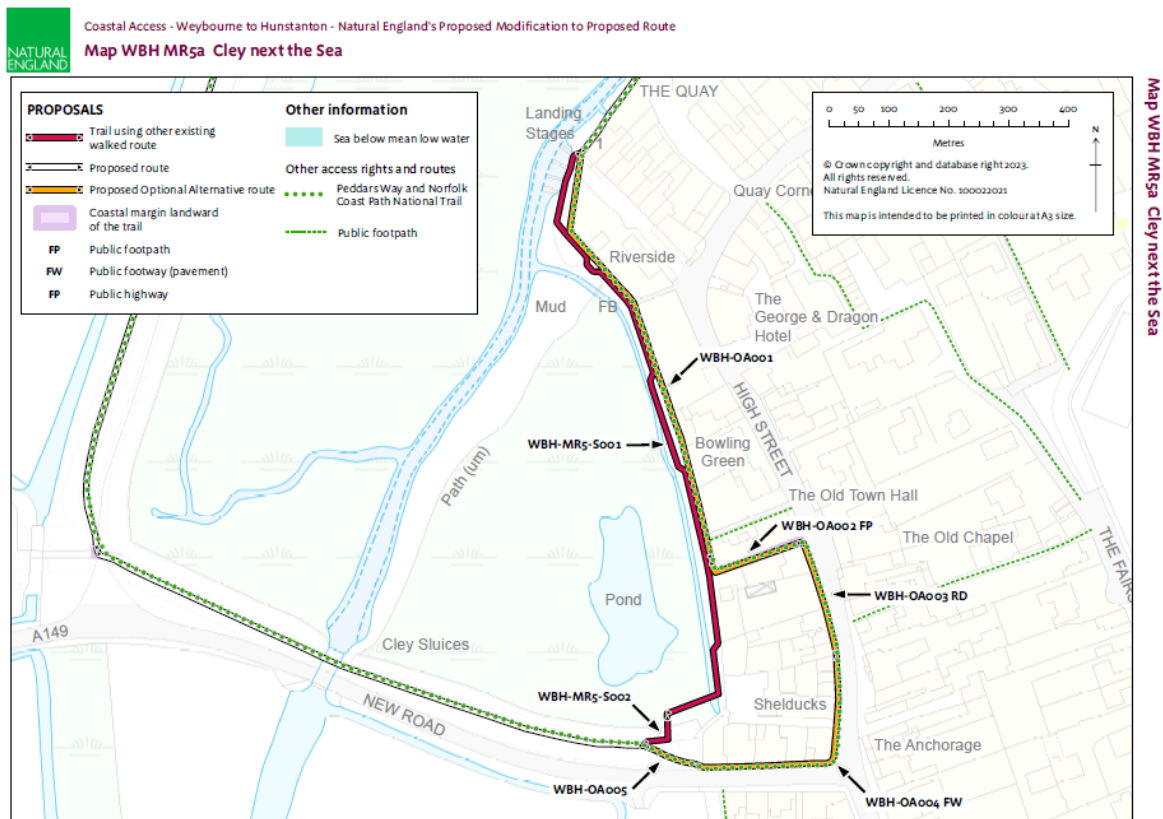
As the statutory body for the maintenance of flood defences along this stretch of coast Natural England thanks the Environment Agency for its collaborative working in developing these proposals along with its support for the published report.

Natural England welcomes the Agency's express wish to continue engaging with us during the next stage of establishment and commencement and note the possibility that a Flood Risk Activity permit may be required as part of any associated undertakings.

Annex A: Proposed modification - Cley next the Sea - WBH-1-S016 to WBH-1-S022



Modification proposals report map



Boardwalk at WBH-MR5-S001 built off the current proposed route at WBH-1-S016



Boardwalk at WBH-MR5-S005 – re-joining the original proposed route at WBH-1-S022



1	2	3	4	5	6b	6c	7
Map(s)	Route section numbers	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Landward boundary of margin	Reason for landward boundary discretion	Proposed exclusions or restrictions
WBH MR5a	WBH-MR5-S001	Other existing walked route	Boardwalk	Yes - normal	Landward edge of the boardwalk	Clarity and cohesion	None
WBH MR5a	WBH-MR5-S002	Other existing walked route	Steps	Yes - normal	Landward edge of the steps	Clarity and cohesion	None

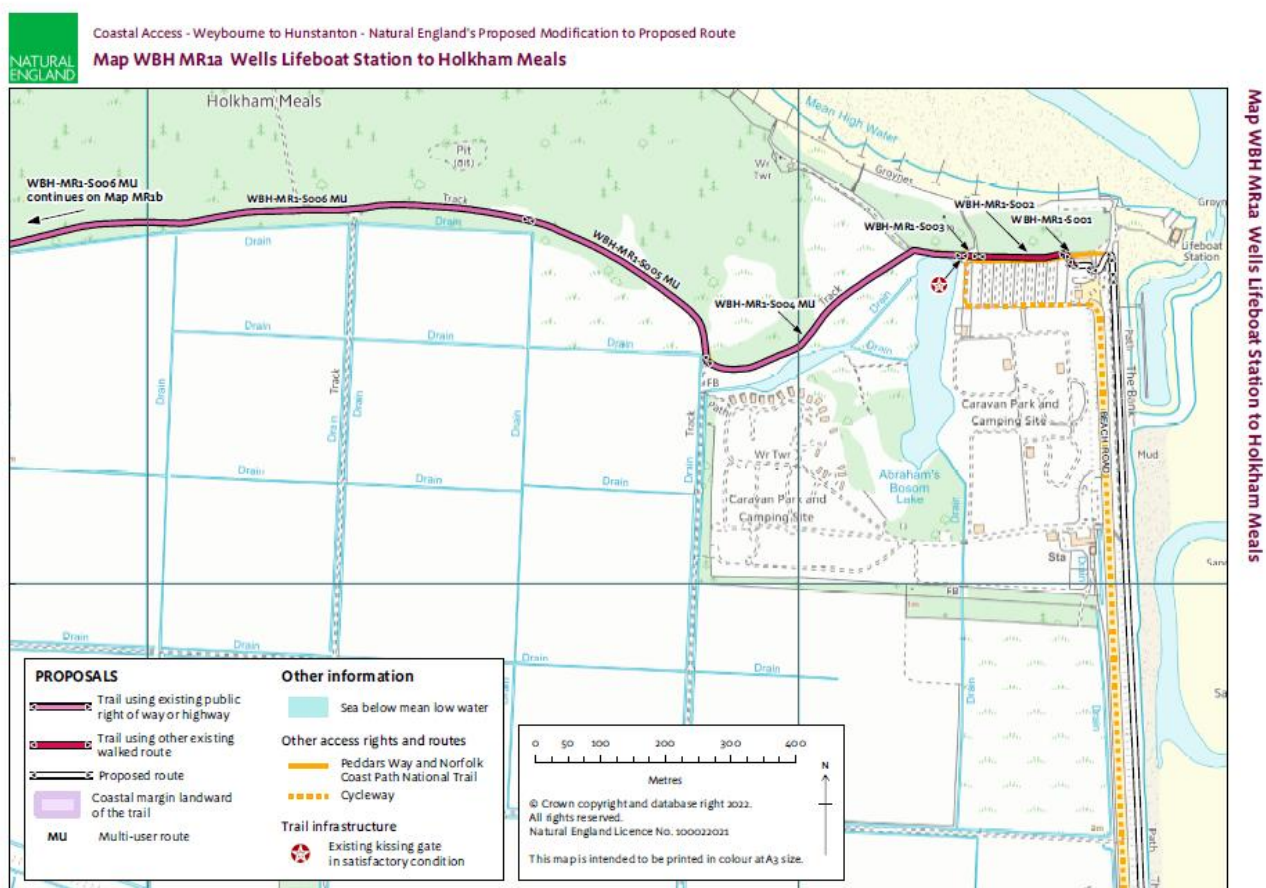
Optional alternative route

1	2	3	4	5	6b	6c	7
Map(s)	Route section numbers	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Landward boundary of margin	Reason for landward boundary discretion	Proposed exclusions or restrictions
WBH MR5a	WBH-MR5-OA001	Other existing walked route	Concrete	Yes - normal	Various - property boundaries	Clarity and cohesion	None
WBH MR5a	WBH-MR5-OA002	Public footpath	Gravel	Yes - normal	Wall	Clarity and cohesion	None
WBH MR5a	WBH-MR5-OA003 RD	Public highway	Tarmac	Yes - normal	Landward edge of the road	Clarity and cohesion	None
WBH MR5a	WBH-MR5-OA004 FW	Public footway (pavement)	Tarmac	Yes - normal	Landward edge of the pavement	Clarity and cohesion	None
WBH MR5a	WBH-MR5-OA005	Other existing walked route	Steps – soil compacted	Yes - normal	Fence	Clarity and cohesion	None

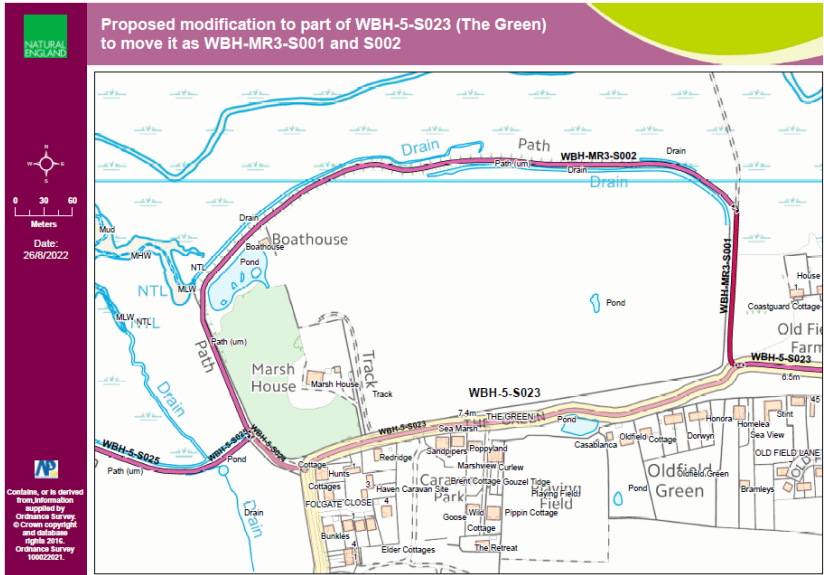
Annex B: Proposed modification – Wells-next-the-Sea – WBH-3-S003



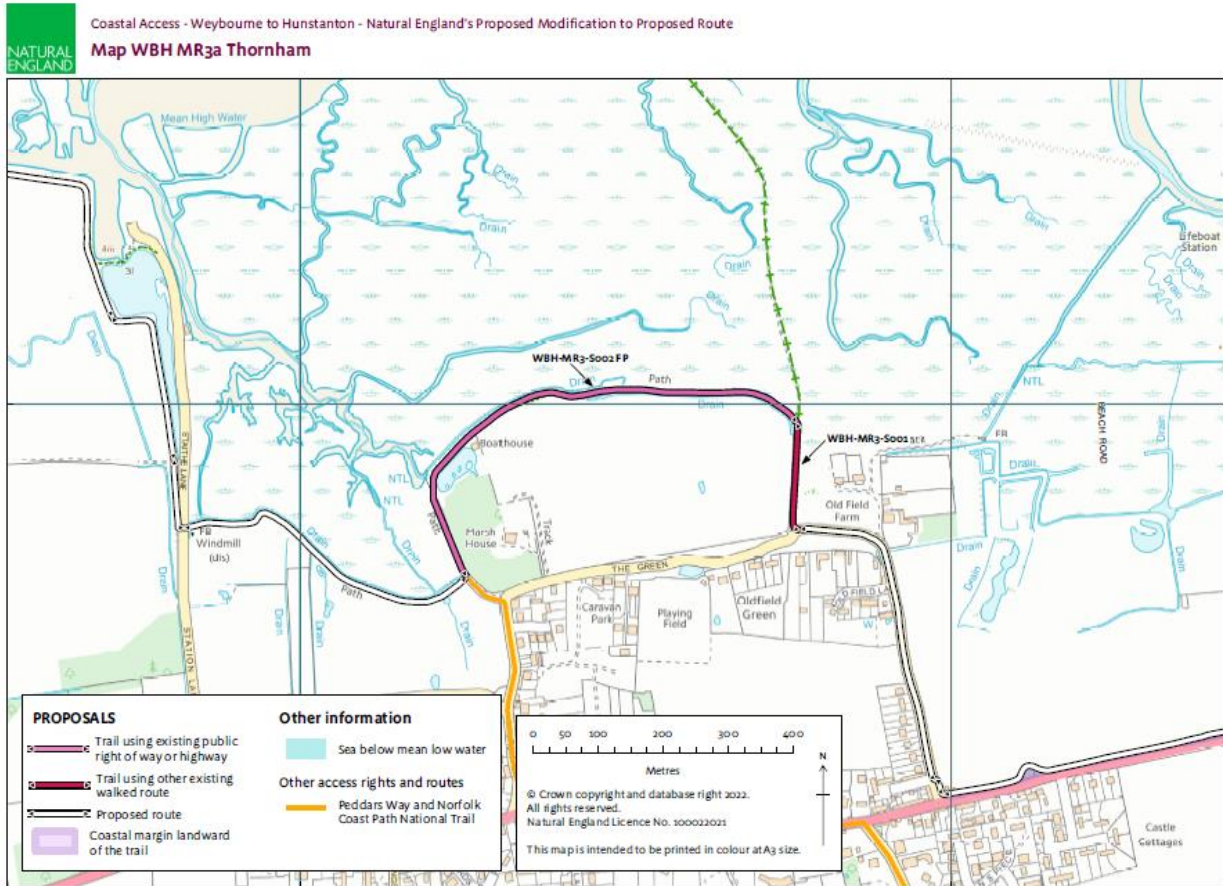
Modification proposals report map



1	2	3	4	5	6b	6c	7
Map(s)	Route section numbers	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Landward boundary of margin	Reason for landward boundary discretion	Proposed exclusions or restrictions
WBH MR1a	WBH-MR1-S001	Other existing walked route	Tarmac	Yes – normal	Landward edge of car park access road	Clarity and cohesion	None
WBH MR1a	WBH-MR1-S002	Other existing walked route	Bare soil	Yes – normal	Landward fence	Clarity and cohesion	None
WBH MR1a	WBH-MR1-S003	Other existing walked route	Gravel	Yes – normal	Seaward edge of car park access road	Clarity and cohesion	None



Modifications proposals report map



Map WBH MR3a Thornham

1	2	3	4	5	6b	6c	7
Map(s)	Route section numbers	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Landward boundary of margin	Reason for landward boundary discretion	Proposed exclusions or restrictions
WBH MR3a	WBH-MR3-S001	Other existing walked route	Bare soil (compacted)	Yes – normal	Landward edge of path	Clarity and cohesion	None
WBH MR3a	WBH-MR3-S002 FP	Public footpath	Grass	Yes – normal	Landward edge of bank	Default land type	None

Annex E: Response to representation comments about exclusions on saltmarsh and mudflat in the coastal margin

Our report proposed excluding coastal access rights in the margin on saltmarsh and mudflat at Burnham Overy Staithe and Wells-next-the-Sea, to discourage access use by those unfamiliar with the network of creeks and channels on the saltmarsh, and unexpected danger from the tides (see maps G and J). Our report also proposed excluding coastal access rights in the margin on saltmarsh at Wells-next-the-Sea to protect breeding and wintering birds from disturbance.

The proposed exclusions of coastal access rights would have no effect on existing local rights or commercial uses of the land in the area. Neither would the exclusions affect access to the water for boating or kayaking. However, Natural England agrees that the text in our proposals is open to misinterpretation, and we apologise for the confusion this has clearly caused.

Following publication of our proposals, Natural England analysed new information brought forward in objections and representations, held structured conversations with a selection of key partners and sought further data. This uncovered additional information we weren't aware of when we made our proposals, which gave us a clearer understanding of the current pattern and level of access use across the saltmarsh and mudflat at Burnham Overy Staithe and Wells-next-the-Sea, which is in contrast to the relatively high access use on the existing Norfolk Coast Path National Trail adjacent to the saltmarsh.

Taking the additional information into account, we concluded that the saltmarsh and mudflat on maps G & J does not attract casual recreational access use from the current trail users and providing a right of access will not make it more attractive for recreational use. On balance, we concluded that our proposed formal exclusion under S25A is not necessary.

The revised Habitats Regulations Assessment (HRA) that accompanies the report has taken this change into account for our assessment of the way the marsh would be used and has concluded that there is no likely significant effect on the conservation objectives of the European sites. We therefore do not consider that the proposed S26 nature conservation exclusion is necessary.

We therefore recommend to the Secretary of State that our proposals be approved with the modification that they do not include the Section 25A saltmarsh and flat exclusions and the Section 26(3)(a) nature conservation exclusion (shown on Maps G & J) that we originally proposed, but with the addition of informal management measures in the form of bespoke advisory signs where the trail meets any access points onto the saltmarsh, advising people of the risks of accessing the saltmarsh. We anticipate these would be an additional cost of less than £1000.

Natural England's Summary of Other Representations



List of Contents

1.	Introduction	1
2.	Background	1
3.	Categorising representations	2
4.	Summary of 'other' representations, and Natural England's comments on them	20
5.	Appendix A: Supporting documents	150
6.	Annex A: Natural England's comment on proposed saltmarsh exclusion	160
7.	Annex B: Natural England's comment on the consultation process	161

1. Introduction

This document categorises, summarises and comments on representations we have received on this report which have not come from those persons or bodies whose representations we are required to send in full to the Secretary of State.

2. Background

Natural England's report setting out its proposals for improved access to the coast between **Weybourne** and **Hunstanton** was submitted to the Secretary of State on **Wednesday 21st March 2018**. This began an eight week period during which formal representations and objections about the report could be made. A representation about the report could be made during this period by any person on any grounds and could include arguments either in support of or against Natural England's proposals.

In total Natural England received **309** representations, of which **37** were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations have been submitted separately together with Natural England's comments where relevant. This document summarises and, where relevant,

comments on the **272** representations submitted by other individuals or organisations, referred to here as '**other**' representations.

Before making a determination in respect of a coastal access report, the Secretary of State must consider both documents relating to 'full' and 'other' representations.

3. Categorising representations

The following tables categorise the 'other' representations by several themes:

REPORT CHAPTER	No. of rep's	Includes other chapters	Unique identifiers for reps
Chapter 1	13	Chp 1 only Chp 1 only Chp 1,2 Chp 1,2 Chp 1 – 6 Chp 1,2,4,5 Chp 1 only Chp 1 – 6 General Chp 1 – 6 Chp 1 – 6 Chp 1 – 6 Chp 1 only	MCA\Weybourne to Hunstanton\R\6\WBH0818 MCA\Weybourne to Hunstanton\R\60\WBH0901 MCA\Weybourne to Hunstanton\R\77\WBH0060 MCA\Weybourne to Hunstanton\R\130\WBH0987 MCA\Weybourne to Hunstanton\R\149\WBH0800 MCA\Weybourne to Hunstanton\R\173\WBH0075 MCA\Weybourne to Hunstanton\R\175\WBH0919 MCA\Weybourne to Hunstanton\R\186\WBH0886 MCA\Weybourne to Hunstanton\R\216\WBH1107 MCA\Weybourne to Hunstanton\R\248\WBH1050 MCA\Weybourne to Hunstanton\R\276\WBH1073 MCA\Weybourne to Hunstanton\R\278\WBH1075 MCA\Weybourne to Hunstanton\R\298\WBH1133
Chapter 2	39	Chp 2 only Chp 2 only Chp 2 only Chp 2,3 Chp 2 only Chp 2 only Chp 2 only Chp 2 only Chp 2,3 Chp 2 only Chp 2,3,4 Chp 2 only Chp 2 only Chp 2,3 Chp 2 only Chp 2 only Chp 2 only Chp 2 only Chp 2,3,4 Chp 2 only Chp 2 only Chp 2,3,4 Chp 2,3,4	MCA\Weybourne to Hunstanton\R\1\WBH0811 MCA\Weybourne to Hunstanton\R\2\WBH0813 MCA\Weybourne to Hunstanton\R\5\WBH0225 MCA\Weybourne to Hunstanton\R\7\WBH0819 MCA\Weybourne to Hunstanton\R\9\WBH0826 MCA\Weybourne to Hunstanton\R\27\WBH0859 MCA\Weybourne to Hunstanton\R\49\WBH0893 MCA\Weybourne to Hunstanton\R\50\WBH0894 MCA\Weybourne to Hunstanton\R\66\WBH0907 MCA\Weybourne to Hunstanton\R\67\WBH0908 MCA\Weybourne to Hunstanton\R\71\WBH0912 MCA\Weybourne to Hunstanton\R\98\WBH0947 MCA\Weybourne to Hunstanton\R\111\WBH0966 MCA\Weybourne to Hunstanton\R\112\WBH0967 MCA\Weybourne to Hunstanton\R\125\WBH0977 MCA\Weybourne to Hunstanton\R\139\WBH0996 MCA\Weybourne to Hunstanton\R\140\WBH0997 MCA\Weybourne to Hunstanton\R\142\WBH0999 MCA\Weybourne to Hunstanton\R\180\WBH0088 MCA\Weybourne to Hunstanton\R\182\WBH0808 MCA\Weybourne to Hunstanton\R\184\WBH0063 MCA\Weybourne to Hunstanton\R\191\WBH1016 MCA\Weybourne to Hunstanton\R\192\WBH1017

	Chp 3,4	MCA\Weybourne to Hunstanton\R\45\WBH0883
	Chp 3,4	MCA\Weybourne to Hunstanton\R\46\WBH0884
	Chp 3,4	MCA\Weybourne to Hunstanton\R\47\WBH0887
	Chp 3,4	MCA\Weybourne to Hunstanton\R\48\WBH0892
	Chp 3,4	MCA\Weybourne to Hunstanton\R\51\WBH0820
	Chp 3 only	MCA\Weybourne to Hunstanton\R\52\WBH0895
	Chp 3,4	MCA\Weybourne to Hunstanton\R\53\WBH0307
	Chp 3,4	MCA\Weybourne to Hunstanton\R\54\WBH0374
	Chp 3,4	MCA\Weybourne to Hunstanton\R\55\WBH0896
	Chp 3,4	MCA\Weybourne to Hunstanton\R\56\WBH0897
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	Chp 3 only	MCA\Weybourne to Hunstanton\R\68\WBH0845
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\70\WBH0911
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\74\WBH0915
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\84\WBH0927
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\104\WBH0956
	Chp 3,4	MCA\Weybourne to Hunstanton\R\105\WBH0957

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	Chp 3,4	MCA\Weybourne to Hunstanton\R\199\WBH1026
	Chp 3,4	MCA\Weybourne to Hunstanton\R\200\WBH1027
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\202\WBH1029
	Chp 3,4	MCA\Weybourne to Hunstanton\R\203\WBH1030
	Chp 3,4	MCA\Weybourne to Hunstanton\R\204\WBH1031
	Chp 3,4	MCA\Weybourne to Hunstanton\R\205\WBH1032
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\207\WBH1034

	Chp 3,4	MCA\Weybourne to Hunstanton\R\208\WBH1035
	Chp 3,4,5	MCA\Weybourne to Hunstanton\R\209\WBH1095
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\214\WBH1105
	Chp 3,4,5	MCA\Weybourne to Hunstanton\R\215\WBH1106
	Chp 3 only	MCA\Weybourne to Hunstanton\R\217\WBH1108
	Chp 3,4	MCA\Weybourne to Hunstanton\R\218\WBH1109
	Chp 3,4	MCA\Weybourne to Hunstanton\R\219\WBH1110
	Chp 3,4	MCA\Weybourne to Hunstanton\R\220\WBH1112
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	Chp 3,4	MCA\Weybourne to Hunstanton\R\229\WBH1121
	Chp 3,4	MCA\Weybourne to Hunstanton\R\230\WBH1122
	Chp 3,4	MCA\Weybourne to Hunstanton\R\231\WBH1123
	Chp 3 only	MCA\Weybourne to Hunstanton\R\232\WBH1124
	Chp 3,4	MCA\Weybourne to Hunstanton\R\234\WBH1128
	Chp 3 only	MCA\Weybourne to Hunstanton\R\235\WBH1036
	Chp 3,4	MCA\Weybourne to Hunstanton\R\236\WBH1038
	Chp 3,4	MCA\Weybourne to Hunstanton\R\237\WBH1039
	Chp 3,4	MCA\Weybourne to Hunstanton\R\238\WBH1040
	Chp 3,4	MCA\Weybourne to Hunstanton\R\239\WBH1041
	Chp 3 only	MCA\Weybourne to Hunstanton\R\240\WBH1042
	Chp 3,4	MCA\Weybourne to Hunstanton\R\241\WBH1043
	Chp 3,4	MCA\Weybourne to Hunstanton\R\242\WBH1044
	Chp 3,4	MCA\Weybourne to Hunstanton\R\244\WBH1046
	Chp 3 only	MCA\Weybourne to Hunstanton\R\245\WBH1047
	Chp 3,4	MCA\Weybourne to Hunstanton\R\246\WBH1048
	Chp 3,4	MCA\Weybourne to Hunstanton\R\247\WBH1049
	Chp 3,4	MCA\Weybourne to Hunstanton\R\249\WBH1051
	Chp 3 only	MCA\Weybourne to Hunstanton\R\250\WBH1052
	Chp 3 only	MCA\Weybourne to Hunstanton\R\251\WBH1053
	Chp 3,4	MCA\Weybourne to Hunstanton\R\253\WBH1055
	Chp 3,4	MCA\Weybourne to Hunstanton\R\254\WBH1056
	Chp 3,4	MCA\Weybourne to Hunstanton\R\256\WBH1058
	Chp 3 only	MCA\Weybourne to Hunstanton\R\257\WBH1059
	Chp 3 only	MCA\Weybourne to Hunstanton\R\258\WBH1060
	Chp 3,4	MCA\Weybourne to Hunstanton\R\259\WBH1061
	Chp 3,4	MCA\Weybourne to Hunstanton\R\260\WBH1062
	Chp 3,4	MCA\Weybourne to Hunstanton\R\261\WBH1063
	Chp 3,4	MCA\Weybourne to Hunstanton\R\263\WBH1065
	Chp 3,4	MCA\Weybourne to Hunstanton\R\264\WBH1129
	Chp 3,4	MCA\Weybourne to Hunstanton\R\265\WBH1130
	Chp 3,4	MCA\Weybourne to Hunstanton\R\266\WBH1132
	Chp 3,4	MCA\Weybourne to Hunstanton\R\268\WBH1135

		Chp 3,4 Chp 3,4 Chp 3,4 Chp 3,4 Chp 3,4 Chp 3,5 Chp 3 only Chp 3 only Chp 3,4 Chp 3,4 Chp 3 only Chp 3,4 Chp 3,4 Chp 3 only Chp 3 only Chp 3,4 Chp 3,4 Chp 3,4 Chp 3,4 Chp 3,4 Chp 3 only Chp 3 only Chp 3,4 Chp 3,4	MCA\Weybourne to Hunstanton\R\273\WBH1069 MCA\Weybourne to Hunstanton\R\274\WBH1070 MCA\Weybourne to Hunstanton\R\275\WBH1071 MCA\Weybourne to Hunstanton\R\270\WBH1066 MCA\Weybourne to Hunstanton\R\272\WBH1068 MCA\Weybourne to Hunstanton\R\277\WBH1074 MCA\Weybourne to Hunstanton\R\279\WBH1076 MCA\Weybourne to Hunstanton\R\280\WBH1077 MCA\Weybourne to Hunstanton\R\281\WBH1078 MCA\Weybourne to Hunstanton\R\282\WBH1080 MCA\Weybourne to Hunstanton\R\284\WBH1082 MCA\Weybourne to Hunstanton\R\285\WBH1083 MCA\Weybourne to Hunstanton\R\286\WBH1084 MCA\Weybourne to Hunstanton\R\287\WBH1085 MCA\Weybourne to Hunstanton\R\289\WBH1087 MCA\Weybourne to Hunstanton\R\290\WBH1088 MCA\Weybourne to Hunstanton\R\291\WBH1090 MCA\Weybourne to Hunstanton\R\292\WBH1092 MCA\Weybourne to Hunstanton\R\293\WBH1093 MCA\Weybourne to Hunstanton\R\294\WBH1094 MCA\Weybourne to Hunstanton\R\299\WBH1133 MCA\Weybourne to Hunstanton\R\302\WBH0523 MCA\Weybourne to Hunstanton\R\308\WBH1138 MCA\Weybourne to Hunstanton\R\313\WBH1141
Chapter 4	2	Chp 4 only Chp 4 only	MCA\Weybourne to Hunstanton\R\35\WBH0834 MCA\Weybourne to Hunstanton\R\176\WBH0885
Chapter 5	6	Chp 5,6 Chp 5 only Chp 5 only Chp 5 only Chp 5 only Chp 5 only	MCA\Weybourne to Hunstanton\R\29\WBH0050 MCA\Weybourne to Hunstanton\R\61\WBH0901 MCA\Weybourne to Hunstanton\R\113\WBH0498 MCA\Weybourne to Hunstanton\R\174\WBH0054 MCA\Weybourne to Hunstanton\R\179\WBH0613 MCA\Weybourne to Hunstanton\R\300\WBH1133
Chapter 6	1	Chp 6 only	MCA\Weybourne to Hunstanton\R\62\WBH0901
Total representations	272		Note: some representations cover multiple issues

OVERALL REPORT (Themes)	No. of rep's	Unique identifiers for reps
Exclusions to salt marsh only	237	MCA\Weybourne to Hunstanton\R\1\WBH0811 MCA\Weybourne to Hunstanton\R\2\WBH0813 MCA\Weybourne to Hunstanton\R\4\WBH0225 MCA\Weybourne to Hunstanton\R\5\WBH0225 MCA\Weybourne to Hunstanton\R\7\WBH0819 MCA\Weybourne to Hunstanton\R\8\WBH0825 MCA\Weybourne to Hunstanton\R\10\WBH0828 MCA\Weybourne to Hunstanton\R\11\WBH0831 MCA\Weybourne to Hunstanton\R\12\WBH0832 MCA\Weybourne to Hunstanton\R\15\WBH0841 MCA\Weybourne to Hunstanton\R\16\WBH0848 MCA\Weybourne to Hunstanton\R\17\WBH0849 MCA\Weybourne to Hunstanton\R\18\WBH0850 MCA\Weybourne to Hunstanton\R\19\WBH0851 MCA\Weybourne to Hunstanton\R\20\WBH0852 MCA\Weybourne to Hunstanton\R\21\WBH0853 MCA\Weybourne to Hunstanton\R\22\WBH0854 MCA\Weybourne to Hunstanton\R\23\WBH0855 MCA\Weybourne to Hunstanton\R\24\WBH0856 MCA\Weybourne to Hunstanton\R\25\WBH0857 MCA\Weybourne to Hunstanton\R\26\WBH0858 MCA\Weybourne to Hunstanton\R\27\WBH0859 MCA\Weybourne to Hunstanton\R\28\WBH0860 MCA\Weybourne to Hunstanton\R\30\WBH0862 MCA\Weybourne to Hunstanton\R\31\WBH0863 MCA\Weybourne to Hunstanton\R\32\WBH0864 MCA\Weybourne to Hunstanton\R\33\WBH0865 MCA\Weybourne to Hunstanton\R\34\WBH0866 MCA\Weybourne to Hunstanton\R\36\WBH0867 MCA\Weybourne to Hunstanton\R\37\WBH0869 MCA\Weybourne to Hunstanton\R\38\WBH0872 MCA\Weybourne to Hunstanton\R\39\WBH0871 MCA\Weybourne to Hunstanton\R\40\WBH0372 MCA\Weybourne to Hunstanton\R\41\WBH0874 MCA\Weybourne to Hunstanton\R\42\WBH0875 MCA\Weybourne to Hunstanton\R\43\WBH0876 MCA\Weybourne to Hunstanton\R\44\WBH0877 MCA\Weybourne to Hunstanton\R\45\WBH0883 MCA\Weybourne to Hunstanton\R\46\WBH0884 MCA\Weybourne to Hunstanton\R\47\WBH0887 MCA\Weybourne to Hunstanton\R\48\WBH0892 MCA\Weybourne to Hunstanton\R\49\WBH0893 MCA\Weybourne to Hunstanton\R\50\WBH0894 MCA\Weybourne to Hunstanton\R\51\WBH0820 MCA\Weybourne to Hunstanton\R\52\WBH0895 MCA\Weybourne to Hunstanton\R\53\WBH0307 MCA\Weybourne to Hunstanton\R\54\WBH0374 MCA\Weybourne to Hunstanton\R\55\WBH0896

		MCA\Weybourne to Hunstanton\R\56\WBH0897 MCA\Weybourne to Hunstanton\R\57\WBH0898 MCA\Weybourne to Hunstanton\R\58\WBH0899 MCA\Weybourne to Hunstanton\R\59\WBH0900 MCA\Weybourne to Hunstanton\R\63\WBH0903 MCA\Weybourne to Hunstanton\R\64\WBH0904 MCA\Weybourne to Hunstanton\R\65\WBH0905 MCA\Weybourne to Hunstanton\R\66\WBH0907 MCA\Weybourne to Hunstanton\R\67\WBH0908 MCA\Weybourne to Hunstanton\R\68\WBH0845 MCA\Weybourne to Hunstanton\R\69\WBH0910 MCA\Weybourne to Hunstanton\R\70\WBH0911 MCA\Weybourne to Hunstanton\R\71\WBH0912 MCA\Weybourne to Hunstanton\R\72\WBH0913 MCA\Weybourne to Hunstanton\R\73\WBH0914 MCA\Weybourne to Hunstanton\R\74\WBH0915 MCA\Weybourne to Hunstanton\R\75\WBH0916 MCA\Weybourne to Hunstanton\R\76\WBH0921 MCA\Weybourne to Hunstanton\R\77\WBH0060 MCA\Weybourne to Hunstanton\R\78\WBH0930 MCA\Weybourne to Hunstanton\R\79\WBH0922 MCA\Weybourne to Hunstanton\R\80\WBH0931 MCA\Weybourne to Hunstanton\R\81\WBH0923 MCA\Weybourne to Hunstanton\R\82\WBH0925 MCA\Weybourne to Hunstanton\R\83\WBH0926 MCA\Weybourne to Hunstanton\R\84\WBH0927 MCA\Weybourne to Hunstanton\R\86\WBH0928 MCA\Weybourne to Hunstanton\R\87\WBH0932 MCA\Weybourne to Hunstanton\R\88\WBH0933 MCA\Weybourne to Hunstanton\R\89\WBH0934 MCA\Weybourne to Hunstanton\R\90\WBH0935 MCA\Weybourne to Hunstanton\R\91\WBH0936 MCA\Weybourne to Hunstanton\R\92\WBH0937 MCA\Weybourne to Hunstanton\R\93\WBH0940 MCA\Weybourne to Hunstanton\R\94\WBH0941 MCA\Weybourne to Hunstanton\R\95\WBH0942 MCA\Weybourne to Hunstanton\R\96\WBH0944 MCA\Weybourne to Hunstanton\R\97\WBH0946 MCA\Weybourne to Hunstanton\R\98\WBH0947 MCA\Weybourne to Hunstanton\R\99\WBH0949 MCA\Weybourne to Hunstanton\R\100\WBH0950 MCA\Weybourne to Hunstanton\R\101\WBH0951 MCA\Weybourne to Hunstanton\R\102\WBH0954 MCA\Weybourne to Hunstanton\R\103\WBH0955 MCA\Weybourne to Hunstanton\R\104\WBH0956 MCA\Weybourne to Hunstanton\R\105\WBH0957 MCA\Weybourne to Hunstanton\R\106\WBH0959 MCA\Weybourne to Hunstanton\R\107\WBH0958 MCA\Weybourne to Hunstanton\R\108\WBH0960 MCA\Weybourne to Hunstanton\R\109\WBH0961 MCA\Weybourne to Hunstanton\R\110\WBH0965
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		MCA\Weybourne to Hunstanton\R\111\WBH0966 MCA\Weybourne to Hunstanton\R\112\WBH0967 MCA\Weybourne to Hunstanton\R\114\WBH0968 MCA\Weybourne to Hunstanton\R\115\WBH0969 MCA\Weybourne to Hunstanton\R\116\WBH0970 MCA\Weybourne to Hunstanton\R\117\WBH0971 MCA\Weybourne to Hunstanton\R\118\WBH0972 MCA\Weybourne to Hunstanton\R\122\WBH0974 MCA\Weybourne to Hunstanton\R\123\WBH0975 MCA\Weybourne to Hunstanton\R\124\WBH0976 MCA\Weybourne to Hunstanton\R\125\WBH0977 MCA\Weybourne to Hunstanton\R\126\WBH0978 MCA\Weybourne to Hunstanton\R\127\WBH0979 MCA\Weybourne to Hunstanton\R\128\WBH0980 MCA\Weybourne to Hunstanton\R\129\WBH0982 MCA\Weybourne to Hunstanton\R\131\WBH0988 MCA\Weybourne to Hunstanton\R\132\WBH0989 MCA\Weybourne to Hunstanton\R\133\WBH0990 MCA\Weybourne to Hunstanton\R\134\WBH0991 MCA\Weybourne to Hunstanton\R\135\WBH0992 MCA\Weybourne to Hunstanton\R\136\WBH0993 MCA\Weybourne to Hunstanton\R\137\WBH0994 MCA\Weybourne to Hunstanton\R\138\WBH0995 MCA\Weybourne to Hunstanton\R\139\WBH0996 MCA\Weybourne to Hunstanton\R\140\WBH0997 MCA\Weybourne to Hunstanton\R\141\WBH0998 MCA\Weybourne to Hunstanton\R\142\WBH0999 MCA\Weybourne to Hunstanton\R\143\WBH1000 MCA\Weybourne to Hunstanton\R\144\WBH1001 MCA\Weybourne to Hunstanton\R\145\WBH1002 MCA\Weybourne to Hunstanton\R\146\WBH1003 MCA\Weybourne to Hunstanton\R\147\WBH1004 MCA\Weybourne to Hunstanton\R\148\WBH1005 MCA\Weybourne to Hunstanton\R\171\WBH0962 MCA\Weybourne to Hunstanton\R\172\WBH0963 MCA\Weybourne to Hunstanton\R\177\WBH1007 MCA\Weybourne to Hunstanton\R\182\WBH0808 MCA\Weybourne to Hunstanton\R\183\WBH1010 MCA\Weybourne to Hunstanton\R\184\WBH0063 MCA\Weybourne to Hunstanton\R\185\WBH0239 MCA\Weybourne to Hunstanton\R\189\WBH1014 MCA\Weybourne to Hunstanton\R\190\WBH1015 MCA\Weybourne to Hunstanton\R\191\WBH1016 MCA\Weybourne to Hunstanton\R\192\WBH1017 MCA\Weybourne to Hunstanton\R\193\WBH1019 MCA\Weybourne to Hunstanton\R\197\WBH1024 MCA\Weybourne to Hunstanton\R\198\WBH1025 MCA\Weybourne to Hunstanton\R\199\WBH1026 MCA\Weybourne to Hunstanton\R\200\WBH1027 MCA\Weybourne to Hunstanton\R\201\WBH1028 MCA\Weybourne to Hunstanton\R\202\WBH1029
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		MCA\Weybourne to Hunstanton\R\203\WBH1030
		MCA\Weybourne to Hunstanton\R\204\WBH1031
		MCA\Weybourne to Hunstanton\R\205\WBH1032
		MCA\Weybourne to Hunstanton\R\206\WBH1033
		MCA\Weybourne to Hunstanton\R\207\WBH1034
		MCA\Weybourne to Hunstanton\R\208\WBH1035
		MCA\Weybourne to Hunstanton\R\209\WBH1095
		MCA\Weybourne to Hunstanton\R\210\WBH1101
		MCA\Weybourne to Hunstanton\R\211\WBH1102
		MCA\Weybourne to Hunstanton\R\212\WBH1103
		MCA\Weybourne to Hunstanton\R\213\WBH1104
		MCA\Weybourne to Hunstanton\R\215\WBH1106
		MCA\Weybourne to Hunstanton\R\216\WBH1107
		MCA\Weybourne to Hunstanton\R\218\WBH1109
		MCA\Weybourne to Hunstanton\R\219\WBH1110
		MCA\Weybourne to Hunstanton\R\220\WBH1112
		MCA\Weybourne to Hunstanton\R\221\WBH1113
		MCA\Weybourne to Hunstanton\R\222\WBH1114
		MCA\Weybourne to Hunstanton\R\223\WBH1115
		MCA\Weybourne to Hunstanton\R\224\WBH1116
		MCA\Weybourne to Hunstanton\R\225\WBH1117
		MCA\Weybourne to Hunstanton\R\226\WBH1118
		MCA\Weybourne to Hunstanton\R\227\WBH1119
		MCA\Weybourne to Hunstanton\R\228\WBH1120
		MCA\Weybourne to Hunstanton\R\229\WBH1121
		MCA\Weybourne to Hunstanton\R\230\WBH1122
		MCA\Weybourne to Hunstanton\R\231\WBH1123
		MCA\Weybourne to Hunstanton\R\232\WBH1124
		MCA\Weybourne to Hunstanton\R\233\WBH1127
		MCA\Weybourne to Hunstanton\R\234\WBH1128
		MCA\Weybourne to Hunstanton\R\235\WBH1036
		MCA\Weybourne to Hunstanton\R\236\WBH1038
		MCA\Weybourne to Hunstanton\R\237\WBH1039
		MCA\Weybourne to Hunstanton\R\238\WBH1040
		MCA\Weybourne to Hunstanton\R\239\WBH1041
		MCA\Weybourne to Hunstanton\R\240\WBH1042
		MCA\Weybourne to Hunstanton\R\241\WBH1043
		MCA\Weybourne to Hunstanton\R\242\WBH1044
		MCA\Weybourne to Hunstanton\R\243\WBH1045
		MCA\Weybourne to Hunstanton\R\244\WBH1046
		MCA\Weybourne to Hunstanton\R\245\WBH1047
		MCA\Weybourne to Hunstanton\R\246\WBH1048
		MCA\Weybourne to Hunstanton\R\247\WBH1049
		MCA\Weybourne to Hunstanton\R\249\WBH1051
		MCA\Weybourne to Hunstanton\R\250\WBH1052
		MCA\Weybourne to Hunstanton\R\251\WBH1053
		MCA\Weybourne to Hunstanton\R\252\WBH1054
		MCA\Weybourne to Hunstanton\R\253\WBH1055
		MCA\Weybourne to Hunstanton\R\254\WBH1056
		MCA\Weybourne to Hunstanton\R\255\WBH1057
		MCA\Weybourne to Hunstanton\R\256\WBH1058

		MCA\Weybourne to Hunstanton\R\257\WBH1059 MCA\Weybourne to Hunstanton\R\258\WBH1060 MCA\Weybourne to Hunstanton\R\259\WBH1061 MCA\Weybourne to Hunstanton\R\261\WBH1063 MCA\Weybourne to Hunstanton\R\263\WBH1065 MCA\Weybourne to Hunstanton\R\264\WBH1129 MCA\Weybourne to Hunstanton\R\265\WBH1130 MCA\Weybourne to Hunstanton\R\266\WBH1132 MCA\Weybourne to Hunstanton\R\267\WBH1134 MCA\Weybourne to Hunstanton\R\268\WBH1135 MCA\Weybourne to Hunstanton\R\269\WBH1136 MCA\Weybourne to Hunstanton\R\270\WBH1066 MCA\Weybourne to Hunstanton\R\272\WBH1068 MCA\Weybourne to Hunstanton\R\273\WBH1069 MCA\Weybourne to Hunstanton\R\274\WBH1070 MCA\Weybourne to Hunstanton\R\275\WBH1071 MCA\Weybourne to Hunstanton\R\279\WBH1076 MCA\Weybourne to Hunstanton\R\280\WBH1077 MCA\Weybourne to Hunstanton\R\281\WBH1078 MCA\Weybourne to Hunstanton\R\282\WBH1080 MCA\Weybourne to Hunstanton\R\284\WBH1082 MCA\Weybourne to Hunstanton\R\285\WBH1083 MCA\Weybourne to Hunstanton\R\286\WBH1084 MCA\Weybourne to Hunstanton\R\287\WBH1085 MCA\Weybourne to Hunstanton\R\288\WBH1086 MCA\Weybourne to Hunstanton\R\289\WBH1087 MCA\Weybourne to Hunstanton\R\290\WBH1088 MCA\Weybourne to Hunstanton\R\291\WBH1090 MCA\Weybourne to Hunstanton\R\292\WBH1092 MCA\Weybourne to Hunstanton\R\293\WBH1093 MCA\Weybourne to Hunstanton\R\294\WBH1094 MCA\Weybourne to Hunstanton\R\295\WBH1023 MCA\Weybourne to Hunstanton\R\296\WBH1023 MCA\Weybourne to Hunstanton\R\297\WBH1072 MCA\Weybourne to Hunstanton\R\299\WBH1133 MCA\Weybourne to Hunstanton\R\301\WBH0500 MCA\Weybourne to Hunstanton\R\302\WBH0523 MCA\Weybourne to Hunstanton\R\303\WBH0486 MCA\Weybourne to Hunstanton\R\308\WBH1138
Exclusion to salt marsh and other various issues	18	MCA\Weybourne to Hunstanton\R\14\WBH0058 MCA\Weybourne to Hunstanton\R\35\WBH0834 MCA\Weybourne to Hunstanton\R\85\WBH0938 MCA\Weybourne to Hunstanton\R\130\WBH0987 MCA\Weybourne to Hunstanton\R\149\WBH0800 MCA\Weybourne to Hunstanton\R\176\WBH0885 MCA\Weybourne to Hunstanton\R\179\WBH0613 MCA\Weybourne to Hunstanton\R\214\WBH1105 MCA\Weybourne to Hunstanton\R\217\WBH1108 MCA\Weybourne to Hunstanton\R\248\WBH1050 MCA\Weybourne to Hunstanton\R\260\WBH1062

		MCA\Weybourne to Hunstanton\R\262\WBH1064 MCA\Weybourne to Hunstanton\R\271\WBH1067 MCA\Weybourne to Hunstanton\R\276\WBH1073 MCA\Weybourne to Hunstanton\R\277\WBH1074 MCA\Weybourne to Hunstanton\R\278\WBH1075
Other issues – alignment, infrastructure, restrictions, erosion to shingle bank, future alternative routes.	17	MCA\Weybourne to Hunstanton\R\3\WBH0225 MCA\Weybourne to Hunstanton\R\6\WBH0818 MCA\Weybourne to Hunstanton\R\9\WBH0826 MCA\Weybourne to Hunstanton\R\29\WBH0050 MCA\Weybourne to Hunstanton\R\60\WBH0901 MCA\Weybourne to Hunstanton\R\61\WBH0901 MCA\Weybourne to Hunstanton\R\62\WBH0901 MCA\Weybourne to Hunstanton\R\113\WBH0498 MCA\Weybourne to Hunstanton\R\173\WBH0075 MCA\Weybourne to Hunstanton\R\174\WBH0054 MCA\Weybourne to Hunstanton\R\175\WBH0919 MCA\Weybourne to Hunstanton\R\180\WBH0088 MCA\Weybourne to Hunstanton\R\186\WBH0886 MCA\Weybourne to Hunstanton\R\298\WBH1133 MCA\Weybourne to Hunstanton\R\300\WBH1133 MCA\Weybourne to Hunstanton\R\313\WBH1141
Total representations	272	Note: some representations cover multiple issues

OVERALL REPORT Who made the rep'n	Organisation / Name	Number of Reps	Unique identifiers for reps
Individuals		246	MCA\Weybourne to Hunstanton\R\1\WBH0811 MCA\Weybourne to Hunstanton\R\2\WBH0813 MCA\Weybourne to Hunstanton\R\6\WBH0818 MCA\Weybourne to Hunstanton\R\7\WBH0819 MCA\Weybourne to Hunstanton\R\8\WBH0825 MCA\Weybourne to Hunstanton\R\9\WBH0826 MCA\Weybourne to Hunstanton\R\10\WBH0828 MCA\Weybourne to Hunstanton\R\11\WBH0831 MCA\Weybourne to Hunstanton\R\12\WBH0832 MCA\Weybourne to Hunstanton\R\15\WBH0841 MCA\Weybourne to Hunstanton\R\16\WBH0848 MCA\Weybourne to Hunstanton\R\17\WBH0849 MCA\Weybourne to Hunstanton\R\18\WBH0850 MCA\Weybourne to Hunstanton\R\19\WBH0851 MCA\Weybourne to Hunstanton\R\20\WBH0852 MCA\Weybourne to Hunstanton\R\21\WBH0853 MCA\Weybourne to Hunstanton\R\22\WBH0854 MCA\Weybourne to Hunstanton\R\23\WBH0855 MCA\Weybourne to Hunstanton\R\24\WBH0856 MCA\Weybourne to Hunstanton\R\25\WBH0857 MCA\Weybourne to Hunstanton\R\26\WBH0858 MCA\Weybourne to Hunstanton\R\27\WBH0859 MCA\Weybourne to Hunstanton\R\28\WBH0860 MCA\Weybourne to Hunstanton\R\30\WBH0862 MCA\Weybourne to Hunstanton\R\31\WBH0863 MCA\Weybourne to Hunstanton\R\32\WBH0864 MCA\Weybourne to Hunstanton\R\33\WBH0865 MCA\Weybourne to Hunstanton\R\34\WBH0866 MCA\Weybourne to Hunstanton\R\35\WBH0834 MCA\Weybourne to Hunstanton\R\36\WBH0867 MCA\Weybourne to Hunstanton\R\37\WBH0869 MCA\Weybourne to Hunstanton\R\38\WBH0872 MCA\Weybourne to Hunstanton\R\39\WBH0871 MCA\Weybourne to Hunstanton\R\40\WBH0372 MCA\Weybourne to Hunstanton\R\41\WBH0874 MCA\Weybourne to Hunstanton\R\42\WBH0875 MCA\Weybourne to Hunstanton\R\43\WBH0876 MCA\Weybourne to Hunstanton\R\44\WBH0877 MCA\Weybourne to Hunstanton\R\45\WBH0883 MCA\Weybourne to Hunstanton\R\46\WBH0884 MCA\Weybourne to Hunstanton\R\47\WBH0887 MCA\Weybourne to Hunstanton\R\48\WBH0892 MCA\Weybourne to Hunstanton\R\49\WBH0893 MCA\Weybourne to Hunstanton\R\50\WBH0894 MCA\Weybourne to Hunstanton\R\51\WBH0820 MCA\Weybourne to Hunstanton\R\52\WBH0895 MCA\Weybourne to Hunstanton\R\53\WBH0307

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Public bodies	Burnham Overy Parish Council Holme-next-the-Sea Parish Council Blakeney Parish Council Titchwell Parish Meeting Cley next the Sea Parish Council Brancaster Parish Council Warham Parish Council	7	MCA\Weybourne to Hunstanton\R\14\WBH0058 MCA\Weybourne to Hunstanton\R\29\WBH0050 MCA\Weybourne to Hunstanton\R\77\WBH0060 MCA\Weybourne to Hunstanton\R\174\WBH0054 MCA\Weybourne to Hunstanton\R\175\WBH0919 MCA\Weybourne to Hunstanton\R\179\WBH0613 MCA\Weybourne to Hunstanton\R\184\WBH0063
Land owners / occupiers	Chloe Steele Chloe Steele	9	MCA\Weybourne to Hunstanton\R\3\WBH0225 MCA\Weybourne to Hunstanton\R\4\WBH0225

	Chloe Steele Norfolk Wildlife Trust Norfolk Wildlife Trust Norfolk Wildlife Trust National Trust The Holkham Estate Peter Terrington		MCA\Weybourne to Hunstanton\R\5\WBH0225 MCA\Weybourne to Hunstanton\R\60\WBH0901 MCA\Weybourne to Hunstanton\R\61\WBH0901 MCA\Weybourne to Hunstanton\R\62\WBH0901 MCA\Weybourne to Hunstanton\R\173\WBH0075 MCA\Weybourne to Hunstanton\R\180\WBH0088 MCA\Weybourne to Hunstanton\R\301\WBH0500
Voluntary and membership groups	Overy Staithe Sailing Club Norfolk's National Trail Partnership The Wash & N.Norfolk Marine Partnership Norfolk Coast Partnership Overy Staithe Sailing Club Overy Staithe Sailing Club Wells Sailing Club Girlguiding Anglia & Norfolk Trefoil Guild Girlguiding Anglia & Norfolk Trefoil Guild Girlguiding Anglia & Norfolk Trefoil Guild	10	MCA\Weybourne to Hunstanton\R\99\WBH0949 MCA\Weybourne to Hunstanton\R\149\WBH0800 MCA\Weybourne to Hunstanton\R\176\WBH0885 MCA\Weybourne to Hunstanton\R\186\WBH0886 MCA\Weybourne to Hunstanton\R\259\WBH1061 MCA\Weybourne to Hunstanton\R\266\WBH1132 MCA\Weybourne to Hunstanton\R\297\WBH1072 MCA\Weybourne to Hunstanton\R\298\WBH1133 MCA\Weybourne to Hunstanton\R\299\WBH1133 MCA\Weybourne to Hunstanton\R\300\WBH1133
Total reps		272	

4. Summary of ‘other’ representations

Chapter 1:

Representation number:	MCA\Weybourne to Hunstanton\R\6\WBH0818
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 1, WBH-1-S012 to S014; and WBH-1-S016 to S022; and Map 1e
<p>Summary of representation: see supporting Document 1 (map) & Documents 2a to 2d (photos) at the end of this document.</p> <p>Removal of <u>all</u> steps around Cley shown on map 1e</p> <p>A) WBH-1-S012FP. Supports the ECP alignment providing a gentle slope is incorporated.</p> <p>B) WBH-1-S013FP / S014FP. Asks if the steps up and down are really necessary and proposes removing them. Reinforce eastern side of secondary floodbank. Reset steps to Cley FP (5?) further south inside existing boundary.</p> <p>C) Proposes alternative route from SW end from WBH-1-S016FP to WBH-1-S022FP. The existing route uses up/down steps, follows an unattractive alley way, comes out on a road with no pavement (Notes that the route at Mundesley was diverted around the town for sake of same distance of road with no pavement). Also, dangerous road bend. The EA-proposed route from WBH-1-S017FP/S018FP will possibly still require steps over the secondary flood wall in order to reach a slope up to WBH-1-S022FP. Why not be bold and start the seaward path from just before the steps at WBH-1-S016FP (photo 9) continue round to a gentle slope up on WBH-1-S022FP? If built in the promenade style of WBH-1-S016FP it could become a feature for Cley. Where possible, the path could be wider (3m) to allow green vegetation to hide the flood wall.</p>	
<p>Natural England’s comment:</p> <p>Natural England follows the principles set out in our publication “By All Reasonable Means” to make the trail as easy to use as we reasonably can for disabled people and others with reduced mobility, whilst accepting that such opportunities will often be constrained by practical limitations. The proposed route best met the criteria of the Scheme at Map 1e at the time of writing the proposal and followed the route of the existing Norfolk Coast Path. Natural England has explored the potential for removing the existing steps with the National Trails Management Team however it is not practical as gradients are too steep, and removal would affect the hydrodynamics of the floodbank in the area.</p> <p>A) WBH-1-S012 Proposals follow existing walked and managed route of the Norfolk Coast Path National Trail which includes use of existing steps. The constraints described above prevent their removal.</p> <p>B) WBH-1-S013/S014 Proposals follow existing walked and managed route of the Norfolk Coast Path National Trail which includes use of existing steps. The practical limitations described above prevent their removal.</p> <p>C) Natural England’s published proposals are to use the existing route of the Norfolk Coast Path. Footpath Cley FP4 is seaward of the proposed route but has not been accessible since a concrete flood wall was constructed in 1990s. At the time of writing the proposals there were aspirations to re-open FP4 as part of proposed flood defence management works scheduled to be undertaken by the Environment Agency. Reference to those works at Cley are cited at page 33 of the Overview. Instead of the expected vegetation clearance works the Environment Agency constructed a boardwalk seaward of the flood wall to aid their inspection of their assets. The boardwalk is closer to the sea than the proposed route and so Natural England recommends a modification to its proposals so that the route of the ECP is on the boardwalk,</p>	

replacing WBH-1-S017 to WBH-2-S021. There are times when the boardwalk may not be available e.g. on very high tides and so we are also proposing use of the current National Trail route (and published ECP proposal) as an optional alternative route. Norfolk County Council is working on public rights of way creation orders that will designate the boardwalk and optional alternative route as public footpaths.

We ask the Secretary of State to approve this modification to our proposals as set out in Annex A of the Response to Full Representations document.

Representation number:	MCA\Weybourne to Hunstanton\R\60\WBH0901
Organisation/ person making representation:	[redacted], Norfolk Wildlife Trust
Chapter, Route section(s) or Map references:	Chapters 1, Maps 1b, 1c & 1d

Summary of representation:

Support for the alignment, following the existing Norfolk Coast Path along the shingle bank and made clear, during the development phase that it was preferred to the alternative along Meadow Lane and then adjacent to the coast road for the reasons outlined in table 1.2.2.

They are though concerned that the ECP will lead to increased numbers of walkers. Since the shingle bank is no longer subject to routine management as a sea defence, increasing numbers of shore-nesting birds are using the area (ringed plover & oystercatcher). They currently erect moveable fencing to protect the nests from disturbance with signage at key beach areas to make people aware of the ground nesting birds. This has resulted in increased fledgling success.

In their view part of the government funding for the ECP should be for ongoing costs of protecting nests on the shingle bank, owing to disturbance that will result from increased use of the coast path.

Ringed plover breeding records for Norfolk show an increase from 2013 to 2017 from 2 to 6 pairs.

Natural England's comment:

Natural England thanks the Norfolk Wildlife Trust for their support to our proposals map references 1b, 1c and 1d.

The Wildlife Trust expresses concern that the establishment of the England Coast Path will lead to increased numbers walking this stretch. However, the published North Norfolk Coast Access and Sensitive Features Appraisal anticipates that overall, our proposals are unlikely to cause a significant change in the level and patterns of visits.

The assessment was completed during the development of our proposals and the conclusions are based on the fact that the Norfolk Coast Path is a well-established route for walkers, no route changes are proposed for this section and the extent of access rights would be broadly consistent with those currently available.

In addition, in order to be fully compliant with the Court of Justice of the European Union's interpretation of Habitats Regulations and Council Directive 92/43/EEC of 21 May 1992 at Article 6.3 following the People over Wind case (Case C-323/17) EU (12 April 2018) an appropriate assessment is now undertaken by Natural England before any previously published report proposals that have not yet been determined by the Secretary of State are so determined, where in any part of the proposals indicates a reliance on mitigation or avoidance measures in order to prevent likely significant effect for these purposes.

Natural England is encouraged to learn there has been an increased fledging success in the area as a result of informal management measures in place of fencing and signage to inform existing users to the site.

Representation number:	MCA\Weybourne to Hunstanton\R\77\WBH0060
Organisation/ person making representation:	[redacted], Blakeney Parish Council
Chapter, Route section(s) or Map references:	Chapters 1, 2, Map A Land between Friary Farm Caravan Park, Back Lane, Blakeney and Wiveton Hall Café, Coast Road, Cley.
Summary of representation: <p>The Council noted the proposals and only offered a comment for the stretch between Blakeney and Cley. Members expressed the hope that the path would be repaired if it again suffers damage of the sort experienced in the 2013 tidal surge. To insure against loss of the path because repair could not be done, members wanted to pursue the option of joining the path through inland access - and that could be achieved through opening up a path alongside Friary Farm Caravan Park, off Back Lane, Blakeney running through to the Wiveton Hall Café, Coast Road, Cley.</p>	
Natural England's comment: <p>Optional alternative routes are proposed at report stage where the proposed ordinary route is affected by regular flooding or tidal action. Whilst Natural England is aware that the existing Norfolk Coast Path National Trail became impassable along this section during the 2013 tidal surge, it is not affected by regular flooding or tidal action and so it would not be appropriate to propose an optional alternative route for any part of the proposed trail in Chapter 1 of our report.</p> <p>If, after commencement of coastal access rights, permanent changes are needed to the route we will work with the Norfolk Coast Path National Trails team to assess and find a new route using roll back powers whenever it might be needed.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\130\WBH0987
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 1, 2, Maps E, F, G
Summary of representation: <p>These proposals are unnecessary and disproportionate given the current use of the areas concerned.</p> <p>Map E: The areas along the beach from Cley to the Point would prohibit people walking along the sea edge on this stretch 1st April to 15th August where the hard sand is easier walking than the gravel beach higher up. The respondent cannot see any purpose in this restriction, and it is a popular walk enjoyed by many with no harm to the environment or the wildlife.</p> <p>Map F: The prevention of public access to the dunes at the west end of the Point is unnecessary between 25th October and 25th January. Very few people access this area during the winter period unless they are interested in seeing the grey seals pupping. To prevent them doing so is disproportionate as they are people who are careful not to disturb the seals.</p>	

Map G: If it is intended to stop access to the area coloured pink which includes East Hills, this again is disproportionate as it is popular in the summer even if people do occasionally become cut off by the tide. There is a warning siren operated during the season to warn when the tide is about to come in, and procedures for rescuing them if they do become cut off.

Also, can see no purpose in excluding people from the area marked for protecting wintering and breeding birds for the whole year and suggests it can be protected by signage at access points.

Local people and visitors have enjoyed access to all these marshes for time immemorial and these rights should be protected unless there are very good reasons to restrict them. The National Trust manage the important areas of Blakeney Point for the nesting terns without undue restriction elsewhere and he believes the current extent of restriction is sufficient and proportionate and should not be increased.

Natural England's comment:

Maps E & F: Proposals formalise existing management measures in the area as supported by the Access and Sensitive Features Appraisal and remain unchanged by the revised Habitats Regulations Assessment that accompanies this report. Our proposals ensure that the access management measures in the area remain unchanged.

Map G – Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\149WBH0800
Organisation/ person making representation:	[redacted], Norfolk National Trail Partnership
Chapter, Route section(s) or Map references:	Chapters 1-6, Map G,J,K,L

Summary of representation:

The proposals for this stretch are broadly welcomed as the enhancement of the National Trail is undoubtedly a positive output from the Coastal Access project. The opportunity to realign the current stretch of the National Trail is a once in a generation chance and the Partnership would like to ensure the very best route is established, both from a New Deal, and from a future management perspective.

Whilst the Partnership would endorse the response from Norfolk County Council about the physical infrastructure and access proposal, the Partnership are in a unique position to reflect on a response from a New Deal perspective.

1. Funding for establishment of the route and funding for the ongoing management of National Trails

The figure of £16,790 has been included in the report as the estimated establishment cost of the route. This figure seems low given the new sections included in the proposal. For instance, Map 2b WBH-2-S009 indicates a deviation from the current walked line and this section would require additional surfacing works to bring this up to national trail standard. This is also true for Map 2d WBH-2-S020 and Map 5a WBH-5-S007RB / WBH-5-S008 / WBH-5-S009/WBH-5-S010/WBH-5-S011. The work cannot be done for the sum included.

The annual maintenance figure of £37,364 raises significant concern for the partnership, as this figure needs to reflect the changes in the new route, the increased infrastructure required to manage the route, and the increasing costs of ongoing maintenance for infrastructure on a National Trail.

The Partnership would like it confirmed by Natural England that the annual maintenance costs are in line with the expected highways team maintenance costs, in order to maintain the route to the highest National Trails standards.

2. Coastal Access Weybourne to Hunstanton

The New Deal says there is a presumption that routes will be traffic free. This is not the case within these proposals where significant sections of the proposed route of road walking with busy road crossings. Under the 'Experience' section of Natural England's 2013 New Deal for National Trails there is a statement on '*route design and development of associated routes is responsive to changes in use and to new users*'. The Partnership feels that the experience of walking on the road sections proposed for the route will be a negative and would urge Natural England to review their proposals for these stretches, particularly at Thornham to Titchwell and then on to Holme-Next-The-Sea.

3. Exclusions

Large sections of salt marsh (Map G, Map J, Map K, Map L) have been excluded from any type of access year round and yet are currently accessed by members of the public for legitimate activities. They feel the exclusion would have a negative effect on local business. The Wells RNLI station covers marshes, creeks and beaches from Brancaster Golf Club in the West and beyond Blakeney to the East. Rescue figures are:

May 2015 to May 2016 help given on 6 occasions

May 2016 to May 2017 help given on 6 occasions

May 2017 to Feb 2018 help given on 1 occasion

Most of these have been in the Blakeney area, or the Burnham Overy stretch, and they have no detail about the number of walkers being rescued opposed to the amount of sailors. Given this clarification from the RNLI the National Trail Partnership question the permanent exclusions on Map G and Map J.

4. In-land alternative routes

No alternative routes are proposed to deal with loss of the path from storm events. The Partnership requests that alternative inland routes are identified to deal with tidal inundation specifically on the Shingle bank Maps 1a to 1d and Blakeney Freshers Maps 1e and 2a that have been inundated.

5. Motorised shared use

Map 2d identifies the route in part coinciding with a Byway Open To All Traffic (BOAT) and the walked line is difficult to manage. They request Natural England considers aligning the walked route on the existing coastal margin landward of the trail to avoid conflict between different user groups.

6. Access for all abilities

The Partnership would welcome a design and access statement under the Equalities Act 2010 to define the processes followed to ensure that access for all users of the National Trail have been taken into account. Some of the route is unsuitable for access for all and it's unclear what, if any, alternative is being provided for certain user groups.

The Partnership seeks all new signage to match the signage installed on open stretches in Norfolk to create a "consistent high quality design" and a "route that is easy to follow with consistent, accurate and unobtrusive way marking and destination signage", as identified within the New Deal document.

They note that there are a number of proposals for exclusions seaward of the route and it is unclear how these exclusions will be managed and who will have the responsibility for managing them.

7. EA proposals for work on the floodbank

The Partnership has been working with the Environment Agency on management and maintenance of the flood defence structures along this stretch of the coastline. Several developments currently being planned by the EA would enhance the route but have not been considered in the proposal. They feel that these works ought to have been included in the proposals. These includes sections at Cley, Brancaster, Burnham Norton. These opportunities have been raised with officers from Natural England on a number of occasions and the Partnership had expected that they be included within the proposal.

8. Walkers and parked cars

The Partnership is aware of a possible parking restriction within the Wells Harbour area and this could create an easier walked route and would ask Natural England to incorporate this into the proposals.

Natural England's comment:

Natural England thanks the Trail Partnership for their in principle support to the proposals.

1. Funding

The report estimates costs for physically establishing the trail which cover the labour and revenue elements of the work. This estimate was £16,700 when published. Natural England acknowledges that it is on the face of it, a relatively small sum for a 60 km stretch, but this reflects the fact that this stretch is largely based on an existing National Trail - the Norfolk Coast Path, which was established in 1986 and has been managed and maintained by the County Council with substantial grant funding from central government. Final costings will be calculated at establishment taking into account any modification made to our proposals at determination stage.

Natural England undertook a site visit with the Council on 18 July 2018 to investigate the surface at WBH-2-S009 and WBH-2-S010. The existing surface is bare soil, yet adjacent sections have an upgraded surface providing a route that is wheelchair accessible. This area is subject to an objection, but Natural England recommends, if the Secretary is minded to approve the route as proposed, that the surfaces at WBH-2-S009 & WBH-2-S010 are upgraded to enable wheelchair access between Blakeney and Morston with an associated cost of approximately £10,000.

The proposed route at WBH-2-S020 is along a grass field edge and is of satisfactory condition. Costs have been included within the published report for the proposed fencing in the area.

Natural England has revisited WBH-5-S007 to WBH-5-S011 with the site manager since the publication following other comments received advising that the area is sometimes boggy in places (Norfolk County Council – see Representations in Full responses). Natural England has recommended a revision to its proposals that approximately 60m of boardwalk is installed along the western end of WBH-5-S008 only, at an approximate cost of £8,000. This recommendation has the support of the landowner.

As a National Trail the England Coast Path is subject to the national position regarding maintenance standards and the contribution that central government makes to achieving these. This is based on the New Deal Funding Formula agreed with the National Trail Partnerships. Using changes to the formula since publication we estimate the annual maintenance cost will be £42,248. If the Secretary of State is of a mind to include the proposed additional recommendations provided in our comments, the actual figure for annual maintenance will differ from the estimated figure above.

2. Coastal Access Weybourne to Hunstanton

Our Coastal Access report explains within each chapter the other options considered whilst identifying our preferred alignment and table 5.2.2 lists those considered between Thornham to Titchwell.

Where it has been necessary to propose alignment along a highway and/or the use of a road crossing, Natural England identifies suitable locations in consultation with the highway authority as recommended at section 4.2.4 of the Coastal Access Scheme.

3. Exclusions

Maps G & J – Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Natural England thanks the Partnership for the data provided regarding RNLI rescues.

Maps K & L restrictions were supported by the Access and Sensitive Features Appraisal and remain unchanged by the revised Habitats Regulations Assessment that accompanies this report.

Map L The rationale for the exclusions and restrictions on page 35 and 36 of the Overview can be found on pages 5 to 7 of the Access and Sensitive Features Appraisal and remain unchanged by the revised Habitats Regulations Assessment that accompanies this report .

At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members, and CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures.

4. Inland alternative routes

Alternative routes are proposed at report stage where we propose access to the normal route be excluded under direction. This is not the case for any part of our proposed route within our report. Similarly optional alternative routes are proposed at report stage where the proposed ordinary route is affected by regular flooding or tidal action. Whilst we are aware that the existing Norfolk Coast Path National Trail became impassable along these sections during the 2013 tidal surge, they are not affected by regular flooding or tidal action so it would not be appropriate to propose an optional alternative route for any part of the proposed trail in chapter 1 of the report.

If, after commencement of coastal access rights, permanent changes are needed to the route we will work with the Norfolk Coast Path National Trails team to assess and find a new route using roll back powers whenever it might be needed..

5. Motorised shared use

The proposed route of the England Coast Path at sections WBH-2-S016 to WBH-2-S027 is the same as the currently walked and managed line of the existing Norfolk Coast Path National Trail. The managed route mainly runs adjacent to the existing BOAT; there are however crossing points with the existing BOAT. Section WBH-2-S024 is the same as the existing BOAT. Natural England proposes that for ease of management it would be prudent to provide signs at such locations. If the Secretary of State is of a mind to support this recommendation, Natural England will provide additional signage here. We estimate 9 signs will be needed at an estimated cost of £700.

6. Access for all abilities

Natural England follows the principles set out in our publication "By All Reasonable Means" to make the trail as easy to use as we reasonably can for disabled people and others with reduced mobility, whilst accepting that such opportunities will often be constrained by practical limitations. Where there is a choice of route (after taking into account all the key principles in chapters 4 and 5 of the Scheme), we favour the one that is accessible to the widest range of people or most easily adapted for that purpose. We avoid creating any unnecessary new barriers to access by choosing the least restrictive infrastructure that is practical in the circumstances. (see section 4.3.8 of the Scheme)

Please see section 7 of the Overview clarifying our approach to new signage along the existing Norfolk Coast Path National Trail, a significant number of new signs are proposed along with the replacement of outdated information boards and signs.

Natural England will provide notices advertising the exclusions, their day to day management on the ground will be the responsibility of the landowners and site managers. A significant number of the exclusions formalise existing management already put in place by owners.

Maps G & J – Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

7. EA proposals for work on the floodbank

When the proposals were published we made reference at page 33 of the Overview to work that we thought was going to be done at Cley. Since publication though the EA has built a new boardwalk seaward of the flood wall to aid their inspection of their assets, instead of the expected vegetation clearance works. The boardwalk is closer to the sea than the proposed route and so, if the Secretary of State is of a mind, Natural England recommends a modification to its proposals so that the route of

the ECP is on the boardwalk for WBH-1-S017 to WBH-2-S021. There are times when the boardwalk may not be available e.g. on very high tides and so we are also proposing use of the current National Trail route (and published ECP proposal) as an optional alternative route. Norfolk County Council is working on public rights of way creation orders that will designate the boardwalk and optional alternative route as public footpaths. Details of the proposed modification are given in our Response to Full Representations document.

Proposals at Brancaster and Burnham Norton are mainly the same as the existing walked and managed route of the National Trail. Whilst we accept infrastructure improvements may be desirable that deal with existing and ongoing issues, an annual maintenance grant is given to the Norfolk Trails Partnership to cover these, and our funding from Defra for the Coastal Access programme, is for the creation of the new ECP. We have therefore limited our establishment work to this within our report.

8. Walkers and parked cars

Wells Harbour - Natural England has been advised that the proposed parking arrangements are in relation to parking regulations on the roadsides. The council is considering extending the existing summer time restrictions to extend through the winter which is likely to encourage more use of the car parks instead.

Our proposed alignment at Wells utilises the existing walked route of the Norfolk Coast Path National Trail mainly along pavements close to the harbour area.

Representation number:	MCA\Weybourne to Hunstanton\R\173\WBH0075
Organisation/ person making representation:	[redacted], National Trust
Chapter, Route section(s) or Map references:	Chapters 1, 2, 4, 5, Map E, Map F, Map 1b, 1c, 1d, 1e, 2a, 2b, 2c, 2d, 2e, 2f, 4a, 4c, 4d, 4e, 5a,5d
Summary of representation: National Trust is hugely supportive of providing access to the English coast and provision of roll back. It welcomes the proposals on its land, specifically the continued restrictions to support nature conservation management on Blakeney Point, the realignment at Morston to improve visitor safety, replacement of an access barrier at Brancaster with a more accessible one and realigning the route to follow the north-south aligned sea wall at Brancaster Beach Road offering improved sea views. It has concerns about the impact on vulnerable habitats and species as identified within the North Norfolk Sensitive Features Report about 'new development in Norfolk leading to 9% increase in visitors to the North Norfolk Coast (Panter et al 2016)'. Whilst the conclusion states 'in combination the proposals will have a non-significant effect' they expect suitable mitigation plans to be developed and the National Trust engaged as a partner.	
Natural England's comment: Natural England thanks the National Trust for its support to the proposals on National Trust land. Natural England thanks the National Trust for its commitment to be engaged as partners in respect of any new development plans leading to an increase in visitors to the North Norfolk Coast.	

Representation number:	MCA\Weybourne to Hunstanton\R\175\WBH0919
Organisation/ person making representation:	[redacted], Clerk to Cley next the Sea Parish Council
Chapter, Route section(s) or Map references:	Chapter 1. Overview Map E, F and G – pages 37 and pages 38 of the overview document.

Summary of representation:

The Council is a custodian of areas covered by the ECP, it represents landowners, tenants and local businesses. The Council is concerned about the restrictions of public access proposed in the consultation and the affect this will have on Cley. In particular;

1. Blakeney Point (Overview Maps E and F)

The Council objects to the restriction of access from April to August to protect breeding birds along Blakeney Point. The birds nest further up the beach, so access closer to the shore would not endanger them. Council feels access could be better managed rather than a complete ban in the summer months. The Council also objects to the year-round seal exclusion on Map F. The seal population has never been better, and the Council is not aware of any current or historic conflict between the two and view the proposal as unnecessary and unfair.

2. Marshes between Stiffkey and Warham (Overview Map G)

The Council strongly objects to the marsh restrictions between Stiffkey and Warham as access has been available for many years. The Council would like to see it remain open. The Council seeks reassurances that fishing rights and associated access remain unaffected by the proposals.

3. The Process

The Council feels that the consultation process is unfair. Parish Councils were not engaged with when other authorities were, and they often know the land and have better understanding of local needs. Due to a change of clerk on 1st April a misunderstanding meant that Cley was not consulted on the proposed document and has not had an opportunity to discuss it at a public meeting. Furthermore, a more detailed response has not been possible as no extension was granted.

Public access is very important and can have huge impacts on health, well-being, and the local economy. Restricting objections to landowners and tenants is unfair. The Council thinks a Definitive Map Modification Order process with open consultations, notices on site and in the local paper, seems much more transparent and fairer. The Council would have welcomed the opportunity to be involved with shaping this proposal and if nothing else would welcome a better understanding of the process and reasons behind such restrictions on public access which the Parish Council feel are unnecessary.

4. Restrictions further up the coast

Cley Parish Council would like a better understanding of the impacts other restrictions elsewhere along the coast will have on Cley. Many of Cley's visitors look to access all of the bird reserves along the coast. With there being further restrictions will this make Cley busier or affect the popularity of the path as a whole and see Cley become more unpopular with tourists? Cley Parish Council felt there was not information to consider this point and felt more research was needed.

Natural England's comment:

1. Blakeney Point

Maps E & F: Proposals formalise existing management measures in the area as supported by the published Access and Sensitive Features Appraisal and remain unchanged by the revised Habitats Regulations Assessment that accompanies this report. Our proposals ensure that the access management measures in the area remain unchanged.

2. Marshes between Stiffkey and Warham (Overview Map G)

Page 25 of the Overview states that traditional activities (that include bait-digging) are unaffected by the proposals and new access rights are only for walkers and do not affect current sailing activities.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

3. The Process

In drawing up the proposals, Natural England followed the process set out in legislation and described in the Coastal Access Scheme.

Parish Councils were written to, along with landowners who might be affected (who we had identified through Land Registry data purchase). In a leaflet we advised on the basic principles of the ECP, and that we had started working along the stretch and they were invited to public drop-in sessions held at libraries at Wells, Hunstanton and Sheringham during July 2014.

Subsequently, Natural England wrote to parish councils to share our initial thinking for alignment in summer 2015 and invited comment. Natural England notified all parish councils at the commencement of the publication period inviting formal comment using the contact details on the Norfolk Association of Local Councils website. The proposals were notified to affected landowners and also all Borough and County Councillors. Details were announced in the Public Notices section of the Eastern Daily Press. All the information was available on our website and paper copies were available on request. It is unfortunate in this instance that due to a change of clerk the Council had a limited timeframe for submitting comments. However, the publication period is constrained to a legal timeframe, and we thank the Council for the comments they have submitted.

4. Restrictions further up the coast

The Council is concerned on impacts at Cley if restrictions are implemented elsewhere. Aside from the restrictions proposed on saltmarsh and mudflat, the proposed restrictions formalise existing management measures, and are unlikely to cause a significant change in the level and patterns of visits, as the extent of access rights would be broadly consistent with current use. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\186\WBH0886
Organisation/ person making representation:	[redacted], Norfolk Coast Partnership
Chapter, Route section(s) or Map references:	Chapters 1-6, Map 2i and Map 5b
Summary of representation:	
1. Identifying alternative routes	
Appreciates the effort in developing the proposals. However, is concerned they do not ensure long term viability for all sections of the route. It is not clear what would trigger a search for alternative routes as sudden events could mean a considerable delay in agreeing an alternative. Suggests there is a need to develop potential alternatives for sections where there may be sudden loss, either temporary or permanent. Where realignment may be needed but is not expected to be sudden, it should be made clear what would trigger the initiation of a process to identify an alternative route.	
2. Norfolk Coast Path National Trail	
Notes that the proposed route departs from the Norfolk Coast Path National Trail between Brancaster and Thornham. However, the National Trail is a flagship route through the Norfolk Coast Area of Outstanding Natural Beauty (AONB) and offers its own benefits of fine coastal views and a variety of landscapes. Suggests the existing National Trail continues to be maintained to its current high standards and perhaps indicated as an alternative route (albeit not an alternative Coast Path route).	

3. Saltmarsh and public safety

Agrees with Natural England that public safety is important and people unfamiliar with the saltmarshes may get into difficulty accessing them. She welcomed Natural England's clarification that the restrictions do not affect any existing access arrangements. She believes the clarification should be made clear within the primary documentation, not in additional, non-statutory communications.

4. Saltmarsh and nature conservation

Agrees with Natural England's careful approach to considering saltmarsh and mudflat subject to nature conservation designations and any potential for coastal access rights to cause negative effects. However, believes the impact of more visitors on designated sites requires an Appropriate Assessment and recommends one should take place.

5. Landscape impact

This area of the AONB is identified for its undeveloped quality. Suggests that the ECP should have a sympathetic approach to surface materials and supporting infrastructure, to maintain the important feel of remoteness, tranquillity, and wildness. Additional surface materials or new infrastructure should be as minimal as possible, using local materials, to minimise visual and landscape impact.

6. Access for all

Welcomes taking opportunities to enable access for all and suggest that there are additional potential sites which could have been identified through local consultation, e.g. at the Saltings carpark at Holme Dunes. Suggests infrastructure should follow the suggestions made above in 'Landscape impact'.

7. Cycling

The existing National Trail is not designated as a cycle route, but cyclists do try to use some sections. Suggests the new route should carry very clear guidance on when/if cycling is allowed.

8. Dune erosion

A number of sections of the route, in particular in Chapter 5 from Broad Water to Flaxley, run through dunes and questions if they are sufficiently robust to remain undamaged by the increased number of walkers (see the above comment on the need for an Appropriate Assessment).

9. Chapter 2 Blakenay Chapel to Wells Lifeboat Station, Map 2i – Wells-next-the-Sea to Wells Lifeboat Station

Suggests the proposed route, involving crossing and re-crossing the busy road in Wells is complicated and confusing to users and unsafe as it mixes walkers with road traffic. Suggests an alternative route along the quay is preferable.

10. Chapter 4 Burnham Overy Staithe to Brancaster

Notes the surface of the existing path from Burnham Overy Staithe to Burnham Deepdale and from Burnham Deepdale to the hard at Brancaster Staithe is worn and uneven and suggest that it is improved, and that any repairs should follow the suggestions made above, in 'Landscape impact'. Suggests work should co-ordinate with Environment Agency plans for this section of the sea wall.

11. Chapter 5 Brancaster to Flaxley, Map 5b - Titchwell Nature Reserve to Thornham

Notes that the proposed route departs from the existing National Trail that offers good coastal and sea views and a variety of landscapes not available on the proposed route along the A149. Suggests that the existing route is preferable. Though the proposed route is closer to the sea, it is still at a distance from it and the existing route has much better sea views and is much safer. If the existing route is not used it should be signposted as a route between Brancaster and Thornham, clearly stating that it is an alternative to the road section.

Natural England's comment:

1. Identifying alternative routes

A search for replacement routes could be triggered by a range of factors including development or change in land management and the Overview (page 32) mentions how future changes are considered. In regard to natural processes the Overview advises (page 26) this stretch of coast comprises a complex set of proposals for future management, ranging from continuous hold the line in some areas, to managed realignment and no future intervention in others. As such, there is a potential need for the trail to adapt to coastal change along this length of coast resulting from either the direct or indirect effects. To maintain the continuity of the trail, the proposals recommend that it is able to roll back without further reference to the Secretary of State along the whole of the stretch once the initial route has been approved. This will happen in areas either in direct response to coastal change or in order to join up with nearby lengths of trail if those are directly affected by coastal change (see Part 4.10 of the approved Scheme).

The proposals identified normal roll back along this stretch of coast but there are areas where a more complex solution may be needed, depending on the reason. The Approved Coastal Access Scheme at section 4.10 advises on roll-back processes.

In developing our proposals, we did not identify any particular local circumstances requiring more detailed consideration for inclusion within our proposals based on the information available to us at the time of writing our report. At the proposals stage we do not identify new routes that might be needed in the future as the potential impact is unknown. A new route would be decided at the time it is needed, in consultation with landowners and other relevant parties.

2. Norfolk Coast Path National Trail

Table 5.2.2 of our report lists the other options considered in Chapter 5 and includes possible use of the existing Norfolk Coast Path National Trail. We opted for the proposed route because it is more direct and convenient for walkers as well as being closer to the sea. Funding for the maintenance of the ECP is available only for the approved route. Sections of existing Norfolk Coast Path that do not become part of the ECP will be maintained and signed at the discretion of the Norfolk County Council.

3. Saltmarsh and public safety

Natural England thanks the Norfolk Coast Path Partnership for their comments regarding the wording within the primary documentation. We are aware the wording has led to confusion, and we have learnt from the feedback and will provide greater clarity in future reports.

4. Saltmarsh and Nature Conservation

We have reassessed the restrictions we proposed and further details are in Annex A in terms of Natural England's analysis about saltmarsh restrictions exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

The Norfolk Coast Partnership's representation of May 2018 requested that an appropriate assessment is carried out but the request pre-dated changes that have been made to the ECP processes. The European case law *People Over Wind* and another v *Coillte Teoranata* (Case C-323/17) EU (12 April 2018) (normally cited as *People over Wind*) means that the precise process sequence described in paragraphs 4.9.11 and 4.9.12 of the Scheme for protecting European sites and features from potential impacts from coastal access is no longer aligned with the Court of Justice of the European Union's interpretation of how Habitats Regulations and Council Directive 92/43/EEC of 21 May 1992 at Article 6.3 should be read.

While the Scheme paragraphs mentioned above predate *People over Wind* and therefore do not reflect its outcome, Natural England has acted to ensure that its processes are in full compliance with the Habitats Regulations and the Directive as interpreted by the current case law. Accordingly, an appropriate assessment is now undertaken by Natural England before any previously published report proposals that have not yet been determined by the Secretary of State are so determined, where in any part of the proposals indicates a reliance on mitigation or avoidance measures in order to prevent likely significant effect for these purposes.

5. Landscape Impact

Natural England has regard to the importance of conserving the landscape character in the design of the trail and associated infrastructure following the guidance set out in the Coastal Access Scheme sections 4.3.5 to 4.3.7. Where we use a new alignment for the trail, it will typically retain any natural surface rather than gain an artificial one.

The management of the trail and associated infrastructure and signs conform to the published standards for other National Trails favouring the use of natural or carefully chosen artificial materials and local designs that blend well with their setting. The existing National Trail has been managed through the AONB since its establishment in 1986 and the ECP will be managed in the same way.

6. Access for all

Natural England follows the principles set out in our publication "By All Reasonable Means" to make the trail as easy to use as we reasonably can for disabled people and others with reduced mobility, whilst accepting that such opportunities will often be constrained by practical limitations in rural locations. Throughout the trail we have avoided creating any unnecessary new barriers to access by choosing the least restrictive infrastructure that is practical. Our proposals include the removal of a barrier resulting in a barrier-free route along its entirety.

The Saltings car park at Holme Dunes is located landward of the proposed trail and is not affected by these proposals and we do not have a duty or ability to make improvements to land not affected by the access rights.

7. Cycling

Natural England is aware there are existing problems with cyclists where cycling is not allowed. The Norfolk County Council National Trails team have installed advisory signs to address the issue and we have proposed additional signage at specific locations to enhance existing information.

8. Dune Erosion

The stretch of coast between Weybourne and Hunstanton extends across a suite of European designations and has undergone an Access and Sensitive Features Appraisal. The assessment incorporates the area between Broad Water and Flaxley (map 5e) and concludes that the proposals do not undermine existing measures to protect the habitats and features of the SPA/SAC/SSSI present as part of the existing Norfolk Coast Path. Existing surfaces comprise sand, boardwalk, and stone aggregate.

The assessment process concluded it is possible that once the existing Norfolk Coast Path becomes part of the England Coast Path, this will increase the profile of the route and could attract additional walkers to the area. However, we conclude that we do not anticipate this would result in any significant changes in visitor behaviour or patterns of access from that already being experienced on the site in the longer term other than at specific locations identified within the assessment process. These areas do not include reference to map 5e. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Comments on specific sections

9. Chapter 2 Blakeney Point to Wells Lifeboat Station, Map 2i – Wells-next-the-Sea to Wells Lifeboat Station

Section 297(2) of the 2009 Marine and Coastal Access Act requires Natural England to have specific regard to the safety and convenience of those using the England Coast Path. Accordingly, we assessed the seaward side of the road (The Quay) but, in places the pavement is only 60cm wide and we therefore decided that where the path becomes too narrow we would propose the route crosses to the landward side of the road, on a wider pavement, returning to the seaward pavement to provide a route which then continues along the seaward bank towards the lifeboat station.

The Norfolk Coast Path National Trail currently goes through Wells following the same general alignment from East Quay to Wells Beach. The County Council has said that they currently sign each

end of the Trail along The Quay and that a walker takes responsibility to use it safely. The Quay is the town's popular frontage with high current pedestrian use due to its harbour, car park and shops.

Natural England does not propose to modify our proposals because, whilst section 4.2.1 of the approved Coastal Access Scheme also includes the principle that people take responsibility for their own safety, we have a responsibility to sign the road crossings to ensure that those unfamiliar with the area can follow the most suitable route. We accept however that walkers will make their own choice as to where they walk, and many will continue to follow the existing line of the NCP where they are familiar with this.

10. Chapter 4 Burnham Overy Staithe to Brancaster

The proposed alignment along this section forms part of the existing Norfolk Coast Path National Trail which the County Council manages and maintains. It receives an annual grant for path maintenance and so therefore can already make any further enhancements they feel are necessary.

- Burnham Overy Staithe to Burnham Deepdale
Natural England was advised by the County Council of the Environment Agency's intentions to resurface the path but to date (2022) this has not happened. The EA has confirmed (2023) that they plan to refurbish the steps. A ramp up the seaward side of the bank, used by EA for maintenance access already exists a few metres away in the seaward coastal margin and would be obvious and available to ECP users.
- Burnham Deepdale to Brancaster Staithe
In 2022 this part of the existing National Trail was widened and resurfaced using the same materials used elsewhere on the National Trail.
- Brancaster Staithe to Brancaster
The route on the wooden boardwalk has been closed for safety reasons as it had started to decay. The Council is currently considering funding sources to build a wider replacement that would provide better access.

11. Chapter 5 Brancaster to Flaxley, Map 5b – Titchwell Nature Reserve to Thornham

Section 5.2.2 of our report gives the reasons for the proposed route as opposed to others including the existing National Trail. Subject to approval of the ECP proposals, the signposting of any part no longer managed as the Norfolk Coast Path National Trail will be at the discretion of the County Council.

Representation number:	MCA\Weybourne to Hunstanton\R\216\WBH1107
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	All general aspects
Summary of representation:	
Comments on the history of land use on the saltmarshes that she has seen and used in the last seventy years. Representation is endorsed by Stiffkey Local History Group.	
Marshes and foreshore were used for sheep grazing for many centuries. People worked as long shore fishermen for centuries without formal permission from anyone and these areas have always also been used for recreation. Even during the last war people were only excluded from the firing range of the AA training camp at Stiffkey, from Wells to Blakeney when it was actually being used.	
It is nonsense to say the areas intended for closure are dangerous as she cannot recall any incident where pedestrians have been in real danger. Warning signs at access points should be sufficient to	

protect those who are ignorant of the nature of the area. Conservation issues have been well understood by the few who walk out beyond the well trodden paths and are well respected. Efficient signs and temporary exclusions are very effective and respected now.

This proposal in its present form lacks clarity, unity, fairness and practicality.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\248\WBH1050
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 1 – 6, Chapter 1 maps 1a-e, Overview maps G, J

Summary of representation:

1. Concerned there is no demarked path and persons will walk all over the shingle ridge which will damage the habitat, the structure and integrity of the bank and reduces the height of the ridge. The shingle ridge is an important barrier for protection and reduction of flooding for the marshes, homes, and property. Measures should be taken to restrict access only to the path and protect the shingle ridge – for wildlife and as a flood defence.
2. & 3 These exclusions are sensible and appropriate and necessary with the increased human pressure, to preserve the wetland habitat. They are proportionate and welcomed.
4. Rollback – advance 'approval' is not appropriate and should not be allowed, particularly in areas, without any plan or expenditure for flood protection and erosion prevention or delay measures (such as shingle ridge between Kelling and Cley).

Natural England's comment:

1. Proposals utilise the existing waymarked and managed route of the Norfolk Coast Path National Trail. It is not anticipated there will be a significant change to existing access patterns and levels of use in the area. Proposals underwent an Access and Sensitive Features Appraisal along with consultation with the Environment Agency and both supported our proposals. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.
- 2 & 3 Numerous objections and representations were received after publication of our proposals, largely focused on the restrictions and a perception that existing use by tradition or permission would be affected, which is not the case. Most people who made a representation or objection wanted existing access arrangements to be maintained. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin within the published report.
4. Concern is shown that advance approval has been given for rollback but, by incorporating roll back in the proposals only means that we do not need to refer back to the Secretary of State should changes to the route be needed. We have not done any 'approval' work on identifying potential routes. The proposals have incorporated roll back along this stretch of coast to ensure the coastal access is responsive to coastal change. The process to decide any future rolled back route would follow the same process as the initial proposals. Consultation with landowners and other interested parties would be undertaken at that time to agree a route of the trail along with consideration of flood protection and erosion prevention. This process would

be undertaken at a local level with interest groups without further reference to the Secretary of State.

Representation number:	MCA\Weybourne to Hunstanton\R\276\WBH1073
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 1 – 6
Summary of representation: Objects to all restrictions affecting public access. Natural England has no right to prevent local people or visitors from accessing any area of the Norfolk countryside. Their actions in proposing the restrictions are a wholly unacceptable intrusion into the lives of ordinary folk.	
Natural England's comment: Natural England has the right, through the legislation to propose to restrict or exclude new coastal access rights in certain situations using the criteria in the Approved Scheme. Aside from the restrictions proposed on saltmarsh and mudflat, the proposed restrictions formalise existing management measures, and are unlikely to cause a significant change in the level and patterns of visits, as the extent of access rights would be broadly consistent with current use. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\278\WBH1075
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 1 – 6
Summary of representation: Map G: The “proposed directions to exclude access” are unnecessary. Generations of local and visiting people have used these areas without problems. Map I Gun Hill - while the formalisation of restrictions to protect ground nesting birds is accepted this area has been used by generations recreationally and should not be otherwise restricted. Map J: Burnham Overy Staithe – as above Map 1b to 1d - The Quag to Cley Eye - The proposed alignment onto a fence line is a strange choice, the area is often waterlogged and impossible to walk with no improvements mentioned in the report. An alternative route south of the A149 should be considered as once the shingle ridge is breached by the sea the whole area becomes impossible to walk. Map 2g - Stiffkey sewerage works to Warham Greens – proposed restriction does not reflect the current recreational use of the area. Map 2i - Wells next the Sea to Wells Lifeboat Station - The path has four road crossings. The footways are extremely busy. No other options appear to have been looked into and no traffic calming measures, or signage are included in the expenditure figures.	

Map 5b - Titchwell Nature Reserve to Thornham - use of the footway on the busy A149, and the need to cross and re-cross it are not suitable for large groups of walkers or consistent with their view of a National Trail. The principle of no road walking should be a priority, so it is disappointing that an agreement with the RSPB has not been reached and urges Natural England to review this proposal.

Natural England's comment:

Map G: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map I and J – this restriction is proposed to protect nesting birds, we thank the respondent for his support.

Map 1b, 1c and 1d - The Quag to Cley Eye – the proposed route follows the existing walked and managed route of the Norfolk Coast Path National Trail. The fence line mentioned is the boundary of the landward margin and hence also the boundary of the landward access rights. Norfolk County Council has advised in its response to the published proposals that there is localised waterlogging in The Quag area. We therefore recommend signs are used to advise walkers to walk on seaward higher ground within the coastal margin during times of waterlogging. Natural England recommends a similar approach is adopted at those areas along the shingle ridge west to Cley Eye.

There are powers under the 1949 National Parks and Access to the Countryside Act to provide optional alternative routes where the proposed ordinary route is affected by regular flooding or tidal action. Whilst we are aware that the existing National Trail became impassable along this section during the 2013 tidal surge, it is not affected by regular flooding or tidal action and so it is not appropriate for us to propose an optional alternative route for any part of the proposed trail in Chapter 1 of our report. After commencement of coastal access rights, temporary routes are sometimes necessary locally if situations arise that could not be foreseen at report stage such as a tidal surge. We would work swiftly with the Council to put into place temporary routes whenever it might be needed on the trail after commencement.

Map 2g: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map 2i - Wells next the Sea to Wells Lifeboat Station

Section 297(2) of the 2009 Marine and Coastal Access Act requires Natural England to have specific regard to the safety and convenience of those using the ECP. Accordingly, we assessed the seaward side of the road (The Quay) but, in places the pavement is only 60cm wide and we therefore decided that where the path becomes too narrow we would propose the route crosses to the landward side of the road, on a wider pavement, returning to the seaward pavement to provide a route which then continues along the seaward bank towards the lifeboat station.

The existing National Trail route goes through Wells between East Quay and Wells Beach. The County Council has said that they currently sign each end of the Trail along The Quay and that users takes responsibility to use it safely. The Quay is the town's popular frontage with high current pedestrian use due to its harbour, car park and shops.

Natural England does not propose to modify our proposals because, whilst section 4.2.1 of the approved Coastal Access Scheme also includes the principle that people take responsibility for their own safety, we have a responsibility to sign the road crossings to ensure that those unfamiliar with the area can follow the most suitable route. We accept however that walkers will make their own choice as to where they walk, and many will continue to follow the existing line of the NCP where they are familiar with it.

Map 5b - Titchwell Nature Reserve to Thornham

Proposals use the pavements and field edges with two road crossing points proposed. Other options considered are listed at section 5.2.2 of the published report and overall, the proposed route strikes the best balance in terms of the criteria described in Chapter 4 of the Coastal Access Scheme. The

route has though received objections from Simon Smith, Peter Williams and Titchwell and Choselely Parish Council and so determination is awaited from the Secretary of State.

Representation number:	MCA\Weybourne to Hunstanton\R\298\WBH1133
Organisation/ person making representation:	[redacted], Girlguiding Anglia & Norfolk Trefoil Guild
Chapter, Route section(s) or Map references:	Chapter 1
Summary of representation: Makes a request for consideration of signing an alternative route for this part of the path. She leads groups of older people, several of whom have issues with their knees and the shingle paths are impossible for some of them and there are insufficient suitable "escape routes" here should they have to opt out.	
Natural England's comment: There are powers under the 1949 National Parks and Access to the Countryside Act only to provide optional alternative routes at times when access to the ordinary route is affected by tidal inundation etc. Such circumstances do not arise in Chapter 1. The proposed route best meets the criteria of the Approved Coastal Access Scheme. Four existing public rights of way and one highway, Beach Road, provide "escape routes" from the shingle and provide for onward travel.	

Chapter 2:

Representation number:	MCA\Weybourne to Hunstanton\R\1\WBH0811
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, WBH-2-S036
Summary of representation: He uses the whole area of Marsh on foot, kayak and small boat. Local people have been using it for birdwatching, wild fowling, samphire gathering etc for years. He will ignore the unenforceable order.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\2\WBH0813
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2
Summary of representation: supporting Document 3 below: Map G (annotated) His family are in the sailing club and have spent many years kayaking and sailing around the creeks in Wells and do so with the greatest of respect to the local wildlife. He cannot believe that Natural England is going to restrict all access to that area of the marshes.	
Natural England's comment: The proposals do not prevent any activity being done by the sailing club. This was explained at the bottom of page 7 of the Overview and was recognised by the Sailing Club in its objection. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\5\WBH0225
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, WBH-2-S035 to WBH-2-S057
Summary of representation: Natural England concluded that excluding access to parts of saltmarsh all year round will have no detrimental effect. It would though have a catastrophic effect on people who know and love it and to future generations.	

Objects to both exclusions north and south of Stonemeal Creek. Supportive of more signs alerting newcomers to behave responsibly, but not denying access to all the highly responsible people who walk along the marsh. Wonders why Wells has this disregard and curtailment of traditional rights.

Natural England's comment:

Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\7\WBH0819
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, Map G
Summary of representation:	
Strongly objects to the proposed removing of public access.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\9\WBH0826
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map 2d, Chapter 2 Morston to Stiffkey
Summary of representation:	
This is an ideal opportunity to ensure equestrian rights are maintained on the sections of the coastal path which cross the current bridleways and byways. There is a small section between Stiffkey and Morston which is current a public footpath which is ridden by horses and would like to request this small section is upgraded.	
Natural England's comment:	
Natural England has a duty to prepare proposals for the ECP in relation to walking and has no role in extending equestrian rights. Existing equestrian rights associated to existing bridleways and byways in the area remain unaffected by our proposals. Natural England can incorporate higher user rights into the proposals where it has the suggested by the landowner, but it did not happen in this location.	

Representation number:	MCA\Weybourne to Hunstanton\R\27\WBH0859
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, WBH-2-S032 to S058
Summary of representation: <p>The public are to be excluded from a substantial area of saltmarsh and well established footpaths which are used throughout the summer months. Boats use the creeks at high tide and people land by boat from the Wells creek and walk along the dunes which are within the exclusion area. It is very uncommon for people to become stranded at high tide.</p> <p>It is unclear from the text if boats are also meant to be covered by the exclusion proposals as from the map it would appear that they are.</p> <p>The public can be excluded from saltmarsh areas if they are “unsuitable for public access”; the above points clearly demonstrate that parts of these marshes are not at all unsuitable.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Any exclusions do not affect access to the water for boating or kayaking.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\49\WBH0893
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation: <p>Has been using the Creek and East Hills all his life, collecting samphire, cockles, mending wooden bridges, landing when sailing etc, swimming and safely teaching children to swim. All people who use East Hills are local, keeping it clean and tidy; the reason why it is so tidy, and wildlife thrives there.</p>	
Natural England’s comment: <p>We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\50\WBH0894
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation: <p>Has enjoyed accessing this area all her life (49 years), played on the sand and marshes also with own children. They kayak through the creeks to East Hills with no disruption to wildlife or habitats.</p>	

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\66\WBH0907
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3
Summary of representation: As a local resident walks parts of the coastal paths regularly and has seldom witnessed anybody abusing the privilege local people and visitors enjoy, except for a very small minority of dog owners not taking sufficient responsibility for cleaning up after their pets. The coastal path provides opportunities to access heathy, inexpensive recreation, to education, for experiencing the seasons, viewing the beauty of trees and grasses, of wild life and farm animals. To deny or severely limit access would be taking away a cherished resource; one of the strongest reasons local people enjoy living here and visitors come so regularly.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\67\WBH0908
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2
Summary of representation: Generations of local people have worked and/or enjoyed these marshes for many years. It is completely unnecessary to exclude the public as the relatively inaccessible nature of the area means that few people go out on to the marshes anyway. It is therefore self-limiting. She doesn't believe safety on the marsh is a significant concern and could be improved by better signs at access points.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\71\WBH0912
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4, Maps J, G
Summary of representation: A local resident who uses the marshes for recreation, enjoying the natural habitat.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\98\WBH0947
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2
Summary of representation: Very few people walk out over the marshes and those love the wilderness and wildlife and behave responsibly as nature lovers. As regards safety, anybody walking on any marshes has to respect the tides and sensible safety procedures. Proposals to exclude the public from these areas is both unnecessary and unenforceable.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\111\WBH0966
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, WBH-2-S036 and WBH-2-S035-38
Summary of representation: Extensive experience of these areas and the wildlife since 1970 and regularly walked the Norfolk Coast Path in addition to access onto the saltmarsh with no problems. The main issue has been the recent bridge removal and safety concerns could be easily and suitably covered by reinstatement. <i>Impact of walkers on nature conservation interest on the area south of Stonemeal Creek.</i> Species in this area have occurred in the presence of the small number of walkers (in addition to the much increased use of the NCP in recent years). There has not been any detectable increase in the numbers crossing the saltmarsh in his experience of walking the path. <i>Impact of walkers on nature conservation interest of the area to the north of Stonemeal Creek.</i> Parts of the outer shoreline are rightfully identified for conservation issues but for the majority of the site, the comments made above are relevant. There are no SPA features in the woodland at East Hills and	

although terns breed along the harbour edge, they do not at East Hills itself and so, apart from the fencing proposals on Stiffkey Binks little additional needs to be done.

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\112\WBH0967
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3
Summary of representation:	
Walks on the beach and marshes and swims in the sea creeks. To be able to enjoy the light and scenery, take exercise.	
Natural England's comment:	
We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\125WBH0977
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2
Summary of representation:	
He supports the Coast Path project but is concerned that the proposals about Wells Marshes will provoke opposition and that they are in any case impractical and do not address the main wildlife related problems.	
There is a lot of merit in some restriction of public access to the Wells marshes in the breeding season of ground nesting birds such as terns, ringer plover, and oystercatchers. However, the main area where this is most needed and is most practical is on the shingle and open sand areas, and saltmarsh, and dune slacks (etc) above MHW, along and south, west and east of the East Hills. This also applies to the 'binks', the raised ridges of shingle on the foreshore.	
He says the greatest problem is disturbance by dogs. He suggests deleting the present proposals and instead introducing a restriction (a) to keep people and dogs out of sensitive areas (demarcated by posts, string fencing and signs) for ground nesting birds along the marshes and dunes south of the East Hills but north of Sluice Creek and east to where East Creek runs into the sea from April 1 to July 1; (b) to advise (require) all users of the marshes in all areas to keep their dogs on leads at this time, and if walking at low tide, to stay on the sand in the creeks (which most do anyway) and not go onto the saltmarsh or let their dogs do so.	

For practical purposes and recognizing long established if low level public access to the beach at the East Hills from the south of Gun Barrel Creek (see powerpoint), I suggest that this should be allowed throughout the year from say 200m west of the point where the path reaches the beach, and as far east as the swing in the trees, which is the 'natural' limit of most access which is facilitated by use of boats at high water to reach Gun Barrel Creek.

Does not believe a safety case to restrict public access to most of the marsh and, without wardening it would be unenforceable. The Harbour runs a Harbour Patrol in summer and the problem of people becoming stranded on the east side of the Channel (and triggering lifeboat shouts) is much reduced.

Suggests improving the 'wildfowlers path' or another location, where a boardwalk could be constructed, so people have an opportunity to experience open saltmarsh.

Information about risks, restrictions and behaviours could be by signage, leaflets, word of mouth etc.

Natural England's comment:

Natural England thanks the respondent for these detailed suggestions. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\139\WBH0996
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation:	
Objects to the proposals to remove public access. The area is flooded during spring tides and so disputes that removing public access will protect wintering and breeding birds. She has rowed, sailed, and kayaked the creeks of the salt marsh for over 50 years.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\140\WBH0997
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation:	
Has walked and kayaked over the marshes for most of his life (over 60 years old). It is rare to find someone over the marshes who doesn't know the area well.	
Natural England's comment:	
We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\142\WBH0999
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation: Has walked the marshes to East Hill for over 70 years and used to go wildfowling on the marsh and doesn't consider the marsh is dangerous.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\180\WBH0088
Organisation/ person making representation:	[redacted], Holkham Estate (Holkham Nature Reserve Ltd)
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4 (WBH-2-S035-FP to WBH-4 S010 FP)
Summary of representation: <ol style="list-style-type: none"> Notes the proposals have prompted local concern about access restrictions to saltmarshes on the NNR that can appear to prohibit traditional and long-standing use for walking and traditional activities such as wildfowling which local people have enjoyed and valued for generations. The proposals have created a small but unwelcome level of mistrust towards landowners including Holkham Estate, despite the fact that none of the proposed new restrictions have been asked for or sought by Holkham Estate. Statements made by NE during the consultation appear to provide reassurance that none of the proposals will result in new restrictions on the use of saltmarsh for traditional or longstanding uses with the informal consent of the landowners. Confirms that Holkham is not at this time seeking to introduce changes to informal local consent. Notes that Holkham and NE recognise that the increasing number of dog-walkers on the National Nature Reserve might, in the coming years, require new localised solutions, and in some places seasonal solutions, to manage the impact of dogs off the lead. 	
Natural England's comment: <ol style="list-style-type: none"> Natural England acknowledges that the published report prompted local concern about restrictions on access to saltmarshes on the NNR, in relation to prohibiting traditional and long-standing use for walking and traditional activities, despite reassurances to the contrary within the proposals. Since its publication we have responded to a number of local enquiries to reassure them that such rights would not be affected. Natural England has revised the report drafting templates to ensure this information is reflected more clearly in future publications. Natural England apologises to the Estate that the proposals have created a level of mistrust towards landowners including Holkham Estate. We confirm the new restrictions that were initially proposed were not as a result of the Estate asking for them. 	

- 3 & 4. Many representations have expressed concern that our proposals will affect traditional or longstanding use of saltmarsh. We have assured locals that this is not the case, and we thank Holkham Estate for verifying this in their comments.
5. Natural England acknowledges that in conjunction with coastal access proposals the Habitats Regulations Assessment is undertaken on best existing information and evidence available. If in the future there are any subsequent changes in local circumstances the legislation is such that the need for restrictions or realignment can be considered in the future or other informal management measures incorporated such as those described by Holkham Estate.

Representation number:	MCA\Weybourne to Hunstanton\R\182\WBH0808
Organisation/ person making representation:	[redacted] MBE
Chapter, Route section(s) or Map references:	Chapters 2 - Overview: Map G. Chapter 2: Blakeney Chapel to Wells Lifeboat Station-Map 2i

Summary of representation:

Introduction

General agreement at a Wells Town Council meeting that the document was poorly written.

The saltmarsh, creeks and particularly the East Hills at Wells are his favourite places which he has shared with family, friends, and local Sea Scouts. The area has been a natural playground to generations including the marsh across from the quay being the only area accessible in wartime days when the beach was closed, or for Carnival Marsh races.

Limited Public Consultation

In his opinion Natural England has probably done the absolute minimum required to consult regarding the proposals for the coastal path. A drop-in session was held at Wells Library, but it would appear that this was advertised by NE writing a letter to the Library in advance and a notice of the intended meeting being posted. At the time the proposals were published in March he considers that most of the local population were in the dark concerning discussions that had been previously held.

At Wells there has been no securing of rights for the public, instead the proposal is to exclude the public from a significant area of saltmarsh used by local people for recreation for generations. The leaflet provided no indication that consideration was being given to excluding areas.

East Hills

East Hills has been included in the excusion but is an area of sand dunes and trees and not 'Saltmarsh and flat' as covered by CROW S25A. When questioned, Natural England responded that *'there is a small narrow strip of coastal sand overlapping an exclusion under S25A. The area is effectively a narrow island of coastal sand which is only accessible either via mudflats, saltmarsh or by boat. For accuracy the information maps can be adjusted to exclude the area of coastal dunes from the proposed mapped exclusion zone. It is not anticipated there will be any change in access use to this area of coastal sand as links to it on foot will be excluded under our proposals.'*

He had correspondence with the landowner through Sarah Henderson at Holkham Estate and received the response there will still be access:

1. to the creeks at high water for water based activities
2. to the creeks at low water for walking, swimming, and other recreational activities
3. to the saltmarsh at any state of the tide to walk and specifically to walk to the East Hills
4. to the East Hills
5. to local people for dog walking across the creeks and saltmarsh,

Natural England's comment:

Map G: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process.

Representation number:	MCA\Weybourne to Hunstanton\R\184\WBH0063
Organisation/ person making representation:	[redacted], Clerk to Warham Parish Council
Chapter, Route section(s) or Map references:	Chapters 2, 2.3.12, Maps 2g & 2h
Summary of representation: Local people have been walking and enjoying these areas for generations without problems and wish to continue to do so. Between May 2015 and February 2018 Wells RNLi carried out 13 rescues on the marshes between Scolt Head and Blakeney Point. However, most of these rescues have been in the areas of Scolt Head and Burnham Overy Harbour and Blakeney Pit, and not on Warham or Wells East Marshes. As far as the protection of birds is concerned, the Council would be happy to see small areas of marsh excluded during the nesting season but not necessary to make an exclusion of the whole marsh for the whole year.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\191\WBH1016
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4, Maps G, J
Summary of representation: Has spent fifty years on this coast and walks, kayaks, and sails with family. She has learnt about the tides and nature and passed knowledge and respect onto the following generations. Please do not prevent this from happening.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\192\WBH1017
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4, Maps G, J
Summary of representation: Has spent school holidays enjoying the marshes and continues to enjoy use of the salt marsh.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\225\WBH1117
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map 2i; Map G
Summary of representation: A natural balance has been established regarding use of the creeks and marshes adjacent to Wells. Tide and the seasons are the main factors influencing the varied activities. Examples are wildfowling, creek kayaking and sailing on one hand, as opposed to birdwatching, trekking the land and marsh-edge coast path on the other. This seems to be a trusted formula which should be encouraged to be maintained. It is clear that any change may cause a regrettable imbalance.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\226\WBH1118
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 2, Map G
Summary of representation: Has been visiting East Hills to watch birds, causing minimal disturbance, for over 25 years and objects to the proposal to prevent access. Guidelines and some signposting would be sufficient to ensure continued sensitive use.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\233\WBH1127
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3; Map G, J
Summary of representation: <ol style="list-style-type: none"> 1. He questions how well this consultation exercise has been publicised in local communities. 2. He comments that it does not make easy reading in form or content. 3. He is unaware of ever being asked by the National Trust which owns Stiffkey Marshes to get its permission to walk the marshes. 4. He is aware of a campsite on Greenway in Stiffkey that has for over 40 years been able to use the salt marshes on their own merits and to access the sandy beach beyond. He cannot believe that the Government which has by its desire to open up the coast to the public intends to deny people like these holidaymakers the unique experience of using the marshes. 5. It is stated that the saltmarsh exclusion is in response to concerns by the RNLi and other interested parties. The reasons being safety of the public and protection of bird life. He comments: <ul style="list-style-type: none"> - would NE provide statistics of the number of fatalities or serious injuries caused to the public walking on Stiffkey marshes (he has never heard of such a fatality in about 60 years of his life). - using safety as a reason would mean mountainous areas are also included. - more detailed safety signage, rather than prohibition, is a more sensible way of addressing this issue - complete with tide charts etc. Over many years, the National Trust has looked to protect nesting areas by cordoning them off and with "keep away" notices which have been widely respected. - he feels that a "catch all" prohibition is entirely inappropriate to an AONB that the public should have the opportunity to enjoy. 6. As Morston marshes are not designated "access land" he questions if there are different safety and wildlife considerations there as distinct from Stiffkey and Warham. 7. People walking on Morston marshes may stray onto the Stiffkey marsh exclusion and enforceability will be a problem if held in contempt by locals who have never previously had such controls. 8. He wonders how "unsuitable for public access" was decided so it can be examined and contested. The marshes and tides are to be respected and understood and on that basis enjoyed and not feared. He says the marshes have been used over many years for commercial and recreational purposes and curtailing such use will cause grave upset in the communities which enjoy them. 	
Natural England's comment: <p>Please see Annex B in terms of Natural England's consultation process.</p> <p>We have not responded to these individual points as we believe they are covered by our response at Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\243\WBH1045
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3; Maps G, I, J
Summary of representation: <ol style="list-style-type: none"> 1. He cannot find a definition for 'unsuitable for public access'. If it means it is unsafe for public access, then he does not agree and nor agrees if this is to protect areas for wildlife. His reasons are: 	

- a. The area includes the Cockle Path that has been used by his family and local people for many generations. Very few people stray from it, and it seems that maintaining the path and bridges will continue to discourage people from straying onto the marsh more widely.
- b. He is not aware of anyone being injured using that route. Accessing the beach will be less safe without it and he is not aware that the number of people using this has changed over the years.
- c. He does not agree that formally restricting access to the remainder of the salt marsh is necessary, given the very small number of people that do cross it anyway, other than on the Cockle Path.
- d. The salt marsh is covered during spring tides and so he assumes the sea is much more likely to disturb any birds nesting than people are.

He believes the key to protecting the saltmarsh is to maintain the Cockle Path - without it people will stray more widely on the marsh to find another route. He does not think that designating the marsh 'unsuitable for public access' is realistic or necessary and objects to this part of the overall proposal.

2. Gunhill to Holkham - Map I page 61 of the Appraisal

The proposal extends the nesting restricted areas. He supports protecting the nesting ground and accepts using sheep fence to keep dogs out. He is concerned about fence maintenance due to significant potential for storm and spring tide damage. Removal at the end of the nesting season will also be important.

He thinks there should be a crossing point onto the beach midway along the long narrow nesting restriction - which will significantly reduce the temptation for people to walk on the nesting ground.

Natural England's comment:

Note: The Cockle Path is mentioned in many representations and is marked on the map shown at Document 6 below.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

The installation and the ongoing maintenance of the fencing during the restriction periods at Holkham National Nature Reserve will be met by the site managers.

Representation number:	MCA\Weybourne to Hunstanton\R\252\WBH1054
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4; Maps G and J
Summary of representation: Denying access to unique recreational space is a kneejerk reaction. Burnham Overy Staithe marsh is close to the harbour so disturbance will still occur, whether or not it is policed. Wells marshes see only casual use, and mainly by people who are most sensitive to the wildlife and ecosystem existing there. Saltmarsh only draws visitors who are particularly interested in such places. He makes a plea to Natural England to recognise these points and remove the marshes from the exclusion plans.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\255\WBH1057
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, Maps 2i & Map G
<p>Summary of representation:</p> <p>Section between WBH-2-S048 and WBH-2-S047 in particular:</p> <p>ACCESS: He is concerned that the proposed exclusion will prevent access to boat moorings in front of his house.</p> <p>SAILING: He says that sailors moor on the marsh bank to take down the mainsail to enable a controlled approach onto moorings and without this ability boats would be damaged.</p> <p>THE CREEKS: He has more than 25 years of boating, sailing, and kayaking through a variety of creeks. Also has had to get out on to the marsh to make repairs and so marsh access is vital.</p> <p>Map G proposes the area adjacent to WBH-2-S054RD to S043 where activity could be detrimental to wintering and breeding birds. He says the muddy areas are often covered with tidal waters, so birds do not breed there and waders at low tide are not at risk of disturbance from boat activities.</p> <p>He feels it is Draconian to prevent access onto the marsh, as only a small percentage of visitors walk there as it is uneven and slippery. The marsh should not suffer as any increase in numbers would be small – particularly as the walkers he sees are usually keen to walk a route and do not divert.</p> <p>It is negative to exclude access to school children as they discover the diversity of plants and animals. Their broadened knowledge of the marsh should be helpful in its future preservation.</p> <p>Individual Natural England staff have asserted that nothing will change but that is not what the consultation document indicates, and he is aware that the consultation document is what will be considered by DEFRA. Therefore, if nothing is to change and they will have the ability to continue doing what they have done over many years, this needs to be enshrined within the final Legislation for absolute clarity.</p>	
<p>Natural England's comment:</p> <p>Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected. This has been acknowledged by Wells Sailing Club in their representation.</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\262\WBH1064
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, Maps J, H & I
<p>Summary of representation:</p> <p>Is totally against this plan for restrictions as unfair to locals and visitors.</p>	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. Hence we comment that proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal process, in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Representation number:	MCA\Weybourne to Hunstanton\R\267\WBH1134
Organisation/ person making representation:	Anonymous 1 (No name given)
Chapter, Route section(s) or Map references:	Chapters 2, Map G
Summary of representation: A walker and long term Wells resident and had access and enjoyed this area. Has always taken responsibility for their safety and freedom to roam. Always been respectful of the forces of nature.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\269\WBH1136
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, 4 Maps G, J
Summary of representation: Has lived in the area and fished out of Wells all his life. Does not consider it is unsafe for people to continue using the marshes to walk and boat as they have always done.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\271\WBH1067
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, Maps J, H & I

Summary of representation:

Cannot believe Natural England wants to remove access. Daily Burnham Overy walks with locals and common rights holders – walks, joy, and well-being will all be destroyed if plans are implemented.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Representation number:	MCA\Weybourne to Hunstanton\R\288\WBH1086
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, Map 2h
Summary of representation: <p>He is a birdwatcher who has watched some of the more secluded parts of the Norfolk coastline for many years and is pleased to see protection of some of the special wildlife. He has accessed places like East Hills using well-trodden but indistinct paths across the marshes, used primarily by bait diggers and in the winter, wildfowlers. East Hills is one of the very few genuinely undisturbed places where you can watch migrant birds without walkers, cyclists, and particularly dogs.</p> <p>The proposal to prevent any access across the marsh is disappointing. While NE seeks to protect the wintering birds, wildfowlers use the same area throughout the winter disturbing the birds including one of the few remaining Norfolk Hen Harrier roosts and killing plenty of (increasingly rare) wildfowl.</p> <p>Paths across the marsh are only accessed by a few locals with good knowledge of the risks, and in many visits he has seldom seen other people. He fails to understand the proposals seeking to remove existing access from the existing coastal path when other areas to the east and west suffer far more disturbance and have more safety concerns. He accepts safety concerns and better signage to dissuade people from crossing the marsh or disturbing winter wildfowl would be welcome. It would be unfortunate if access was completely removed, preventing access to record the occasional significant arrivals of migrant birds and enjoying this special place for many more years.</p>	
Natural England's comment: <p>Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\295\WBH1023
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, Map G
Summary of representation: <p>Uses this area to access the beach safely to collect cockles at Stiffkey and return to Wells, the high ground of East Hills is ideal area for locals to escape summer tourists and enjoy the coastline and is something that has been done for generations.</p> <p>The report states this area is “unsuitable for informal open air recreation” and claims evidence from Coastguard, RNLI etc. This is a lie as no local coastguard, RNLI or member of Wells Harbour Authority was consulted. The area is historically ours to enjoy and should not be allowed to be restricted.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England’s consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\296\WBH1023
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>His family has used the marsh for at least five generations to fish, shoot, access the beach safely and play. This is not a fair proposal as it provides Natural England and landowner the ability to control or limit access, something they have never been able to do before.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\297\WBH1072
Organisation/ person making representation:	[redacted], Wells Sailing Club
Chapter, Route section(s) or Map references:	Chapters 2, Map G, Maps 2i
Summary of representation: - see supporting Document 3: Map G (annotated) below <p>Wells Sailing Club makes extensive and regular use of Wells Harbour for leisure purposes. The sailing area includes the main harbour, area indicated on Map 2i, as well as main creeks e.g. sluice creek.</p> <p>Many of the 300 members of the Club also use the general area (East Hills, marshes, and sands both above and below high tide level) for walking and enjoying the outdoors.</p>	

BOATING: It is not clear from the text whether boats are also covered by the exclusion proposals, but from the map it would appear that they are. The Wells Harbour Authority have written assurance from Natural England that the proposal is not intended to (and cannot legally) affect boating or kayaking within the Harbour in any way. They also have independent professional advice to the same effect.

MARSH: The marsh is a unique and special environment that generations of local people and their families have worked and/or enjoyed and the proposal appears to deny them access in future, disguised within a process purporting to improve coastal access. However, there are no rights of way over Wells marshes nor is the land common land.

Map G “Proposed directions to exclude access” shows the entire area of saltmarsh from Wells to Stiffkey, including the creeks, shaded either pink (“Saltmarsh and flat unsuitable for public access all year”) or a darker pink (“No public access to protect wintering and breeding birds all year”). The exclusion area covers the saltmarsh and also extensive areas of sand below high tide level. Some of these areas are used for leisure purposes. Another popular destination is East Hills, although the marked exclusion area on the map does not extend below mean high water level in this area, the dunes themselves are within the area. It is not clear from the text whether boats are also covered by the exclusion proposals, but from the map it would appear that they are. This also applies to the boats normally moored in Sluice Creek and Stonemeal Creek. NE do not say why it is unsuitable for public access, but an explanation is required, so that a reasoned response can be considered. These marshes are not at all unsuitable for public access and this designation must not be allowed to remain in the report to the Secretary of State.

NATURE: It is completely unnecessary to exclude the public, as the relatively inaccessible nature of the area means that few people go out on to the marshes. Those who do behave responsibly within the area. If in the future the number of visitors to this area of marsh were to become a real threat to wildlife, steps to prevent damage could be considered.

SAFETY: Safety on the marsh is mentioned in the document – evidence from the RNLi data refutes this. There is no reason for this area to be considered any more unsafe than other areas of marsh.

CURRENT RIGHTS OF ACCESS:

Wells marshes already fall into the Ordnance Survey category of non-access land but it has nevertheless been used by locals for centuries. The tidal creeks are administered by the Harbour Commissioners who have stated that they do not intend any restriction of use. The act gives NE no power to exclude anyone from any land that they do not own. Anyone with common rights will still be able to go on to the marsh.

The document has been poorly worded, giving rise to great confusion and concern, and very few readers will have had access to Natural England’s press release on 11.5.18 to “reassure local people that the proposals do not affect any existing access to the marshes for common rights holders or walkers using the marshes through informal agreement with the landowners. In addition, they will have no impact on people accessing the creeks and channels by boat.”

The Norfolk Coast Path has been in operation for over thirty years without major conflicts of interest and local people have had access to the intertidal zone.

It is important that our ‘Traditional Rights’ are protected. It is said “Traditional Activities” will not be affected by the restriction, but the NE definition does not include recreational activities, such as walking or swimming. They cannot accept a law which leaves our rights at the whim of ‘informal agreement with the landowners’ -and need to establish access rights, for local people, in perpetuity.

CONSULTATION: The proposal to exclude the area shown on Map G is entirely unreasoned and thus cannot sensibly be consulted upon. It does not seem to have involved any enquiries of those who have used the salt marshes for generations. She is unaware of any consultation taking place regarding marsh access – Wells Sailing Club is a ‘local interest group’ and was not contacted, nor were Coastguard and RNLi. Landowners at Holkham, and Wells Town Council say that there was a

lack of consultation. The document has an inaccessible format, which prevents many people from participating in this important consultation process.

CONCLUSION:

Proposals to exclude the public from these areas are both unnecessary and unenforceable.

They hope to get reassurance on continued access to East Hills and saltmarsh for future generations.

Natural England's comment:

Boating

Part 9 of the Marine and Coastal Access Act 2009 aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English Coast for open-air recreation on foot. The proposals do not extend to boating interests as described above. See Page 8 of The Scheme.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process. The Sailing Club was not recognised in our process as a local interest group as the ECP proposals have no impact on their activities, as confirmed by us to the Harbour Commissioners and acknowledged above. We received comments from Wells Town Council on our draft proposals in 2015 and we also sent them a copy of our proposals for further comment when they were published in 2018. As part of our process to review the proposed exclusion we met with the Council's Clerk.

Representation number:	MCA\Weybourne to Hunstanton\R\301\WBH0500
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, Map G, I J
Summary of representation:	
<p>Local people will eventually lose their traditional use of the saltmarsh, despite assurances made by Holkham Estate and Natural England. Some form of access guarantee must be included in the final proposals.</p> <p>There is no evidence to support the claim that the saltmarsh is unsuitable for public access, whereas similar, adjoining areas are suitable for public access.</p> <p>Wonders why local communities and groups were not consulted on the final proposals, for access arrangements, before they were submitted to the Secretary of State.</p> <p>Has walked footpaths and footbridges over the saltmarsh and creeks and used the saltmarsh for gathering produce regularly since 1960, without force, without secrecy and without permission.</p>	
Natural England's comment:	
<p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\303\WBH0486
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 2, 3, Maps G, I, J
<p>Summary of representation:</p> <p>Family and local people have used the creek for sailing, walking, accessing the beach on Scolt Head, Gunhill and Holkham. Fully respects the nesting grounds as currently signed and fenced and are generally careful not to disturb nesting areas or the wildlife generally.</p> <p>1. Burnham Overy Staithe; areas are 'unsuitable for public access' but it is not defined. He does not agree it is unsafe for public access nor if this is to protect areas for wildlife or nesting grounds.</p> <p>The Cockle Path is the direct access to Scolt Head island at low tide and has been used for many generations. Very few people stray and maintaining the path and bridges will continue to discourage people from straying more widely. He is not aware of anyone being injured. Accessing the beach will be less safe without it and does not agree that restricting access is necessary as very small number of people do cross it, other than on the Cockle Path.</p> <p>The salt marsh is often covered at spring tides, and he assumes the sea is more likely to disturb any nesting birds than people.</p> <p>He believes the key to protecting the saltmarsh is to effectively maintain the Cockle Path, so people don't stray more widely on the marsh to find another route. Does not think designating this area 'unsuitable for public access' is realistic or necessary and so objects to this part of the proposal.</p> <p>2. Gunhill to Holkham (Map I): Generally, is supportive of protecting the nesting ground and accepts sheep fence will be the most effective way of keeping dogs out. Is though concerned maintenance of the sheep fence during the nesting period will be essential since the potential for storm damage and damage on spring tides will be significant. It will be very unsightly if not well maintained and removal at the end of the nesting season will also be important. Asks for clarification on plans for fencing and its funding. Also thinks a crossing point be added onto the beach midway along the long narrow nesting restriction - this will significantly reduce the temptation for people to walk on the nesting ground.</p> <p>3 Wells Marsh - Map G - Strongly supports bridges being reinstated. Sees no reason to formally restrict this area given the very small number of people that use it anyway and so I object to this proposal as well.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Natural England confirms the management and maintenance of the sheep fencing is being undertaken by the site managers. Funding for the fencing is included as part of the capital costs identified at page 30 of the Overview. Natural England only has a duty to create the England Coast Path and so does not have any ability to create access in the margin. A local newspaper has stated that the National Trust will be reinstating a bridge.</p>	

Chapter 3:

Representation number:	MCA\Weybourne to Hunstanton\R\3\WBH0225
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3 WBH-3-S010 & WBH-3-S011
Summary of representation: <p>This is a substantial and unnecessary increase in the area already cordoned-off between April and August to protect nesting birds. In 2017 no terns nested there. But it is proposed to be increased to such an extent that there would then be no access from the coastal path to the actual sea, for about a mile. This is unnecessary and represents an imbalance between the people that use the beach and the needs of nesting birds who don't even nest there.</p>	
Natural England's comment: <p>In developing its proposals, Natural England is required to ensure the protection of sensitive nature conservation features as described at section 4.9 of the Coastal Access Scheme. This stretch of coast incorporates a suite of European designations including the North Norfolk Coast SPA and accordingly underwent an Access and Sensitive Features Appraisal. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.</p> <p>Little terns are a designated feature of the North Norfolk Coast SPA which supported up to 400 pairs at the time of designation, representing 20% of the British breeding population (SPA citation 1996). Since designation, little tern numbers have declined 17% with a recent 10 year average of 333 pairs (2006-2015) with an average breeding success across the NNC of 0.3 chicks per pair, below the 0.67 chicks per pair required to maintain their population (NNNS, 2006-2015).</p> <p>Current colonies include Holkham Bay. The total population fluctuates annually. The average over the last 10 years is 333 pairs (NNNS, 2006-2015). The largest colonies are at Scolt Head and Blakeney with approximately 100 pairs each (NNNS, 2006-2015).</p> <p>The Appraisal identifies that the Holkham Bay colony is perhaps the most likely to be impacted. It lies adjacent to the existing Norfolk Coast Path which is the proposed alignment of the England Coast Path. It is important at around 30 pairs. The area is already popular with visitors and the assessment acknowledges that current measures have failed to prevent disturbance to the colony with no chicks fledged from 74 nesting pairs over the three years (2014-2016) (unpublished NE monitoring). The proposal includes seasonal restrictions to cordon off areas, formalising the current restrictions in place and the provision of non-electric sheep net fencing. This will enhance the existing management measures in place including the presence of wardening. The proposals will address any potential small increase in visitors resulting from the proposals as well as contributing to management measures in place. The proposed area was identified as part of this assessment process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\4\WBH0225
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, WBH-3-S014 & WBH-3-S015
<p>Summary of representation:</p> <p>Natural England concluded that excluding access to the saltmarsh and mudflats north of Burnham Overly Staithe will have 'no detrimental effect' but asks how Natural England can be sure. Without any consultation with the people who have had the freedom to roam on the marsh and more importantly, the freedom to walk to Scolt Head Island, Natural England have come to the conclusion that stopping them from doing that will have no detrimental effect when quite the opposite is true. It will have a very detrimental effect on people's freedom.</p> <p>Who are Natural England to say the marsh is unsuitable for public access – it's marsh, of course it's unsuitable for <i>general</i> public access, but to exclude any access to the saltmarsh and mudflats is ludicrous? It is not unsuitable for public access; it is perfectly adequate for what is required.</p> <p>Feels that area is being defined as a way of safeguarding against one or two individuals who make it out to the island at low tide and find themselves stuck. Why punish everyone for the stupidity of just a handful of people. If access to Scolt Head is denied it could only be by boat (not everyone has one) or seasonal ferry. It is ridiculous and unfair given there is a perfectly useable path across the marsh.</p> <p>Most people using this path or going onto the marsh do so because they love nature and want to be close to it. By excluding access, people who have the greatest respect for it are punished.</p> <p>Thinks that NE might consider leaving things as they are - not really signposted, but not a no-go zone given how few people venture out on the path, the very few mudlarkers and the general sensitive and responsible nature of these people.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\8\WBH0825
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3, Map J
<p>Summary of representation:</p> <p>Is concerned the report has created unnecessary anxiety to the hundreds of people who enjoy using the Cockle Path and foreshore now deemed 'unfit for public access'. 'Established recreational access' has been in place for years so please continue to respect this.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\10\WBH0828
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3, Map J
Summary of representation: Objects to the designation of Burnham Overy salt marsh as unsuitable for public access. He has been walking the Cockle Path since 1953 as a low tide route for walkers to Scolt Head who are prepared to wade across the shallow creek at each end. There is no link or signage from the Coastal Path, and he sees no risk that anybody without intimate local knowledge is likely to use the path.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\11\WBH0831
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3, Map J
Summary of representation: Access to the marsh is not affected by the coastal path, which does not abut the marsh. There is no reason why users of the ECP will access the marsh which has been accessed for many years by those with local knowledge. He has used the Cockle Path with his grandmother. No young child or geriatric relation has ever suffered an accident during this glorious walk. Nor does any disturbance of flora or fauna take place. In addition, a marsh amphibious running and swimming race is organised every year, entered into by generations of Overy residents and visitors. It is therefore not necessary or appropriate for the section 25A: the marsh is not unsuitable for public access; and the new coastal path will have no impact on use of the marsh and Cockle Path over it.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\12\WBH0832
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3, Map J
Summary of representation: The proposal to close the salt marsh should not be implemented because the report does not present any evidence that public access is damaging to the wildlife. The report states that the land is unsuitable for public use, but local people have walked to Scolt Head for time immemorial. The family including children and grandparents have walked the path at all times of year and no-one has had an accident.	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\14\WBH0058
Organisation/ person making representation:	[redacted], Clerk to Burnham Overy Parish Council
Chapter, Route section(s) or Map references:	Chapter 3, Map J
Summary of representation: <p>Map J – pink shaded area states the saltmarsh and flat is unsuitable for public access. This is common land and under the CROW Act anyone can access this land.</p> <p>There is no formal car parking at Burnham Overy Staithe and this wording should be deleted. The Hard (which is sometimes used at low tide) is tidal, is not a formal car park. It is on common land and should not be advertised as a formal car park.</p> <p>The parish council would also like to see notices and waymarkers making it clear it is a footpath along the proposed section WBH-3-S014FP and should not be used by cyclists or horse riders.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Natural England thanks the Clerk for drawing their attention to the inaccurate use of the term "formal car park" in the published Access and Sensitive Features Appraisal. Natural England contends that there is car parking at Burnham Overy Staithe - the Wells Guide website Burnham Overy Staithe Beach - Wells Guide says 'There is free parking on the quayside at Burnham Overy Staithe, but be aware that 'the hard', as its known, can become completely inundated during high tides,' however Natural England accepts it is not a formal car park.</p> <p>This section of the trail is the same as the existing Norfolk Coast Path National Trail and follows an existing Public Rights of Way. The County Council has a statutory duty to maintain these and an annual maintenance grant is given to the Norfolk Trails Partnership to enable the Council to provide the necessary signage to maintain and manage them to National Trail standards. This includes providing signage to clarify the status of the Public Rights of Way for different users. We would be happy to provide any additional signage required above and beyond this at establishment stage to bring the signage into line with the requirements of England Coast Path programme.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\15\WBH0841
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3, 4, Map J
Summary of representation: <p>He has walked the marshes to Scolt Head since a young age and can only think of one serious accident since 1976. It is one of the most beautiful places in the world and he is convinced locals or</p>	

visitors will access the marshes in a responsible and environmentally friendly way. He asks Natural England to think again and at least keep the Cockle Path.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\16\WBH0848
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3
Summary of representation: The proposal does not present evidence that public access to this land is damaging to wildlife. It also states that this land is unsuitable for public use, which is contrary to evidence from her 30+ years of walking on it. This piece of land is not connected to Natural England's for the ECP. Use of the salt marsh by local people will have no impact on the use of the Coastal Path.	
Natural England's comment: Natural England's approach to the protection of sensitive features in developing its proposals is described at section 4.9 of the Scheme. Please refer to the associated Habitats Regulations Assessment published alongside our proposals for this stretch of coast. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\17\WBH0849
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapter 3
Summary of representation: The report presents no evidence that public access to this land is damaging to the wildlife. Local people have enjoyed the Cockle Path for the 30+ years he has been in the area and for many years prior to that, with no negative impact on the land or the wildlife. He suggests it is demonstrably untrue that this land is unsuitable for public use. His family, including elderly grandparents, have walked that path at all times of year, and they have had no issues, accidents, or injuries in over three decades.	
Natural England's comment: Natural England's approach to the protection of sensitive features in developing its proposals is described at section 4.9 of the Scheme. Please refer to the associated Habitats Regulations Assessment that was published alongside our proposals for this stretch of coast. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\18\WBH0850
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has often used this access route during holidays. It is vital for tourism, and public wellbeing. She has not had any problems on these routes and knows that walkers are well aware of any risks, and safely use this land. The area is beautiful, and the open and accessible coast is really important to the feel of the area, and visitors' ability to access the beach and countryside, as they have always done.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\19\WBH0851
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Regularly uses this area with her family to get to the island at low tide and walk to bank hole to swim.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\20\WBH0852
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Regularly uses this area with his family to get to the island at low tide and walk to Bank Hole to swim.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\21\WBH0853
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The area has been used for decades for walking and using the beach at low tide. His family have owned a caravan in Burnham Overt Staithe for nearly 80 years and have enjoyed the beach in the harbour at low tide and also walking on the marshes.</p> <p>It is the only way to Scolt Head island at low tide, and he wonders how that would happen if it is fenced off. He has never seen any damage to the small beach in the harbour, or any of the marshes. Birds do not nest on the marsh as it is covered in water on spring tides, so wildlife isn't being disturbed by walking on it.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\22\WBH0854
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3
Summary of representation: <ol style="list-style-type: none"> 1. It is not appropriate or necessary for a section 25A direction to be used. 2. The marsh is not connected to or relevant to the Coastal Path. 3. The report says the marsh is unsuitable for public access but includes no evidence. 4. The report does not include a suggestion that walking on the marsh causes environmental damage 5. Her family and friends have walked along the Cockle Path at all times of year all 30 years of her life and sees no reason why they should now be prohibited from doing so. 6. She does not know anyone who has had an accident or been unsafe walking the Cockle Path. 7. Closure would deprive many people from a healthy and enjoyable activity in a natural environment that has been enjoyed for a very long time. 9. The marsh race is a traditional annual activity, and she has taken part on a number of occasions. 	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\23\WBH0855
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Using public safety as a reason is an excuse for a land grab. This land should be open to everyone to use freely without limitations.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\24\WBH0856
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J
Summary of representation: Since 1982, he has frequently walked, swum, kayaked, and sailed in the marshes at Burnham Overy Staithe and Wells-next-the-Sea throughout the seasons. The Cockle Path is very widely used throughout the year, especially during holiday seasons and is a key right-of-way for the area. In over 35 years of usage, he observes that users are generally very responsible about remaining on the path and being protective of the nature around them and are very respectful of it. In the red area of Map G, there are a large number of creeks that enable safe and pleasant swimming at states of low-tide. There are few other areas in which it is possible to swim at low-tide without travelling out to the extreme coastline which is, in my opinion, a much riskier swimming environment. He is puzzled how watercraft users will be expected to exclude the red areas from their activities.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\25\WBH0857
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Asks how people will get to the island at low tide.	

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\26\WBH0858
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Local people have been accessing this area for many years and her family walks on this area regularly in the summer to access swimming areas and to get to the island on low tide. All her extended family's children use this area more than any other in the summer to play and swim. She is aware of few if any incidents of accidents or rescues in this area, so is unsure what the public safety issues are. In a time when there should be encouragement for people and particularly children to get out and engage with nature to block access to this area is unfathomable.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\28\WBH0860
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Her family have enjoyed walking in this area for over 25 years, including Scolt Head via this route and enjoys walks to watch wildlife, have picnics etc. This area provides much enjoyment to a huge number of people who do not harm the land or wildlife. Suggestion is ludicrous and will do nothing to help conserve the land, it will just close down a beautiful area of the country for future generations.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\30\WBH0862
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Historical access rights should not be removed. Particularly, as a “public safety issue”.	
Natural England’s comment: Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\31\WBH0863
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The proposal gives no cogent reason for restricting access in ways that have been treasured and safely crossed over centuries and which provide a much valued route to Scolt Head at low tide.	
Natural England’s comment: Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\32\WBH0864
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Objects to taking away Cockle Path that he has been using all his life. He would sail to Scolt Head Island and walk back along the Cockle Path or would carry windsurfing equipment across the marsh to meet the in-coming tide and, after 8hrs sailing would carry the equipment back. Taking this access away would be doing away with a direct path to the Island.	
Natural England’s comment: Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\33\WBH0865
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J
Summary of representation: <p>Since 1982, her husband frequently walked, swam, kayaked and sailed amidst the marshes at Burnham Overy Staithe and Wells-next-the-Sea throughout the seasons.</p> <p>From Burnham Overy Staithe, the main route to Scolt Head Island is along the Cockle Path and is widely used throughout the year. Their observation is that users are generally very responsible about remaining on the path and being protective of the nature around them. It is extremely difficult, as a new walker on the marshes to wander off the informal paths, otherwise the walk can become difficult.</p> <p>Within the red area of Map G there are a large number of creeks that enable safe and pleasant swimming at states of low-tide.</p> <p>If Natural England looked at ways to include the public why not make the paths more obvious with signage. A map on the Quay could show general access points. As the marshes at Wells-next the Sea are covered in tidal waters frequently, nesting birds are not likely to be disturbed in these areas.</p> <p>They are puzzled how watercraft users will be expected to avoid the Red areas.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\34\WBH0866
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>His family have enjoyed access to the marshes at low tide for decades and any restriction would be most unwelcome. They always respect the natural habitat, flora, and fauna.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\36\WBH0867
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has lived in the area (on and off) for 70 years and used the marshes for wildfowling, recreation, and access to Scolt Head Island at low tide. It is also important for access for bird watching.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\37\WBH0869
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has walked, sailed and swam in this area for 60 years. Crossing the Cockle Path is the best way to get to Scolt Head Island and to bird watch in the harbours at low tide. She has regularly landed on the marsh when sailing her boat and explored the small creeks by canoe and rowing dinghy. In the summer, daily swims in 'Dead Man's Hole' are a community delight. Asks that access is not blocked.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\38\WBH0872
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has grown up near the beach and family have used this area for many years. Would like to think that they will continue to access beach in the future. By closing off shaded area, he does not think it will be safe to get there via the marshes if unable to use Cockle Path.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\39\WBH0871
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: They won't be able to get to the island or back into the town at low tides. It's a place of beauty and wonderful recreation for her family. It's a good natured, wholesome place where no one gets hurt and somewhere people have played for generations and represents traditional play.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\40\WBH0372
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Personal access over 65 years, mooring owner (10 years) and using the marsh area for navigation.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\41\WBH0874
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Regularly sailed, swam, paddle board and kayaked in the harbour all year round as a child and now with her family. Access to the marshes and open spaces has enabled children to develop a love and deep understanding of the local environment. The children ask to go and play in the creeks after school. Her children would be denied a huge part of their freedom and childhood if denied access.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\42\WBH0875
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The saltmarsh proposal is made on the basis that the area is “unsuitable for public access” but NE do not say why. A defined route (the Cockle Path) has been used by numbers of people over many years, to get to Scolt Head. Their family have used it regularly for over 30 years and cannot otherwise sensibly be reached at low tide. Long-standing wooden bridges guide people’s paths across the marshes, which by themselves would suggest that NE’s conclusion about unsuitability is misguided.</p> <p>It has become understood by some that NE’s proposal will not lead to an exclusion zone. The current consultation is very misleading, and the true position should be made clear to everyone.</p> <p>Concludes Map J Overy Marsh proposal is completely misconceived, irrelevant to the NE’s purpose for the plans and should be abandoned in its current form.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\43\WBH0876
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J
Summary of representation: <p>They appreciate that wildlife needs looking after, and that marsh and dunes are a fragile and vulnerable environment. This coast is a joy to the public who love it dearly and would much prefer not to have prohibitive notices and fences, let alone have access denied and familiar paths blocked.</p> <p>They have used the Cockle Path since 1947. There is also the Amphibious Race in the annual water sports regatta, where the Path is deliberately criss-crossed. Have also enjoyed walks and swims from Wells East Quay to the East Hills.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\44\WBH0877
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The family regularly sail and visit Burnham Overy Staithe for over 25 years. When the weather and tide allow one of the delights is to cross the creek and walk along the Cockle Path towards the island. In warmer weather they swim and sunbathe at Scolt Head and picnic on the other side of the creek.</p>	
Natural England's comment: <p>We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\45\WBH0883
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>Has been walking over the marshes for 60 years and was carried on father's shoulders as a baby. Not being able to use this walk to get to the island at low tide will make it impossible and does not understand what the problem is that this proposal is supposed to solve.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\46\WBH0884
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>Regularly walks on the marshes to Scolt Head. Access has given the family a love of nature and outdoors. Feels strongly that the community should continue to have access. The island is a very special place and been enjoyed by generations and it should be experienced by generations to come.</p>	
Natural England's comment: <p>We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\47WBH0887
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: This is where he walks, and he wonders how he will get to the island at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\48WBH0892
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has used the Cockle Path all his life as have father and grandfather. He started the annual Norfolk Superhero Challenge that uses the Cockle Path. It is unique and would spoil the whole event if they no longer had access to the marshland and the annual Marsh Run could not happen.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\51\WBH0820
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has been a visitor to Burnham Overy Staithe since 1947 and his mother since 1920 and swam, walked, sailed, and fished in the area. His children and grandchildren play in the sand and mud, and use the Cockle Path and go kayaking in the channels when the tide is in.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\52\WBH0895
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: <p>Disagrees totally with denying public access to the Overy Marsh and parts of Overy Creek. For generations locals have accessed those areas. Cockle Path is their route to Scolt Head Island at low tide. Locals know it well and seldom have the need or will to stray from the path and she does not see the path as a risk. The west side of Overy Creek has been used for generations, at low tide, to build sandcastles, play in the puddles and generally enjoy the sand at the water's edge. She does not see these activities as in any way damaging wildlife. The incidence of people getting into difficulties is minimal and the four generations of her family being there have never witnessed a problem.</p> <p>The protection of nesting birds, in the appropriate areas is necessary. The cordons and notices should be much clearer, particularly regarding dogs on leads.</p> <p>She points out there is no public car park at Burnham Overy Staithe. The Hard floods at high tide and there are warnings to that effect on the notice board at the entrance to the Hard.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Natural England contends that there is car parking at Burnham Overy Staithe - the Wells Guide website Burnham Overy Staithe Beach - Wells Guide says 'There is free parking on the quayside at Burnham Overy Staithe, but be aware that 'the hard', as its known, can become completely inundated during high tides,' however accepts it is not a formal car park.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\53\WBH0307
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>She has a cabin on the edge of the marsh in her garden. She can assure everyone that other than boat owners walking in a straight line to reach their boats, they never see anybody walking on the marsh, mainly as it is too treacherous with the tidal holes. Birdlife is always undisturbed.</p>	
Natural England's comment: <p>We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\54\WBH0374
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Since 1948 his family have enjoyed unrestricted amenity rights (informal) over the marsh. Such rights include swimming in the designated area and picnics. The proposed prohibition would make such activities proscribed. He opposes in the strongest terms.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\55\WBH0896 MCA\Weybourne to Hunstanton\R\56\WBH0897 MCA\Weybourne to Hunstanton\R\57\WBH0898 MCA\Weybourne to Hunstanton\R\58\WBH0899 MCA\Weybourne to Hunstanton\R\59\WBH0900
Organisation/ person making representation:	[redacted], R\55 [redacted], R\56 [redacted], R\57 [redacted], R\58 [redacted], R\59
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The family have used these areas and walks all their lives and have given them many days of great pleasure. It is inconceivable to think they will not be allowed to do the same with their own families.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\63\WBH0903
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: For generations people have enjoyed access to this land, walking through the marsh grasses, having picnics on the sand banks while they play in the mud, sand, and water (especially at Bank Hole), and walking down the Cockle Path, or along the sand flats to Scolt Head island. She doesn't believe that nesting birds are in the red map area, nor that the area is unsuitable or unsafe for public access. Leave the Cockle Path and sand flats at low tide to people, and let the birds enjoy the deeper marsh further to the west.	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\64\WBH0904
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Burnham Overy Marshes are common land with legal public access. The 'Cockle Path' across the marshes has been used for generations by locals to access Scolt Head and the Beach. She has used the Cockle Path for almost 50 years, and her parents previously and her children and granddaughter have enjoyed the Marsh for their whole lives. The path is used for peaceful recreational use by families. She objects to the marsh being excluded from public access.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\65\WBH0905
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: Refers to Map J where land is identified as unsuitable for public access: <ul style="list-style-type: none">- states the proposed exclusion does not properly take into account the current and longstanding use of this land for recreation and access. Four generations of family have accessed the area of land.- does not believe the area is unsuitable for public access and the restrictions are not necessary.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\68\WBH0845
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: see supporting Document 4 below Objects to closure of Cockle Path (in the area in Map J marked as unsuitable for public access): <ul style="list-style-type: none">- was used by oyster gatherers and cocklers from time immemorial until the 1940s	

- is the route at low tide to Scolt Head beach, safe bathing area, and the eastern end of Scolt Head. It is a well-used amenity and closure will inhibit access for beach-goers and bird-watchers.
- the reasons for declaring the marsh as being unsuitable for public access are not given. He is not aware of any accidents or injuries resulting from use of the Path.
- there has been a coastal path from Brancaster to Wells for many years and he does not think it will result in any significant additional use of the Cockle Path.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\69\WBH0910
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has been in the area since 1979 and enjoyed the freedom to roam over it with his family and can see no reason why they should not be able to continue to enjoy it without the restrictions proposed.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\70\WBH0911
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has walked this area since moving there in 1979 and can see no reason for the changes proposed which would restrict her access to this beautiful area.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\72\WBH0913
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The proposal to close the salt marsh to public access should be rejected.</p> <p>He has known this area since the mid-1960s. He is not aware of any problem with the public enjoying access to Overy Marshes or people taking their small boats around the marsh creeks. The path across the marshes has been regularly used at all times of the year as the easiest and safest way to reach and enjoy the beach at Scolt Head. The conclusion about suitability suggests that the authors of the report have not carried out adequate investigations into this area.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\73\WBH0914
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>She has been accessing the marshes all her life and children and grandchildren have played on the sand on the seaward side of the staithe. The Cockle Path is an historic access route to the beach. It is very unlikely to receive additional use from people walking the coastal path. It is only accessible at low tide and people do not stray off to the side into the marshes. She is a strong supporter of wildlife but does not believe that this use causes disruption to nesting birds as there is still a very large area available where the public do not go.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\74\WBH0915
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>She and her siblings spent many holidays in the area, around the creek, on Scolt Head Island and walking out to the sea along the dyke. She thinks Natural England is unbalanced in its views if it is not prepared to consider the many hundreds of people to which this coastline is 'home' and should not remove the ability for future generations to enjoy this coastline.</p>	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\75\WBH0916
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She is writing to object to the proposed changes which would result in removal of the legal access to the marshes and creeks at Burnham Overy. Three generations of her family have used the Cockle Path as the main way to Scolt Head Island, so anything that affects that use would make the beach much less accessible. The proposals would have a significant effect as preventing walking, mud sliding, swimming, and enjoying the outdoors would be detrimental to physical health and mental wellbeing. She understands that Natural England is responsible for looking after the natural environment - but wonders if it really trumps its other responsibility of allowing people to enjoy, understand and access that environment.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\76\WBH0921
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Canoes when the tide is in and walks to Scolt Island on the Cockle Path	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\78\WBH0930
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Access is essential for sailing, kayaking etc. Walking along the recognised ways at low tide has been a constant for generations. The bird and wildlife are a respected pleasure at any time of the year.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\79\WBH0922
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: This is an AONB and he often walks there with his children. He suggests that removing another area for people to enjoy and learn in is a complete waste of money. He says that denying people access to a public place is 'an utter disgrace and to make it so difficult to object to smacks of jobs worths.'	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\80\WBH0931
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: Wonders where evidence is that the land is "unsuitable for public access". His family have been visiting Burnham Overy for over 30 years and have not heard any reports that the area is unsuitable for walking. It may be wet and muddy due to tidal action but that is no different to other areas affected by the sea. Walking on the salt marsh does not cause it damage. Any damage arising is more likely to be caused by the action of the sea.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\81\WBH0923
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Walking, kayaking, building sandcastles, playing on the Marsh as well as sailing.... everything which makes Burnham Overy Staithe special.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\82\WBH0925
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Failure to be able to access the island at low tide where they like to walk their dog and enjoy the fresh air with their children. Concern over the abuse by third parties looking to exploit the Staithe with the introduction of additional ferries laid on to take the public to and from the island. Concern over stopping their right to use the marshes as they have since childhood.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\83\WBH0926
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He does not see any reason to restrict public access to the marsh. The public have enjoyed open access for his entire life and use of the Cockle Path to access the sea shore and Scolt Head Island. At low tide an area of sand to the north of the creek is used by families and regarded as a popular beach area with easy access. This beach area would be excluded.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\84\WBH0927
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He and his family regularly walk out to Scolt Head on the Cockle Path and also use the path across the north of the marsh to access the sea wall leading towards Brancaster Staithe. As a sailor he lands on the marsh and have starts to races from there. He also sails over them on very high tides. He has done this since the 1980s and does not expect to be denied these simple pleasures in the future.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\85\WBH0938
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The Cockle Path has been used to his knowledge for at least four decades. He has never seen anyone stray off the path except for the occasional youngster taking a dip in the creek mud and the wildlife is not at risk. The path is used only at certain states of the tide and damage to the marsh is minimal. The amenity is hugely valuable allowing families the adventure and exercise of getting to Scolt Head and enjoying the beach and dunes there. The beach at Gunhill is also an important amenity. An area has always been roped off, but the signage is very poor, and a casual visitor would not realise why the ropes have been placed. There is no notice requiring dogs to be kept on a lead and frequently dogs can be seen chasing into the protected area. By all means keep walkers and dogs below the high water mark, but a total closure of the beach is unnecessary and uncalled for and would seriously reduce the amenity of the area. Continue to rope off the area above high water springs, but do not ban all access to the beach. In both cases the signage should be improved – it would have the impact necessary without alienating the great number of holiday makers who enjoy and value these beaches. Signage should be at the inshore end of the sea wall and Cockle Path, at the point where the seawall path divides to go onto the beach or to pass south of Gunhill, and on the dune at the entrance to the beach. The notices and lettering must be large enough to be seen at a reasonable distance.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. We thank the writer for the suggestions. Proposals include the recommendation of signage to inform walkers, including those with dogs, for the need to keep away from the roped off areas. A seasonal zoned area is proposed as opposed to a ban on all access to the beach as described above. See Overview Map I.	

Page 6 of the published Access and Sensitive Features Appraisal, North Norfolk Coast, confirms the intention that signs will be installed to inform walkers. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Representation number:	MCA\Weybourne to Hunstanton\R\86\WBH0928
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Comments on the proposal to exclude access to the area on Map J: <ul style="list-style-type: none"> - unreasoned, considering the past and obvious history of actual use. - has not involved people who have used the salt marshes to get to Scolt Head for generations. He has walked the Cockle Path regularly for over 50 years, and his children have done so. It is public access land. Cannot sensibly be reached at low tide other than by the Cockle Path. - inconsistent with NE's explanation that Map J will not affect existing access to the saltmarsh. - irrelevant: this exclusion proposal has nothing to do with the purpose of the consultation, which is the entirely laudable one of formalising a well-established coastal path along the coast. <p>The Map J proposal should be abandoned, thus allowing the main project to proceed without delay.</p>	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\87\WBH0932
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Every summer she uses the Cockle Path as the only way to get to the beaches at low water. Children build sandcastles on the sand exposed at low tide and people of all ages swim there. This can only be accessed by venturing onto the marshes. Generations have developed a love of the outdoors in these wide open spaces, and she asks that future generations are not deprived of this opportunity.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\88\WBH0933 MCA\Weybourne to Hunstanton\R\89\WBH0934 MCA\Weybourne to Hunstanton\R\90\WBH0935 MCA\Weybourne to Hunstanton\R\91\WBH0936 MCA\Weybourne to Hunstanton\R\92\WBH0937
Organisation/ person making representation:	[redacted], R\88 [redacted], R\89 [redacted], R\90 [redacted], R\91 [redacted], R\92
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The family have been using the Cockle Path since the 1960s. It provides safe and quick access to the sands for family activities such as building sand castles, swimming in the creek, sailing, kayaking and walking to Scolt Head. It is very unusual to see anyone stray from the path.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\93\WBH0940
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been accessing the marshes all her life (born in 1940) and her children and grandchildren have played on the sand on the seaward side of the staithe. This is much better for small children than taking them all the way to the main beach. The Cockle Path is an historic access route to the beach. It is very unlikely to receive additional use from people walking the coastal path. It is only accessible at low tide and people do not stray off to the side into the marshes. She is a strong supporter of wildlife and does not believe this use causes disruption to nesting birds as there is still a very large area available where the public do not go.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\94\WBH0941
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The saltmarsh and sand area have been enjoyed for generations. Slow-paced access to a natural environment like this makes people even more appreciative of the wider natural beauties of the world.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\95\WBH0942
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has walked out to Scolt Head at low tide on the Cockle Path or up the estuary for 60 years. Played cricket on the sand and made sand castles.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\96\WBH0944
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map 3e, Map J, WBH-3-S014 and WBH-3-S015
Summary of representation: supporting Document 5: photos of long-term use The representation relates to the saltmarsh exclusion on Map J and will reduce access and prevent people enjoying the area, contrary to the aim of improving access. <ul style="list-style-type: none"> - no evidence is presented to back up that the area is unsuitable for public access, nor provides evidence that any significant injuries or problems have occurred with people accessing this land. - no evidence is produced that accessing this area has harmed the ecosystems or is likely to do so. - the area, and the Cockle Path, have been used for at least the 40 years he has known the area. It may be slippery in places, particularly after a very high tide or heavy rain, but that is part of the fun of using it. No one is forced to use it if they don't want to. 	

- the exclusion also includes area of beach, used at low tide for picnics, sand castles or playing in the water. The photos (attached Document 6) opposite Burnham Overy Staithe show it is a nice sandy beach being safely enjoyed by families. It is inaccurate to say it is unsuitable for public access.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\97\WBH0946
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Natural England has based its proposal on safety issues. She has been using the area for 30 years, family and friends for much, much longer. The nature of the marsh and the very restricted facilities at the Staithe ensure that only comparatively few people will ever access the marsh.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\99\WBH0949
Organisation/ person making representation:	[redacted], Overy Staithe Sailing Club
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The Overy Staithe Sailing Club has over 260 members who have access to Overy Creek and the surrounding shoreline. The Safety Boat must be able to land and put crew on the marsh to assist boats and people in difficulty. The Safety Boat also puts rescued boats on the marsh side of the creek. Sailors also need to be able to beach their boats on the marsh side in order to adjust rigging to suit conditions and to be able to walk their boats home when unable to sail in against the outgoing tide. Children and beginners sail their boats in the safe lagoon between Scolt Head Island and the Gun Hill side at low tide. Access to this area is along the Cockle Path. It is a safe path with with safe bridges over the deep channels.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. The proposals do not affect any sailing activity. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\100\WBH0950
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Encouraging the next generation to interact with nature is vital to their understanding and support and protection of the environment. Her personal experience of the saltmarshes and Cockle Path is that they are not suitable routes for the very young or very old and therefore numbers are naturally reduced. Weather and tides will also affect when they can or can't be used. Her crab boat is moored at Overy, and she thinks all boat users would struggle if Draconian measures were introduced disallowing access to the marshes.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\101\WBH0951
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J, K
Summary of representation: He was born and bred in the Burnhams and still regularly visits with his family. He asks how he can get to and from the island at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\102\WBH0954
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: They been regular visitors to Burnham Overy Staithe for over 35 years, and the area north of the Staithe has been accessed perfectly safely by generations of holiday-makers without causing significant harm to flora or fauna. The sandy banks on the north and west sides of the creek are ideal for families with small children to play in safety at low tide. The Cockle Path is used by a large number of visitors to walk out to Scolt Head island. Sailors in temporary distress often take refuge on the west and north banks of the creek.	

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\103\WBH0955
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: It is called the Cockle Path because it provides access to the north end of the marsh adjacent to the cockle beds and thereafter at low tide to the beach. He has walked this path for more than 80 years.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\104\WBH0956
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been accessing the marshes all her life and her children now enjoy playing on the sand. The Cockle Path is an historic access route to the beach. The path is only accessible at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\105\WBH0957
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Maps J and I
Summary of representation: Born in Burnham Overy Staithe and lived locally - has used the marshes and will not be stopped from doing so.	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Though no comment was made about Map I it was listed and so, in response Natural England confirms that proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal, in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Representation number:	MCA\Weybourne to Hunstanton\R\106\WBH0959
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has lived there for 45 years and wonders how she will walk to Scolt Head Island without the Cockle Path.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\107\WBH0958
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been using these areas of Burnham Overy Staithe for many years and will continue to do so despite the proposed restrictions.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\108\WBH0960
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She is in her 40s and first memories are of crossing the Cockle Path to go to the beach. She wonders how she can walk to the island.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\109\WBH0961
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Historical walking in the area and access to the island by foot at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\110\WBH0965
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has used the creek and Cockle Path for over 10 years to walk the dog, to bird watch, to swim in the deep pool and to picnic on Scolt Head Island at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\114\WBH0968
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Family and friends love playing at low tide in the mud, and swimming in Bank Hole; kayaks down through the creeks. A favourite place to go but if proposals go through then no-one will be allowed to go – have to be 18 to own common rights so no children will be allowed. This is not right or fair, as he likes to play in the area highlighted in Map J. No one consulted him or his friends and asked if it is unsafe.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\115\WBH0969 MCA\Weybourne to Hunstanton\R\116\WBH0970 MCA\Weybourne to Hunstanton\R\117\WBH0971
Organisation/ person making representation:	[redacted], R\115 [redacted], R\116 [redacted], R\117
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: You have to be 18 to own common rights so no children will be allowed and that is not right or fair, as they like to visit and play in the area highlighted in Map J <ul style="list-style-type: none"> - no one consulted them or their friends and asked if this is unsafe: - no evidence is available about what makes this particular area unsuitable. - no effort is made to distinguish, or compare the “unsuitability” of this area of saltmarsh from any other along the coast which is not proposed - no evidence of likelihood of environmental damage They wonder who was locally consulted.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Please see Annex B in terms of Natural England's consultation process.	

Representation number:	MCA\Weybourne to Hunstanton\R\118\WBH0972
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The area north side of the creak at Overy Staithe has been used by families visiting the area for generations. Children enjoy making sand castles and playing in the mud – healthy activities to be encouraged not banned, The path to Scolt Head is an enjoyable and healthy activity and banning the use of this for Health and Safety and environmental reasons would be a great loss for many people.</p> <p>It is surely better to keep and maintain one well defined path across the marshes rather than any number of people trying to pick their own route.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\122\WBH0974
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>A regular walker in the area and asks how she will get to Scolt Head if no access. She says it is taking away a right she has had for more than 50 years and wonders how the exclusion is going to be policed. Intrusive signs fill her with horror. She heard nothing about the proposals and so wonders which local stakeholders gave advice.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>The organisations that were consulted are listed on page 12 of the Overview. Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\123\WBH0975
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>A regular local walker and asks how he will get to Scolt Head if no access. He says it is taking away a right he has had for more than 50 years. Signage will detract from unspoilt nature which should be preserved.</p>	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\124\WBH0976
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: They strongly oppose the proposal. The Cockle Path has been used by huge numbers of people of all ages as a means of access to Scolt Head at low tide and is the only way to reach it on foot. They have not seen any evidential basis setting out why the access is unsuitable. It will have the effect of denying the public, common rights holders, and village residents a right of access to Scolt Head which they have enjoyed for decades.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\126\WBH0978
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J
Summary of representation: The family have been enjoying the marshes, Cockle Path and waterways since the 1930s. He says that users are generally very responsible about remaining on the path and being protective of the nature around them. In the red area of Map G, there are a large number of creeks that enable safe and pleasant swimming at low-tide. He is confused about how watercraft users will avoid the red areas from their activities. Closed public access will create a negative influence on the leisure activities and wellbeing.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\127\WBH0979
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been using the creek and Cockle Path for many years to walk the dog, bird watch and to picnic on Scolt Head Island.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\128\WBH0980
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been visiting the area and using Cockle Path for over 20 years. By using the path, she avoids disturbing wildlife whilst enjoying the unique environment.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\129\WBH0982
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Objects to the proposal to remove the right of public access to the marshes and Cockle Path. Public safety risk is a preposterous claim. The walk is only muddy, and his son walks the Cockle Path without incident. There is a long history of public access.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\131\WBH0988
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Objects to loss of access to the Cockle Path, which her family has used for years.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\132\WBH0989
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: Opposes proposals for marshes to be off-limits. They are the only way to walk to Scolt Head Island, which people have been doing for centuries.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\133\WBH0990
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: They use the marsh almost every day walking to the island, tides permitting, during warmer months.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\134\WBH0991
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Grandfather owned a local house from 1924 and frequently walked along the Cockle Path. The house has been passed through three generations and they wish to continue walking in the area.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\135\WBH0992
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She is dismayed at the idea of "no public access" to the marsh and used the Cockle Path for 40 years with her family. They picnic, dig sand castles, swim, and sail. The route is not dangerous, it is only muddy. They do not disturb birds or endanger wildlife. There is no demand or need for the proposal.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\136\WBH0993
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Regular user of the area for over 60 years.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\137\WBH0994
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Familiar with salt marshes since 1948 and instructs next generation of potential dangers. Natural England can advise strangers but to do more than that is to invite ridicule.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\138\WBH0995
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has walked the Cockle Path all her life plus great grandchildren and hope they can continue to do the same.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\141\WBH0998
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: People stick to the Cockle Path as there is no other route and she has used it for 65 years as well as swimming nearby. Beaches and swimming areas are also in proposed exclusion. Not being able to use would take away much of the pleasure of being at Burnham Overly Staithe. She appreciates need to protect wildlife but shouldn't need to remove access rights. Maybe dogs on leads from April until the middle of August would be sensible as they do roam and can be destructive. Asks to know which local groups were consulted.	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process.

Representation number:	MCA\Weybourne to Hunstanton\R\143\WBH1000
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Extended family have walked the Cockle Path for many years and would like future generations to enjoy and love it too.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\144\WBH1001
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J, Map 3e
Summary of representation: A regular visitor to Overy Staithe since 1970 and has made use of the Cockle Path. The proposed Section 25A exclusion on Map J would deny access to it and no satisfactory reason is given. There are risks of danger, but they have been managed successfully by generations of walkers. The Appraisal shows NE's very deep concern over the poor breeding success of several bird species which nest on Scolt Head Island. It seems that the proposed exclusion on Map J has been deliberately designed to deny the use of the Cockle Path to compensate for any increased use on Scolt Head from the England Coastal Path. A sandy beach on Map J is exposed at low tide and is used by families for picnicing, play and safe bathing. No reasons are given for this feature to be excluded from the right of public access.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\145\WBH1002
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J, Sensitive Features report
Summary of representation: He has frequently used the Cockle Path which doesn't seem to cause significant damage to wildlife – a wonderful way to connect with the natural environment and there is no alternative path proposed, apart from the far longer sea wall walk the other side of the estuary.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\146\WBH1003
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She objects to the proposal to remove the right of public access to marshes and the Cockle Path. She has frequently visited since mid 1980's. Walking the beaches and marshes is very popular for her family and there is a long history of public access. The claim of a public safety risk bears no alignment with reality. The walk contains nothing but some mud to walk through that is an extremely fun experience for her children without incident.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\147\WBH1004 MCA\Weybourne to Hunstanton\R\148\WBH1005
Organisation/ person making representation:	[redacted], R\147 [redacted], R\148
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The proposal to limit public access is unfounded: <ul style="list-style-type: none"> • five generations of family have walked on the Cockle Path, without any formal or informal agreement with the landowner, • the area is proposed as unsuitable for public access, but bridges make the path accessible • what is the evidence for this opinion? • goes against principle of improvement of public access 	

- a number of verbal re-assurances have been offered to locals by NE which are inconsistent with the plans, but verbal reassurances are worthless.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\171\WBH0962 MCA\Weybourne to Hunstanton\R\172\WBH0963
Organisation/ person making representation:	[redacted], R\171 [redacted], R\172
Chapter, Route section(s) or Map references:	Chapters 3, Map J
<p>Summary of representation:</p> <p>The proposed changes to saltmarsh access seem unnecessary; current usage patterns are not overly disruptive and are unlikely to increase markedly. The areas of proposed restricted access are generally only available to those with local knowledge who treat it with respect.</p> <p>This has been a public right of way for generations to get to Scolt Head Island. Public crossing this area stay on a well managed single route through the marsh. There is little disruption to nature beyond the paths. The risk of restricting is that the area of disruption becomes much wider as people use any means to cross the marshes to the island (which is not accessible from the coastal path suggested).</p> <p>Scolt Head island is not easily accessible and can be accessed via ferry, sailing, or walking over the marshes. This limits it to those with local knowledge or via a ferry (which is not well advertised), visits to the area are unlikely to increase drastically, maintaining the path will cause minimal disturbance to local wildlife (while removing it will drastically increase disturbance as people find other routes). The current signage on the island is fit for purpose and they see no reason to increase the level of man-made fencing in the area as it is ugly and detracts from the beauty of the surrounding area.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\177\WBH1007
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, para 3.3.10; Overview - Map J.
<p>Summary of representation:</p> <p>The area is not unsuitable for public access, in conflict with the long established leisure use. The exclusion includes the Cockle Path and sandbank and beach which are used for many recreation activities. The margins are used to walk boats back in against strong ebb tides if winds fall. Copy attached of "Footpath Map of the Burnhams" by Wilfrid George (Document 6), evidencing the long established use of this marsh.</p> <p>No significant incidents requiring HM Coastguard or RNLI. Much of the land, especially around the Cockle Path is firm, the tidal flows, whilst vigorous are predictable and visible and there is always an</p>	

area of safe refuge on the marsh even on the highest tides, which only cover the marsh for a short time. The channels are all clearly visible.

There have been no consultations with knowledgeable local user groups - Burnham Overy Harbour Trust, Overy Staithe Sailing Club, the Parish Council, or the Wildfowlers Association, which is not in accordance with the requirements of the legislation.

The proposal does not provide any evidence.

Informal assurance that the proposed direction to exclude access would not interfere with the existing leisure use provides no real assurance.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process. We received a response from Burnham Overy Parish Council and Minutes show the ECP was initially discussed in September 2015.

Representation number:	MCA\Weybourne to Hunstanton\R\183\WBH1010
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J, sensitive features report
<p>Summary of representation:</p> <p>She was devastated to hear of the intention to restrict access to the Marshes. They have been part of her family folklore for many decades and have many memories and stories relating to treks across the marshes. They have skidded and squelched across the marshes and enjoyed mud slides into the creek. Family walks have included all ages from 1 to 85 years old.</p> <p>She does not believe the number of users is so great to cause any substantial harm to the environment. It is a well-kept local secret that locals choose to impart knowledge about carefully, particularly as it is important to understand the local conditions both to conserve it and to ensure the safety of those who use it, given understanding the tides, currents and weather is very important. The fact that it requires one to be a bit more hardy and adventurous is a self-limiting factor on the number of users. She has never seen wilful damage nor litter and the people who know this beautiful place do all they can to ensure it remains as unspoilt as when they arrive.</p> <p>Please do not take this heritage away from her and her family as she wants her sons to be able to discover the beauty and enjoy of such a remarkable part of our coastline.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\185\WBH0239
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Has been walking the Cockle Path all year round at low tide since 1953.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\189\WBH1014
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The marsh and Cockle Path have been a part of her family's life for over 30 years. The tides do not allow access to Scolt Head Island at all times of day – the walk is fun and beautiful, with all walking on it knowing clearly that it is a natural path that may be slippery. By forcing people to only use the main seawall, you are also risking people crossing the mouth with strong currents and increasing the risk of drowning/danger when those unfamiliar with the area attempt to cross the mouth on an outgoing tide.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\190\WBH1015
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Free access to the areas is an essential part of all the activities for which she has chosen to live there. Has organised a local sand-castle competition on the sandbank for last 10 years. Is aware the area is unsuitable for large numbers without local knowledge to access and would suggest it is designated as 'unsuitable for public access' but not 'no public access'.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\193\WBH1019 MCA\Weybourne to Hunstanton\R\197\WBH1024
Organisation/ person making representation:	[redacted] [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>No reason has been given nor has any supporting evidence been presented. They wonder what “unsuitable” means in these circumstances. The reports mention other local access ‘desire lines’ but no mention of the Cockle Path which they have used for up to 40 years. New visitors are unlikely to use the Path as it involves crossing the creek from the parking area and “local knowledge”. A different route is more visible and so would be likely to get more users going against the proposal that “our proposalsare unlikely to cause a significant change in the level and pattern of visits”.</p> <p>Objects to the method and the very short time period of public consultation. There was no notice posted anywhere at Burnham Overy Staithe advertising the proposals. Lack of public advertisement during the summer holiday period reflects badly on Natural England.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>The proposals were published on 21st March giving the statutory eight weeks until 16th May for response and so no advertisement during the summer was needed. All affected landowners in Burnham Overy Staithe were notified about the consultation. We received a response from Burnham Overy Parish Council and minutes show the ECP was discussed in September 2015 and April 2018. Please see Annex B in terms of Natural England’s consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\198\WBH1025 MCA\Weybourne to Hunstanton\R\199\WBH1026
Organisation/ person making representation:	[redacted] [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>They have taken the family to the Creek, Cockle Path, and beach all his life. You are stopping people learning to swim and using Cockle Path and for future generations which is wrong.</p> <p>Term ‘unsuitable for public access’ is not defined nor evidence given. No effort is made to distinguish or compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\200\WBH1027
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The area has been used for many generations by her family. The Cockle Path is the safest way to access Scolt Head Island at low tide.</p> <p>Term unsuitable for public access is not defined. No evidence about what makes this area unsuitable. No research evidence. No effort is made to distinguish/compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\201\WBH1028
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>He is very sad and disgusted that people are being stopped from using the beach. He swims in the creek. Visitors need more signs and understanding about the tide but locals are more aware of it. People should know their own capabilities to know if they are competent to swim there or not, walking across the Cockle Path only if you know tide times.</p> <p>Term unsuitable for public access is not defined. No evidence about what makes this area unsuitable. No research evidence. No effort is made to distinguish/compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\202\WBH1029
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>Strongly objects to the proposed plan to stop people using the creek and Cockle Path to access the beach. He has used the beach numerous times and the Cockle Path is the most convenient method to do so. If this plan is for safety reasons then put signage up to indicate such.</p>	

Term unsuitable for public access not defined. No evidence about what makes this area unsuitable. No research evidence. No effort is made to distinguish/compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\203\WBH1030
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Family have been using the Cockle Path for a long time. Other routes are dangerous, and people could stray into the unsafe areas if the Cockle Path is cordoned off. Term unsuitable for public access not defined. No evidence about what makes this area unsuitable. No research evidence. No effort is made to distinguish/compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\204\WBH1031
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: His family have used the area for recreation for a great number of years. Term unsuitable for public access not defined. No evidence about what makes this area unsuitable. No research evidence. No effort is made to distinguish/compare the unsuitability of this area from others eg Brancaster. No evidence of likelihood of environmental damage.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\205\WBH1032
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J Burnham Overy Staithe Marshes
Summary of representation: He has had family holidays in the area for over 50 years; the highlights have included trips to Scolt Head, generally using the ferry and walking across the salt marsh depending on the tides. He fears that if the legal right of free public access is removed, the landowner may in the future not permit such access. If that were the case, how would one gain access to Scolt Head from Overy Staithe on foot? Having to rely on the ferry in both directions would mean whole days on the island become impossible, which would be extremely sad.	
Natural England's comment: Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\206\WBH1033
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Advocates safe and responsible behaviour in these areas and over the years has sat on various committees who manage these areas for both visitors and for biodiversity. It would be a harsh infringement on people to not be able to access 'out of the way' locations because of H&S concerns over non-resident visitors to the proposed coast path.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\207\WBH1034 MCA\Weybourne to Hunstanton\R\220\WBH1112 MCA\Weybourne to Hunstanton\R\222\WBH1114 MCA\Weybourne to Hunstanton\R\253\WBH1055 MCA\Weybourne to Hunstanton\R\254\WBH1034 MCA\Weybourne to Hunstanton\R\274\WBH1070
Organisation/ person making representation:	[redacted], R\207 [redacted], R\220 [redacted], R\222 [redacted], R\253 [redacted], R\254 [redacted], R\274
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
<p>Summary of representation:</p> <p>They are regular visitors to the harbour & saltwater marshes at Burnham Overy Staithe. They have enjoyed many visits both as children and adults going to the beach on the ferry and at low tide using the Cockle Path to gain access to and from Scolt Head Island and the beach. The path is recommended by local people and is the safest route to the Island and has been used by generations of local people and visitors to the area. Should these proposals come into force people will be tempted to take alternative routes to these areas, these would be far more dangerous and are likely to result in a significant increase in coastguard call outs, injuries, and risk of fatalities.</p> <p>Although the proposals in themselves do not prohibit access, they will give all the power to the land owner to withdraw access at any point and remove the legal right of the individual to access these areas. It is important to note that Overy Marshes and other lands running from Overy up to Brancaster are Common Land. The public have every right to use the CROW Act to use these lands. You cannot <i>exclude access</i>. It is also worth noting that land with pre-existing public access rights (Section 15 land) i.e., land that had pre-existing open access rights before the CROW act in 2000, cannot have restrictions applied to it under the CROW Act - as these proposals would do at Burnham Overy Staithe. Most of Brancaster falls into this category, as it is National Trust land, and National England cannot use restrictive powers under the guise of 'public safety.'</p> <p>The Consultation document is particularly vague and does not give clear definitions or evidence to substantiate the claims being made of areas chosen as being 'unsuitable for public access' or subject of environmental damage.</p> <p>It is the duty of Natural England to give reasons, proportionate to the problem they seek to address before they exercise their powers. They must consult affected parties and state these reasons clearly. This process needs to be open and thorough.</p>	
<p>Natural England's comment:</p> <p>Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.</p> <p>We have not responded in detail to some of the points above given changes detailed in Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\208\WBH1035
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The family have been using the Cockle Path and nearby beach for at least 80 years and have sailed, rowed, and kayaked around the marshes at high tide. They have seen the ecology evolve with Egrets and the return of Avocets to the mud flats and have coexisted happily with returning Marsh Harriers, Terns and even seals. Firmly believes the areas should continue to be enjoyed and respected by future generations.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\209\WBH1095
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, 5, Maps G, J, L
Summary of representation: <ol style="list-style-type: none"> 1. He understands NE has based its proposal on safety issues but given the long history of safe use, NE's decision is clearly irrational & should not proceed. Incidents associated with the East Hills dunes at Wells are due to visitors accessing this area via the main channel from Wells Beach, and since there is ample warning suggesting the channel is not safe to cross, they are unlikely to heed any other warning that the area on the other side is not safe or is closed. Those entering the area of the dunes in the traditional manner through the marshes are well aware of how to do so safely and he doubts if there is one incident related to such persons - therefore closing the marsh would have no impact on safety issues associated only with the channel (which isn't excluded from access and which shows very clearly that safety would not appear to be the issue which this exclusion seeks to address). Doing so provides grounds for successful legal challenge. On the basis of the stated safety issues cited, access to any area of open access under the CROW Act 2000 should be subject to a health and safety audit by Natural England or the site owner. During the consultation for the provision of Open Access areas following the introduction of the CROW Act 2000, these issues will have been considered, and the specific areas of the marshes mentioned will have been assessed for suitability under the Act. They were considered suitable for inclusion under the Act then, and there is no reason for this assessment to be altered on the basis of the stated reasons given. 2. As the proposal will impact on him it is a poor reflection on NE's professionalism that he heard of it only via his neighbour. It falls so far below minimum requirements that it also provides grounds for successful legal challenge unless the proposals are withdrawn or a time extension is given. Information available is that none of the key interest groups were consulted in formulating this proposal, may not even have been specifically contacted for this consultation and no public events are planned. His parish council would expect to have been consulted (as he is sure would be the case for Burnham Overy and Burnham Market parish councils) with a NE representative in attendance. 3. He has accessed the marsh creek areas of the Burnham Overy Staithe including the small creeks, Cockle Path across the marsh, potentially to the Island & the bank of the channel 	

across from The Staithe for 45 years. Also used the access from Sluice Creek to East Hills for beach picnics etc at Wells for about the same length of time - walking and using a boat and have used the creeks of the Wells and Warham marshes for sailing and rowing for as long and have used the dunes at Holme he was about a year old. If this absolute legal right is removed, then access is bound to be restricted in the future.

4. He is familiar with the environmental damage unrestricted public access can create. The nature of the marsh and the very restricted facilities ensure only a limited number of people will ever access them. There is no reason to believe they would wish to change anything which might encourage greater use, and there is no evidence to expect increased future usage.
5. This very poorly handled consultation and ill thought out set of proposals will have done substantial damage to NE's reputation and standing in the eyes of the public and local people.

Natural England's comment:

The respondent's address is approximately two miles from nearest part of the proposed alignment and so he was not contacted directly about the consultation. The proposed route is also not within any part of his parish council area (nor Burnham Market area) and so they were also not required to be directly notified of the consultation. We did receive a response from Burnham Overy Parish Council and minutes show the ECP was discussed in September 2015 and April 2018. Please see Annex B in terms of Natural England's consultation process.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Map L: The rationale for the exclusions and restrictions on page 35 and 36 of the Overview can be found on pages 5 to 7 of the published Access and Sensitive Features Appraisal, North Norfolk Coast.

At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members, and CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds, and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures.

Representation number:	MCA\Weybourne to Hunstanton\R\210\WBH1101
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
The family over several generations have loved the freedom of the whole area. To alter the status quo is unnecessary and inappropriate.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\211\WBH1102
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J
Summary of representation: She would like to carry on the tradition of enjoying a walk along the Cockle Path.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\212\WBH1103
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has been using this area for walking, picnics, bird spotting etc. for over 45 years.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\213\WBH1104
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Implementing the proposal would interfere with their rights as Common Rights holders and adversely affect them. The unpublished informal assurances that the proposal will not affect Common Rights access are inconsistent with the published proposal. Proposals show lack of reasoning and inadequate factual basis, having left out user and consultation interests and so should be abandoned.	

They want a public apology from Natural England for the worry and distress which would mitigate the damage done so far. It would also demonstrate respect by Natural England for those whose interests and voices Natural England has failed to have any or sufficient regard.

Natural England's comment:

Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Organisations who were consulted are listed on page 12 of the Overview. Please see Annex B in terms of Natural England's consultation process.

Representation number:	MCA\Weybourne to Hunstanton\R\214\WBH1105
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, 5, Maps J, K
Summary of representation:	
<p>Map J</p> <p>There should be good reason to remove rights of access currently held pursuant to CROW. No reasons have been advanced. It is simply incorrect. Frequent use is made of this area by the public. To implement the proposals would prevent people reaching Scolt Head Island from Overy at low tide. This will have a significant impact upon Overy Staithe and the activity which takes place at low water much of which takes place is the area to which access is to be denied.</p> <p>Map K area defined as Titchwell nature reserve.</p> <p>Dogs are currently allowed at the RSPB reserve if on a lead. If the RSPB wish to alter this that is a matter for them. I do not think that dog owners should be denied being able to visit the bird sanctuary. There should be continued access on a well established path to Titchwell creek from Gipsy Lane. It is not necessary to restrict access to this area which is currently well used and enjoyed and is not a nesting area.</p> <p>It is also proposed to restrict access to Titchwell dunes over a substantial area of the busiest part of the beach. A balance has to be struck between enabling members of the public to enjoy the area and protecting the birdlife. No evidence has been put forward by Natural England to demonstrate that the current measures which are in place to protect the birdlife are not achieving this balance.</p> <p>There has been a complete lack of proper consultation; there should have been a number of general public meetings held at which the proposals were discussed and the reason for the proposals set out.</p> <p>The document asserts that the restrictions are necessary to protect the birds or because access is unsuitable, but no evidence has been provided to substantiate these claims. It is therefore not possible to make a proper assessment about the need to implement the recommendations.</p>	
Natural England's comment:	
<p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	
Map K - Titchwell Nature Reserve	

Titchwell Nature Reserve is generally open daily to the public however to avoid disturbance to the bird interest, existing management measures require visitors with dogs to keep to the public right of way leading from the road to the beach on the west side of the reserve. Visitors to the site without dogs are permitted to follow a network of permanent and seasonal routes.
From 1st April until 31st August each year, areas of the beach are cordoned off to protect ground nesting birds by direction under the Countryside and Rights of Way Act 2000 (CRoW).

The proposed restrictions mirror the existing management measures of the site. This is explained at page 6 of the published access and sensitive features report, North Norfolk Coast. Such restrictions do not affect existing public rights of way within the site. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Natural England's approach to finding the balance between the protection of sensitive features whilst providing opportunities for the public to enjoy the natural and cultural environment of the coast, is explained at 4.9 of the Scheme. The development of our proposals draws on a range of expertise in both Natural England and relevant organisations such as local wildlife trusts and other conservation bodies such as those listed at page 12 of the Overview.

Representation number:	MCA\Weybourne to Hunstanton\R\215\WBH1106
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: The shaded area on Map J is used by local people on a daily basis for many recreational activities. Closing off the area seems ill thought out and there is no justification of it given in the report. The denial of enjoyment of the public seems to far outweigh the unspecified and undocumented benefits.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\217\WBH1108
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She is quite upset at the proposal to prohibit public access to the salt marshes at Overy Staithe as she has used the marshes without problem for 50 years. The area provides much pleasure to thousands of visitors throughout the year and has gained international recognition. It is an AONB and should be treasured as it is so accessible at low water and totally safe for everyone. People understand the need to observe tide times that are available online, in local papers and the boathouse and remain safe.	

It seems wrong that an organisation which is supposed to be promoting access to such unspoilt areas should be seeking to restrict access.

No consultation has taken place locally.

The representation is made on behalf of local people and future generations who should be able to continue to access the area in a totally safe way without unwanted interference.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process. The address on the representation is over 20 miles inland of the route and so was not contacted about the consultation. However, affected landowners in Overy Staithe were notified and the proposals were discussed by the Parish Council in September 2015 and April 2018.

Representation number:	MCA\Weybourne to Hunstanton\R\218\WBH1109
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J
Summary of representation:	
Spends much time in the affected area. Strongly believes that lawful access to the area should be retained.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\219\WBH1110
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
The proposal is unnecessary and an overstepping of regulation that will have a significant impact on the use and enjoyment of the area. The restriction would be difficult to enforce and therefore be a redundant piece of regulation.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\221\WBH1113
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>No reason has been given nor has any supporting evidence been presented. He wonders what “unsuitable” means in these circumstances. There is no evidence given of a need to restrict access.</p> <p>The reports mention other local access ‘desire lines’ but no mention of the Cockle Path which is widely used by many visitors between April and October. More members of the public will go out to Gun Hill and the Overy Dunes going against the proposal that “our proposalsare unlikely to cause a significant change in the level and pattern of visits”.</p> <p>He objects to the method and the very short time period of public consultation. There is no notice posted anywhere at Burnham Overy Staithe advertising the proposals. Lack of public advertisement during the summer holiday period reflects badly on Natural England.</p> <p>Asks if the restrictions also apply to wildfowlers, sailors, birdwatchers, and naturalists.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>The proposals were published on 21st March giving the statutory eight weeks until 16th May for response and so no advertisement during the summer was needed. All affected owners in Burnham Overy Staithe were contacted about the consultation. Please see Annex B in terms of Natural England’s consultation process. The proposals were discussed by the Parish Council in September 2015 and April 2018.</p> <p>Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\223\WBH1115
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>He has visited the area 1-2 times every year for over 60 years and says public access has not had any significant negative impact on the bird and plant life as the public have always treat the area with respect and with a strong conservation agenda. Bird life is more diverse and has generally flourished.</p> <p>Removing access to the marshes will impact on visitor numbers and this will have a knock on effect to the tourist industry; and has been proposed without any evidence that there is a problem.</p>	
Natural England’s comment: <p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\224\WBH1116
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
<p>Summary of representation:</p> <p>There is no official public car park at Overy Staithe, the ferry to Scolt Head is not regular and cannot be relied upon to be working, the maps are incorrect and out of date and do not show the harbour entrance or channel correctly.</p> <p>Four generations of her family have accessed this area of land and she knows it extremely well.</p> <p>The proposed direction to exclude access:</p> <ul style="list-style-type: none"> • is unnecessary, • is not in accordance with the intention behind the relevant legislation, • is being applied to an area that is not unsuitable for public access, • is in conflict with the long established public leisure use of this area and, • there has not been the required level of consultation in making this proposal. <p>The margins of the marsh are used by sailors, canoeists, and other boat users to walk boats back in against strong ebb tides if winds fall. There have been no significant incidents inside Overy Creek or on Overy Marsh. It is a very safe area, accessed by responsible individuals and characterised by high levels of mutual assistance and advice among residents and visitors.</p> <p>In this extract from Hansard Lord Greaves, House of Lords 9 February 2010 said "...this Act, like the CROW Act, is not intended to restrict existing activities that happen because people are there either by right or with permission.'</p> <p>The Overy Marsh physical characteristics do not match the criteria given by NE in their own guidance. Much of the land, especially around the Cockle Path is firm, the tidal flows whilst vigorous, are predictable and visible and there is always area of safe refuge on the marsh even on the highest of spring tides, which only cover the marsh for a short period of time. The channels are all clearly visible.</p> <p>Aside from the area mentioned above, the majority of the marsh in the pink-shaded area has very minimal use by locals or visitors. She has walked across it safely on very infrequent occasions but there is generally no incentive to do so as they use the Cockle Path because it is the shortest and most direct route and have no need to wander further into the marsh.</p> <p>There have been no consultations with knowledgeable local user groups who know these marshes very well, which is not in accordance with the requirements of the legislation.</p> <p>The third paragraph under Existing Use under Heading 3 on page 10 states: "<i>Scolt Head NNR is mapped as open access land. Access is promoted by ferry operating between April and September.</i>" This statement is a little misleading as the Ferry is not regular or reliable. For more than half of the tidal range the ferry does not operate and does not run for a considerable period of the year.</p> <p>From the points above she concludes the established recreational and access use has not been properly assessed. The maps showing Overy Harbour and entrance are out dated and incorrect, clearly insufficient local consultation has been carried out.</p>	
<p>Natural England's comment:</p> <p>Natural England contends that there is car parking at Burnham Overy Staithe - the Wells Guide website says 'There is free parking on the quayside at Burnham Overy Staithe, but be aware that 'the hard', as its known, can become completely inundated during high tides,' however accepts it is not a formal car park.</p>	

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process. The organisations who were consulted are included on page 12 of the Overview.

The proposal maps use current map data that was available from the Ordnance Survey at the time they were prepared.

Representation number:	MCA\Weybourne to Hunstanton\R\227\WBH1119 MCA\Weybourne to Hunstanton\R\228\WBH1120
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>His family are regular users of the harbour & saltwater marshes, using the Cockle Path, it is the safest route and has been used by generations of family. If this area of saltmarsh is blocked off, both locals and the less knowledgeable visitors to the area will be tempted to take alternative routes to these areas which would be far more dangerous.</p> <p>The Consultation document is vague and does not give clear definitions or evidence to substantiate the claims being made;</p> <ul style="list-style-type: none">•The term “deemed unsuitable for public access.” is not defined.• No evidence is available about what makes this particular area unsuitable for public access.• No research evidence to prove unsuitability of this particular area is presented.• No effort is made to distinguish, or compare the “unsuitability” of this particular area of saltmarsh• No evidence of likelihood of environmental damage is produced.• No claim that birds will be disturbed, or plants damaged. <p>It is the duty of Natural England to give reasons, proportionate to the problem before they exercise their powers; consult with affected parties and state these reasons clearly. This process needs to be open and thorough.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\229\WBH1121
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J, sensitive features
Summary of representation: <p>It is unfair and unlawful to designate the area shaded in red on Map J as “unsuitable for public access – all year” for several reasons:</p> <ol style="list-style-type: none">1) The area contains the Cockle Path, to Scolt Head. A few years ago, the Burnham Overy Harbour Trust spent money improving the Cockle Path. She has used the Path for over 40	

years as have older generations. Preventing public access would destroy a safe, well-used and traditional pedestrian route to Scolt Head.

- 2) No concrete justification is given for excluding the public; the area is low lying saltmarsh and mudflats and will not be used by ground-nesting birds. Additionally, there have been no public safety incidents in the area to her knowledge.
- 3) no definition of the "local stakeholders" who have been consulted. One would have thought the Scolt Head & District Common Rights Holders Association would have been contacted for their view, but it appears not. Who were the local stakeholders consulted, how are they qualified to comment, and what did they actually say?

This area is common land, and a huge asset to locals and visitors alike; a fantastic way to teach people the value of wildlife. Excluding people from an area with a long history of traditional use, and note NOT of damage, is totally unjustified.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England's consultation process. The Scolt Head & District Common Rights Holders Association were invited to the initial drop-in sessions in 2014 and the list of organisations who were consulted is on page 12 of the Overview.

Representation number:	MCA\Weybourne to Hunstanton\R\230\WBH1122
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map G, J

Summary of representation:

The family enjoy the beaches at Burnham Overy, Scolt Head Island, Wells and East Hills. They kayak, swim, walk at low tide in these creeks. They are wonderful and, so long as an awareness of your surroundings is considered, they are safe. If these areas were prohibited they would be forced into the main channel and powerful recreational craft make it unpleasant and dangerous.

Map J: This would prevent the Cockle Path being walked along. The path provides a safe way to the island. People would try to walk along the sands at low tide, which are much more dangerous.

He feels that the restrictions will have a negative impact upon enjoyment of these spaces. They are currently the most wonderful educational tool for his young family.

He wonders about the reason - if it is wildlife there are more sensitive ways to allow these spaces to continue to be enjoyed by the public whilst protecting birds. If it is safety, then he is slightly at a loss and wonders if the true reasons being presented here for these proposals.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\231\WBH1123
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Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: His family have been visiting the marshes for generations, seeing, and learning about the wildlife and it would be heart--breaking to deny another generation the opportunity to be inspired. The proposed closure is an area where he has seen school children have more fun and enjoyment than with video games, or TV programmes. Without childrens' interest there will be no-one to protect and care for it in 30 years time. So much would be lost by denying access.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\232\WBH1124
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: No definition of 'unsuitable for public access' is given. She does not agree if it is for safety or wildlife or nesting reasons. The Cockle Path has been used for many generations. Very few people stray at any time onto the rest of the marsh. She is not aware of anyone being injured using this route and accessing the beach will be less safe without it. Only a very small number of people cross it anyway, other than on the Cockle Path. It is covered by the sea during spring tides and she assumes the sea is much more likely to disturb any birds nesting than people are. She believes therefore that the key to protecting the saltmarsh area is to effectively maintain the Cockle Path - without it people will stray more widely on the marsh to find another route.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\234\WBH1128
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She and family have used this area for recreation for generations. No definition is given of "deemed unsuitable for public access". To her knowledge, there have never been any incidents or accidents in this area. No evidence is presented on what makes this area unsuitable for public access or showing environmental damage. Sites for nesting terns are already fenced off on the other side of the creek	

during breeding season and are respected and avoided by visitors. She wonders why this area is unsuitable for public access as opposed to other areas of marshland.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\235\WBH1036
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
<p>Summary of representation:</p> <p>He has been a regular user of the harbour and marshes at Burnham Overy Staithe since 1940s and enjoyed using the Cockle Path, which has been used for generations. It is widely acknowledged as the safest route to the Island. Should these proposals come into force, people will be tempted to take alternative routes to these areas which would be far more dangerous.</p> <p>The Consultation document is vague and does not give clear definitions or evidence to substantiate the claims being made:</p> <ul style="list-style-type: none"> • The area on Map J is "deemed unsuitable for public access." • No evidence is available about what makes this particular area unsuitable for public access. • No evidence to prove the unsuitability of this particular area. • No research evidence to prove unsuitability of this particular area is presented • No evidence of the likelihood of environmental damage is produced. • No claim that birds will be disturbed, or plants damaged. <p>It is the duty of Natural England to give reasons, proportionate to the problem. They must consult with affected parties and state these reasons clearly. This process needs to be open and thorough</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\236\WBH1038
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
<p>Summary of representation:</p> <p>He is a regular user at Burnham Overy using his boat and canoe and walking the Cockle Path at low tide. Nesting birds are more at risk from foxes than the public.</p>	
<p>Natural England's comment:</p>	

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\237\WBH1039
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He would be appalled if DEFRA curbed his right to cross Overy Marsh - his children are the 5 th generation to cross the Creek and walk on the mud to Scolt Head.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\238\WBH1040
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The proposals do not stand up to scrutiny on health and safety issues. In living memory, the area has remained accessible without significant safety problems. Common sense or local knowledge is the only requirement. Local people have derived so much benefit from freedom to roam, to fish, to forage, with respect to conservation for the long term. Very few birds would nest in an area that is flooded by big tides. He wonders how Scolt Head would be accessed at low water from Burnham Overy Staithe.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\239\WBH1041
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Local people have always been able to walk to the island at low tide. This will prevent this possibility. There must be this freedom always.	
Natural England's comment:	

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\240\WBH1042
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: Generations have visited the Cockle Path when tide permits to access Scolt Head at low tide.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\241\WBH1043
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She has walked over the marshes for many years. If access is denied it would make access to Scolt Head Island very difficult. She has legal free public access. If this legal right is to be removed the land owner may not tolerate her future use of the marsh. She cannot recall seeing any public consultation and wonders if any local bodies have been consulted. She cannot see the reason.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. The organisations who were consulted are listed on page 12 of the Overview. Please see Annex B in terms of Natural England's consultation process.	

Representation number:	MCA\Weybourne to Hunstanton\R\242\WBH1044
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: see supporting Document 7: Photo 1986 Burnham Overy Marsh She disagrees that the salt marsh at Overy Marsh is unsuitable for public access.	

The majority of the area on Map J to the west is rarely accessed by the public except by boat on the high tides (a few days per month) or when the Harbour Trust has the annual Marsh Race. Cockle Path is not marked on Map J but there are bridges over creeks which are maintained by the Harbour Trust.

The Cockle Path is used by all ages throughout the summer months and is the safest route back from the Island. This restriction would mean people have to use a different route and get stranded. The Map shows sand just over the creek at Overy will be in the exclusion area. This is where children play at low tide and families go to a pool locally known as “dead man’s hole” to play and swim.

There has been no proper consultation. Natural England has stated the report has been advertised locally but locals say they knew nothing about it. If this had been done over the summer months then there would have been a much bigger response to this controversial proposal. The Burnham Overy Harbour Trust manages this particular area and only had this proposal on their Agenda five days before the deadline which left very little time to make this important representation.

She does not understand why these marshes and mudflats are unsuitable for public access. Please leave this particular area in Burnham Overy Staithe as open Access and not Closed access.

Natural England’s comment:

Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England’s consultation process.

Representation number:	MCA\Weybourne to Hunstanton\R\244\WBH1046
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He is a member of local sailing groups for young people and regularly uses the marshes for teaching and learning about the water and the wider environment. They are familiar with the risks and work around them to teach children responsibility for themselves and others. In 15 years of living in Norfolk children use the marshes for recreation and exercise all year round. He has used the red area for years in all weathers and longer-lived residents have used it for generations. To restrict previously granted access goes against the spirit of the aim to improve public access to the natural environment.	
Natural England’s comment: Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\245\WBH1047
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: He has walked on the marshes at Overy either on Cockle Path or just roaming around.	

Everyone respects the wildlife, and this is demonstrated by the Cockle Path being litter-free at the end of the season despite its high use. The surface gets muddy but as the path widens it soon grows back. There has been no permanent signs of damage from people using the Cockle Path in his life time.

He prefers to wander around the marshes and thinks NE needs to consider the little amount of use these areas of more remote marshes get.

He does not agree that the area is “unsuitable for use” without definition and there is no evidence provided to justify the decision. No evidence has been provided about concerns of environmental damage to the salt marshes and there are no proportionate reasons to justify the proposals.

Natural England’s comment:

Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\246\WBH1048
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
Map J is stated to be “deemed unsuitable for public access.” and the term is not defined. No evidence is available about what makes this particular area unsuitable for public access. No research evidence is presented to prove unsuitability of this particular area. No effort is made to distinguish, or compare the “unsuitability” of this particular area of saltmarsh No evidence of likelihood of environmental damage is produced. No claim that birds will be disturbed, or plants damaged.	
Natural England’s comment:	
Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\247\WBH1049
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
Closure of the Cockle Path will restrict access at low tide which she has used for over 70 years with her family. The number of ferries is likely to increase causing congestion if the only means of access. Closure is a great restriction to our liberty and detrimental to the local tourist industry.	
Natural England’s comment:	
Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\249\WBH1051
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: The proposal is unfounded: <ul style="list-style-type: none"> • five generations have walked the Cockle Path and if the issue is unsuitability for public access he wonders why there are bridges making the path accessible, • NE has not stated why the marshes and the Cockle Path are not suitable for public access, • the consultation refers to the improvement of public access to the coastal path and does not mention as part of its brief, curtailing public access to the coastal path, • a number of verbal re-assurances are inconsistent with the plans described on map J. Verbal reassurances are worthless but have been noted, • he wonders how this proposal will be enforced. 	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\250\WBH1052
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: He has used the Cockle path all his life. It hasn't changed much, and he sees no reason why it shouldn't continue to be used.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\251\WBH1053
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: She was taught to swim at Burnham Overy Staithe, used it for recreation all her life and been taught respect for the tides and unpredictability of nature; passed down through the generations who still use the creek and Cockle Path. There is no more danger to the public now than there ever was. She suggests putting up a tide timetable if necessary and warning flags for visitors.	

Term 'unsuitable for public access' is not defined and no evidence given on what makes this area unsuitable. No research evidence. No effort is made to distinguish the unsuitability of this area from others. No evidence of likelihood of environmental damage.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\256\WBH1058
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He is a 5 th generation occupant of his house and been a regular user of the Marsh, Scolt Head and the creeks. There is no need or justification for the proposed plan at all.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\257\WBH1059
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: She has been canoeing, using the Cockle Path, birdwatching, and surveying flora since 1950s. It would be sad if generations to come could no longer do these things.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\258\WBH1060
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3 Map J
Summary of representation: He has been frequently using the Cockle Path since the 1950s and wishes to continue to do so. Please do not restrict access to this historic route.	

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\259\WBH1061 MCA\Weybourne to Hunstanton\R\266\WBH1132
Organisation/ person making representation:	[redacted], Overy Staithe Sailing Club [redacted], Overy Staithe Sailing Club
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>There is no official public car park at Overy Staithe as it is often covered by the tide. The ferry to Scolt Head is not regular and cannot be relied upon to be working. The maps do not show the harbour entrance or channel correctly.</p> <p>Four generations of their family have accessed this area of land over the last 80 years, and they know it extremely well from personal experience.</p> <p>The family and many other people with local knowledge regularly use the Cockle Path. It is clearly visible and easily followed by those that know where the path starts, it is not signposted, and both ends of the path are not easily found by those who are unaware of its presence which deters those unaware of it. It has been used since time immemorial.</p> <p>The Cockle Path can be slippery but is regularly and safely used by many people of all ages. To exclude people from tidal areas because a path is slippery would be excessively restrictive. It is reasonably well defined, and users stick to within a few metres of the principal path. There is minimal environmental impact from its use and is confined to a narrow strip across the marsh.</p> <p>The area marked as "sand" on Map J and at the south east of the pink shaded area is an important local amenity and has been so for generations. They do not believe it poses any significant safety issues and is regularly used by many people for typical beach activities. Moreover, there is no log of incidents. They don't believe there is any significant environmental impact from this use.</p> <p>Aside from the path and beach, the majority of the pink-shaded marsh has very minimal use.</p> <p>Annual events like the Overy Watersports and the Norfolk Superhero are well-marshalled and safety is taken extremely seriously. The infrequent nature of such events means they have minimal environmental impact. They provide significant recreational and social benefit to local people and visitors in a controlled environment.</p> <p>He is Overy Staithe Sailing Club Bosun with over 260 members. It is essential access is maintained for the club Safety Boat, walking boats home against the tide, and beginners' use in the lagoon.</p> <p>The Access and Sensitive Features Appraisal for North Norfolk (page 5) says the saltmarsh restriction has been used 'with minimal use along this stretch due to the established recreational access of salt marsh' and so he wonders why it has been ignored in this area with established use. The same report on page 10 mentions the ferry but it is not regular or reliable due to tidal conditions or time of the year and makes no reference to the Cockle Path. He concludes the established recreational and access use has not been properly assessed.</p> <p>He believes that Common Rights Holders gaining different access rights from other members of the public would prove very divisive and cannot find evidence it has been considered.</p>	

He strongly believes that if the proposal comes into force as drafted it will have a significant adverse effect on the Health and Safety of people using the marsh and harbour.

Map J is stated to be “deemed unsuitable for public access.” and the term is not defined.
No evidence is available about what makes this particular area unsuitable for public access.
No research evidence to prove unsuitability of this particular area is presented.
No effort is made to distinguish, or compare the “unsuitability” of this particular area of saltmarsh
No evidence of likelihood of environmental damage is produced.
No claim that birds will be disturbed, or plants damaged.

It is the duty of Natural England to give reasons, proportionate to the problem they seek to address before they exercise their powers. They must consult affected parties and state these reasons clearly.

Natural England’s comment:

Natural England contends that there is car parking at Burnham Overy Staithe - the Wells Guide website says ‘There is free parking on the quayside at Burnham Overy Staithe, but be aware that ‘the hard’, as its known, can become completely inundated during high tides,’ however accepts it is not a formal car park.

The proposal maps use current map data that was available from the Ordnance Survey at the time they were prepared.

Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\260\WBH1062
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J
Summary of representation:	
She is devastated that the opportunity to appreciate the beauty of the area may be removed and for reasons that she fails to comprehend.	
Natural England’s comment:	
Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	
Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\261\WBH1063
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J
Summary of representation: His partner grew up in the area using the creek, Cockle Path beach and marshes.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\263\WBH1065
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J, Sensitive Features
Summary of representation: He spent his childhood swimming in the creek and countless trips along the Cockle Path.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. Proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Assessment in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\264\WBH1129
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: His family have used this area regularly for recreation, including swimming and walking on the Cockle Path. These proposals mean they would not be able to reach Scott Head Island at low tide.	

No definition of “deemed unsuitable for public access” and no evidence presented. He is not aware of any incidents or accidents in the area. No studies or evidence provided to prove environmental damage. Nesting tern sites are already fenced off during breeding season and are respected and avoided by visitors. He wonders why this area is deemed unsuitable as opposed to other areas.

Natural England’s comment:

Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\265\WBH1130
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She visits with family and wonders why NE wants to close access to the island. She loves to play in the mud along the Cockle Path and never disturbs the wildlife. She asks that the area isn’t closed.	
Natural England’s comment: Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\268\WBH1135
Organisation/ person making representation:	Anonymous 2, No name given
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Historical access Air and recreation Walking access to Island at low tide Family fun	
Natural England’s comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\270\WBH1066
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J, Sensitive Features
Summary of representation: She has used the Cockle Path and salt marsh for generations and hopes to continue to do so.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\272\WBH1068
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map H, I, J, Sensitive Features
Summary of representation: They have spent a lot of time enjoying the creeks and marshes at Burnham Overy, only his wife has common rights.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. Although there is no specific comment referring to the proposed restrictions on Maps H and I they are referenced in the representation. The proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Assessment in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. Proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal, in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborate the assessment of the Access and Sensitive Features Appraisal.	

Representation number:	MCA\Weybourne to Hunstanton\R\273\WBH1069
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: Her family has lived in the village for four generations, her property leads directly onto the area, and they have benefitted and enjoyed access to the marshes for this time. They firmly keep to the track and would report any environmental change to the Overy Staithe authorities. They also enjoy the glorious beaches and sailing and would be deeply saddened if access was denied.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\275\WBH1071
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He has been a regular visitor to Burnham Overy Staithe for over 35 years. The people mainly restrict themselves to the sandy areas and the water. Some use the Cockle Path but, in general, the vast majority of the salt marsh is untroubled and a haven for wildlife. Assumes the exclusion zone is to prevent people on the ECP from taking a short-cut across the marshes and suggests path signage would be more appropriate. Natural England is going over the top, spoiling the amenity benefit of a significant number of people without any tangible benefit.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\277\WBH1074
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 5, Map J, L (area in red)
Summary of representation: Family has walked these areas and want to continue using them and sharing them with others responsibly. The Norfolk coast is a wonderful place they should not be deprived of, indeed not least from a health viewpoint, people should be encouraged to get out and take in the fresh air and exercise.	

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Although there is no specific comment referring to the proposed restrictions on Map L it is referenced in the representation:

Map L - At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members, and CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds, and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures.

Representation number:	MCA\Weybourne to Hunstanton\R\279\WBH1076
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: He has been using the Cockle Path since he was born and does not think usage disturbs nesting birds as people don't stray from the narrow path and there are plenty of other areas on the marsh for nesting that are inaccessible for people. The beach in front of the staithe is safer for children – being directly in front of the hard.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\280\WBH1077
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3 Map J
Summary of representation: He regularly walks on the Cockle Path, goes wildfowling on the marshes and collects shellfish. Scott Head island would no longer be accessible as the area would be 'out of bounds'. He thinks it is a disgrace to stop access onto the land that has been used for generations.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\281\WBH1078
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: They have used the area for 60 years along with children and grandchildren. The walk to Scolt Island itself is a pleasure would be a deprivation of one of the joys of living near Overy if removed. They respect the Cockle Path and the fragile relationship with the marshes. They have spent many hours over the years assisting with the upkeep of the path and the creek in general.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\282\WBH1080
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: He holds common rights and plans would curtail and devalue them. Access has been there for many decades; it is ridiculous and unfair to prevent access. Generations have had access without incident. Restrictions will have a negative economic affect.	
Natural England's comment: Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\284\WBH1082
Organisation/ person making representation:	[redacted], C Southerland & Son, Shellfish
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: They have walked these marshes for gathering shellfish and pleasure for many years. Proposals are unacceptable. Nothing will be achieved. The area should continue to be used for local pursuits.	
Natural England's comment: Natural England wrote on page 7 of the published Overview that the proposals do not affect any existing access arrangement, and on page 25 that traditional activities and rights are not affected.	

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\285\WBH1083
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: see supporting Document 8: sketch of Overy Staithe Generations have enjoyed safe and direct access along the Cockle Path, except during WWII. Offers opportunities to enjoy the quiet tranquillity of marsh. Use of kayaks avoiding main hazards of other craft using main channel.	
Natural England's comment: We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\286\WBH1084
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: She does not think the marsh around Burnham Overy Staithe is particularly unsafe and requiring everyone to be kept off it. She has not seen any evidence of health and safety risks. As a regular user she has never experienced or heard of any cause for concern. The dangerous areas are around Wells and Brancaster beaches (various fatalities caused by lack of familiarity with the tides and currents). RNLI call-outs noted monthly in the Wells town magazine are mainly for pleasure boats or fishing boats that have lost power. She can not recall a single hazardous incident and therefore removing access for all is totally disproportionate to the historic and likely risks. There is no discernable reason.	
Natural England's comment: Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\287\WBH1085
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation: As a Common Rights holder she believes she has the legal right to freely roam over the commons, including access to Cockle Path and has been used, without incident, by her family for many decades.	

Signage with advice for those unfamiliar with the pathway and tidal patterns would suffice. She also believes it is possible for the public to continue to have access to Gun Hill and surrounding dunes without causing major disturbance to nesting birds. Birds and people have co-existed on Overy Beach for centuries. Informal roping off of beach nesting and advice to keep dogs on leads has traditionally protected nests. She notes that Natural England has not produced any evidence to the contrary.

She believes that NE is unable to exclude access to the salt marshes because they are designated as Common Land. As such, members of the public have every right to use the CROW Act to access these lands.

Many local people in Overy are entitled to historical access rights via pre-existing public access (Section 15 land).

Natural England's comment:

The proposal Overview on page 25 says that the proposals would not prevent common rights or traditional activities from continuing.

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\289\WBH1087
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
Summary of representation:	
He has used the marshes for collecting shellfish and samphire, swimming in the harbour, walking, yachting, and windsurfing, along with children and grandchildren. He has used the Cockle Path for over 60 years and cannot see how access to Scolt Head Island would be possible on foot at low tide.	
They are used to respecting the roped-off bird nesting areas on Scolt Head during the nesting season but fails to see how protection of nesting sites could possibly warrant an all-year-round exclusion.	
Natural England's comment:	
Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.	

Representation number:	MCA\Weybourne to Hunstanton\R\290\WBH1088
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
He has used the marsh paths to access Scolt Head island on foot at low tide with his family. They have a disabled son who cannot be conveyed on the water and in boats, who also enjoys walking out to Scolt Head. They have no other means of getting to the island other than on foot and always walk with respect to the wildlife and birds in particular.	

Natural England's comment:

We assume this is concerned with the proposal to restrict access. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\291\WBH1090
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>His family have used marshes undisturbed for many years. It is a great shame that an organisation which should be promoting the use of natural resources is intent on restricting access without evidence. He is not aware that local organisations have been consulted in any way.</p> <p>The mud banks on the salt marsh side of the creek are constantly in use by holidaymakers at low water and by owners of sailing vessels moored in the creek, it also provides access by foot across the Cockle Path which is level and with the bridges provided gives easy access.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Organisations who were consulted are listed on page 12 of the Overview. Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\292\WBH1092
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>The Cockle Path is walkable for 2 hours each side of low tide and is used primarily by locals who know the way and the tides.</p> <p>Map J is stated to be "deemed unsuitable for public access" and the term is not defined. No evidence is available about what makes this particular area unsuitable for public access. No effort is made to distinguish, or compare the "unsuitability" of this particular area of saltmarsh No evidence of likelihood of environmental damage is produced. No claim that birds will be disturbed, or plants damaged.</p> <p>Various points in the proposals and the other Guidance appear to say that "human access (...to saltmarsh) generally does not represent a major problem" (Saltmarsh Management Manual 4.4.3)</p> <p>This proposal is as much about making life easier for the landowner, who will have no liability at all to people who walk here, as about protecting the public from unspecified and mysterious dangers.</p> <p>Public authorities must produce reasons, proportionate to the problem before exercising their powers. They must consult affected parties and state these reasons clearly. There is no point in consulting</p>	

people unless they are enabled to challenge the reasoning and so they must be told why the area is “unsuitable”. The consultation is therefore flawed, and the proposal should be re-presented, with cogent proportionate reasons, or modified (again, with reasons)

Natural England’s comment:

Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Please see Annex B in terms of Natural England’s consultation process.

Representation number:	MCA\Weybourne to Hunstanton\R\293\WBH1093
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
<p>He was not consulted, nor any organisation he belongs to if this is unsafe, and the term is not defined. He has used the area, and no one has been injured or requiring rescue.</p> <p>No evidence is available about what makes this particular area unsuitable for public access. No effort is made to distinguish, or compare the “unsuitability” of this particular area of saltmarsh. No evidence of likelihood of environmental damage is produced. No claim that birds will be disturbed, or plants damaged.</p> <p>Natural England need to give reasons, proportionate to the problem they seek to address. He wonders who was consulted.</p>	
Natural England’s comment:	
<p>Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England’s consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\294\WBH1094
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation:	
<p>The public will be excluded from the historic Cockle Path and the exclusion is not justified, fails to meet the statutory test, and so should not be approved. There is no mention of the existence of this route in the documentation and Natural England seems to be unaware of its existence. Unsuitability is not defined, and no problem has been identified with use of the Cockle Path.</p> <p>No-one with any local knowledge would have made this proposal for an exclusion on a busy footpath without some strong justification. The route may pre-date the enclosure of the marsh by the dykes installed as part of the 1825 Enclosure Act and has been used without harm by generations of people. Users tend not to stray from the established route given the nature of the mud either side of the path.</p>	

He invites Natural England to reconsider this harmful proposal when so much good is being done by this project as a whole and requests the Minister refuses to approve the exclusion.

Natural England's comment:

Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.

Representation number:	MCA\Weybourne to Hunstanton\R\299\WBH1133
Organisation/ person making representation:	[redacted], Girlguiding Anglia & Norfolk Trefoil Guild
Chapter, Route section(s) or Map references:	Chapters 3, Maps H, I
Summary of representation:	
<p>The Exclusion Zone on the beach at Holkham Bay appears to extend over the area below the Mean High Water line. This means that people walking on the beach could potentially be trapped behind the fence line. She wonders what sort of fence is envisaged and, if permanent, would it also stop casual walkers coming inland when the tide came in. The proposed area is at least 1 kilometre in length, which could present safety issues when the tide comes in.</p> <p>The ban will affect local people who know these areas and have seen them at all times of the year. Risk Management, conservation and education issues need to be balanced, so that future generations value these sensitive areas, while learning about managing safe access to the countryside.</p>	
Natural England's comment:	
<p>In developing its proposals Natural England is required to ensure the protection of sensitive nature conservation features as described at section 4.9 of the Coastal Access Scheme. This stretch of coast incorporates a suite of European designations including the North Norfolk Coast SPA and accordingly underwent an Access and Sensitive Features Appraisal. The proposed area was identified as part of this assessment process. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.</p> <p>Little terns are a designated feature of the North Norfolk Coast SPA which supported up to 400 pairs at the time of designation, representing 20% of the British breeding population (SPA citation 1996). Since designation, little tern numbers have declined 17% with a recent 10 year average of 333 pairs (2006-2015) with an average breeding success across the NNC of 0.3 chicks per pair, below the 0.67 chicks per pair required to maintain their population (NNNS, 2006-2015).</p> <p>Current colonies include Holkham Bay. The total population fluctuates annually. The average over the last 10 years is 333 pairs (NNNS, 2006-2015). The largest colonies are at Scolt Head and Blakeney with approximately 100 pairs each (NNNS, 2006-2015).</p> <p>The assessment identifies that Holkham Bay colony is perhaps the most likely to be impacted. It lies adjacent to the existing NCP which is the proposed alignment of the England Coast Path. It is important at around 30 pairs. The area is already popular with visitors and the assessment acknowledges current measures have failed to prevent disturbance to the colony with no chicks fledged from 74 nesting pairs over the last three years (2014-2016) (unpublished NE monitoring).</p> <p>The proposal includes seasonal restrictions to cordon off areas, formalising the current restrictions in place and the provision of non-electric sheep net fencing and, as such would not create a strong-enough barrier that would cause entrapment. This will enhance the existing management measures in place including the presence of wardening. The proposals will address any potential small increase in visitors resulting from the proposals as well as contributing to management measures in place.</p>	

Proposals to exclude access between 1 April and 15 August are supported by the Access and Sensitive Features Appraisal in order to protect the nature conservation interests of the area. Access to these areas will be available for the remainder of the year. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Representation number:	MCA\Weybourne to Hunstanton\R\302\WBH0523
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, Map J
<p>Summary of representation:</p> <p>His family are regular users of the Harbour and saltwater marshes. They often use the Cockle Path, which is recognised as the safest route, used by generations of people. If these proposals come into force people will be tempted to take alternative routes, which would be far more dangerous.</p> <p>It is suggested that before 1967/8, when the commons register was formally adopted, that all parishioners and local persons had access rights over the marshes at Burnham Overy as they would have mostly been 'commoners' with no formality involved and no written agreements in place. They have probably been wrongly identified and should be seen as having rights as on Section 15 Land.</p> <p>The annual regatta, from the 1950s includes races on and across the saltwater marshes on map J. The more modern Heroes Triathlons also uses the same stretch of saltwater marsh.</p> <p>It is important to note that Overy Marshes and other lands running from Overy up to Brancaster are Common Land. The public have every right to use the CROW Act to use these lands. You cannot <i>exclude access</i>. It is also worth noting that land with pre-existing public access rights (Section 15 land), cannot have restrictions applied to it under the CROW Act - as these proposals would do at Burnham Overy Staithe. Most of Brancaster falls into this category, as it is National Trust land, and National England cannot use restrictive powers under the guise of 'public safety.'</p> <p>Map J is stated to be "deemed unsuitable for public access" and the term is not defined. No evidence is available about what makes this particular area unsuitable for public access. No effort is made to distinguish, or compare the "unsuitability" of this particular area of saltmarsh. No evidence of likelihood of environmental damage is produced. No claim that birds will be disturbed, or plants damaged.</p> <p>It is the duty of Natural England need to give reasons, proportionate to the problem before they exercise their powers; consult with affected parties and state these reasons clearly. This process needs to be open and thorough.</p>	
<p>Natural England's comment:</p> <p>The proposal Overview on page 25 says that the proposals would not prevent common rights or traditional activities from continuing.</p> <p>We have not responded in detail to some of the specific points about Section 15 land due to our response in Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Please see Annex B in terms of Natural England's consultation process.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\308\WBH1138
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>Many years of considerate and environmentally sensitive walking with his family and dog.</p> <p>He challenges that land on map J is unsuitable for public access. Many people have for many years enjoyed walking the Cockle Path. Provided people take moderate care there is very little chance of injury or damage to flora and fauna. There seems no sensible reason why this should change. He urges that the proposal is reconsidered.</p> <p>Titchwell Marsh Nature Reserve (map K): The proposed restrictions would curtail access from the coastal path through the dunes towards Titchwell Creek. There is a wonderful walk down Gypsy Lane and onto the coastal path then across marsh towards the dunes and to Titchwell Creek. There is an obvious and long-standing path along this route (just south of the beach) which is enjoyed by families (with their dogs). Provided people stay close to the obvious path, there is no disturbance to birdlife and there seems no sensible reason to restrict this popular walking route. He urges reconsideration.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>Map K - Titchwell Nature Reserve The proposed restrictions mirror the existing management measures of the site at Titchwell. This is explained at page 6 of the published Access and Sensitive Features Appraisal, North Norfolk Coast. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.</p> <p>Proposed restrictions do not affect existing public rights of way in the area including those described above.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\313\WBH1141
Organisation/ person making representation:	[redacted]
Chapter, Route section(s) or Map references:	Chapters 3, 4, Map J
Summary of representation: <p>Access to Scolt Island. Picnicking on sand dunes of the Burn estuary. Bird watching.</p>	
Natural England's comment: <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p>	

Chapter 4:

Representation number:	MCA\Weybourne to Hunstanton\R\35\WBH0834
Organisation/ person making representation:	[redacted], Deepdale Backpackers & Camping / Dalegate Market
Chapter, Route section(s) or Map references:	Chapter 4
<p>Summary of representation:</p> <p>He owns land on which the coast path passes, and his customers are users of the path.</p> <p>He is hugely concerned that Natural England are using the creation of the England Coast Path as an opportunity to hugely reduce access to the salt marshes in many areas along the coast. Access has been enjoyed by locals and visitors for centuries and there can be no justification for Natural England to bring in these new restrictions under the guise of additional access to the coast. It is a real shame that Natural England have decided to seriously damage a positive step like the ECP.</p> <p>The current route between Burnham Deepdale and Brancaster Staithe is in a terrible state, worn away and very uneven. Looking at the smaller scale maps that Norfolk Trails have, there seem to be some steps referenced near the track into Burnham Deepdale. I would describe the location as being on the corner of North House. There is an excellent finger post there, but there aren't any steps.</p> <p>It would be useful to have some form of kissing gates on the access to the sea wall. He regularly sees cyclists using the sea wall route to Burnham Overy, and currently there is no signage or gates to discourage cyclists. If it is to remain purely for walkers, then it needs to make this clear.</p> <p>They would be very interested in there being a counter for the sea wall, and (depending on cost) would be interested in sponsoring this.</p> <p>There are currently plans to do major repairs to the sea wall between Burnham Deepdale and Burnham Overy Staithe. This wall was seriously damaged in the 2013 sea surge, emergency repairs were carried out in 2014, but that work was of limited quality. These repairs, which would drastically reshape and edit the current sea wall, were planned for 2019, but may not be carried out until 2020.</p> <p>The surface on the top of the sea wall from Burnham Deepdale to Burnham Overy is muddy and slippery. It is vital that the whole length of that path have a more walker friendly and hard wearing surface.</p> <p>He cannot find any mention of wheelchair access at any point between Brancaster and Burnham Overy Staithe. There are areas where this might be possible and would greatly improve the access to the beautiful views of the coast.</p>	
<p>Natural England's comment:</p> <p>Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.</p> <p>The path near Brancaster Staithe forms part of the existing Norfolk Coast Path National Trail. The County Council has created a completely new surface since the proposals were made.</p> <p>The steps that are mentioned are at the end of WBH-4-S012 (rather than at the start of the bank WBH-4-S013 closer to North House) and the EA has confirmed (2023) that they plan to refurbish them. A ramp up the seaward side of the bank, used by EA for maintenance access already exists a few metres away in the seaward coastal margin and would be obvious and available to ECP users.</p>	

Natural England thanks the respondent for his offer of sponsoring a visitor counter along the sea wall and would encourage him to contact the Norfolk Coast Path National Trails team at Norfolk County Council to discuss the options.

Natural England thanks the respondent for the information provided regarding proposed repair work to the sea wall by the Environment Agency and the poor condition of the surface on top of the sea wall. It was anticipated that the bank between Burnham Overy Staithe and Burnham Deepdale would have improvement works carried out by the Environment Agency however, in 2023 the work is not part of EA's current schedule.

Proposals between Brancaster and Burnham Overy Staithe are the same as the existing Norfolk Coast Path National Trail and include the recommendation for the removal an existing stile (section WBH-4- S030) which currently creates a barrier for less able people.

Representation number:	MCA\Weybourne to Hunstanton\R\176\WBH0885
Organisation/ person making representation:	[redacted], The Wash and North Norfolk Marine Partnership
Chapter, Route section(s) or Map references:	Chapter 4
Summary of representation:	
<ol style="list-style-type: none">1. The process of public consultation was noted as library drop in sessions at three locations. However, the North Norfolk Advisory Group have had Natural England attend meetings since the inception of the England Coast Path process with full capacity for public and community engagement, but the NNAG was not listed in the consultation as a conduit through which Natural England can and do consult the public and local community for coast path matters.2. It is requested that a clear and transparent definition of what 'No Public Access' means in both real and legal terms be provided in the final documentation. Currently, it is very confusing and comes across as no access at all for anyone in the summary table in Section 10 - Restrictions and Exclusions Page 35 – 36 and subsequent maps.3. Areas adjacent to the coastal path have been given 'No Public Access' restrictions and exclusions for various reasons, including 'sensitive wildlife' and 'unsuitable for public access' (Section 10 - Restrictions and Exclusions Page 35 – 36). It is not clear in the report why different areas of the coast have different reasons for 'No Public Access' as, for example, it is assumed that the entire saltmarsh has conservation value and, therefore, 'sensitive wildlife' through the SAC designation but different areas of saltmarsh have access restrictions and exclusions due to 'sensitive wildlife' and being 'unsuitable for public access'. If Natural England could provide a reference for how these decisions have been made it may bring greater clarity to the consultation and final report.4. This response is based on a synthesis of conversations through voluntary contact with the Project Manager of The Wash and North Norfolk Marine Partnership and Chairman of the NNAG. They have not attempted to survey the opinions of every member of the NNAG.	
Natural England's comment:	
<ol style="list-style-type: none">1. Natural England acknowledges they have regularly attended or provided updates to the North Norfolk Advisory Group meetings during development of the proposals and value the input and comments provided at such meetings. We apologise the group is not individually listed within our published report.	

2. In terms of the published report, “No public access” is referring to those areas where no new coastal access rights would become available under our proposals. The reference is solely in terms of whether or not coastal access rights would apply in any given area.
3. Please see Annex A in terms of Natural England’s analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report.
4. Natural England note the terms in which the representation was submitted.

Chapter 5:

Representation number:	MCA\Weybourne to Hunstanton\R\29\WBH0050
Organisation/ person making representation:	[redacted], Holme-next-the-Sea Parish Council
Chapter, Route section(s) or Map references:	Chapters 5, 6, Map 5e
<p>Summary of representation:</p> <p>The Council is concerned about the impact of increasing visitor pressure on the dunes which is likely to increase still further as a result of the proposals. Of particular concern is the impact of visitor movements on the degradation of the dunes – as is apparent in many areas where visitors stray from the actual route of the Path.</p> <p>The dunes also function as sea defences for the village of Holme. Moreover, they are immediately adjacent to properties on Broadwater Road (Map 5e), and this has implications for any “Roll Back” proposals. This sea frontage is classed as Managed Re-alignment in the Environment Agency’s Shoreline Management Plan (2010) which means that no funds are available to invest in improvements despite the threat posed by ongoing rises in sea level.</p> <p>The Coast Path project presents an opportunity to improve the resilience of the sea defences - either by strengthening the defences directly or by diverting / diffusing visitor traffic. The Council urges Natural England to take the opportunity of making improvements within this project.</p> <p>The Parish Council is also concerned about the longer term prospects of keeping open the Public Conveniences in Beach Road. Natural England’s support for maintaining these facilities is essential in the light of growing visitor numbers at this point on the National Trail.</p>	

Natural England's comment:

The proposals have been drawn up in conjunction with an Access and Sensitive Features Appraisal to ensure the protection of nature conservation features as described at section 4.9 of the Coastal Access Scheme. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

The assessment identifies that between Thornham and Flaxley (maps 5c, d & e) the new access proposal is unlikely to cause a change in the level and patterns of visits as the extent of access rights would be broadly consistent with those currently available.

The proposals for the area utilise the existing Norfolk Coast Path National Trail which opened in 1986. It has been widely promoted and is already a popular route with walkers. The assessment recognises it is possible that once it becomes part of the England Coast Path this will increase the profile of the route and could attract additional walkers to the area. However, we do not anticipate this would result in any significant changes in visitor behaviour or patterns of access from that already being experienced on the site.

The assessment is undertaken on best existing information and evidence available. If in the future there are any subsequent changes in local circumstances the legislation is such that the need for restrictions or realignment can be considered in the future.

The Environment Agency has a statutory responsibility for the sea defences and our proposals have been developed in discussion with them to ensure our proposals do not compromise their primary purpose. We are not in receipt of any communication from the Environment Agency that expressed a concern that our proposals would pose a threat to the functions of the dunes as sea defences at Holme either at development stage or from the publication process.

The proposals have incorporated roll back along this stretch of coast to ensure the coastal access is responsive to coastal change identified within the shoreline management plans for the area. The position of any future rolled back route would have to avoid excepted land, such as residential properties on Broadwater Road. Consultation with landowners and other interested parties would be undertaken at that time to agree a route of the trail in order to secure an appropriate route for the trail. This process would be undertaken at a local level with interest groups without further reference to the Secretary of State.

The Marine and Coastal Access Act placed a duty on Natural England to draw up proposals for establishment of the England Coast Path National Trail. Natural England is required to work with those responsible for flood and coastal risk management to ensure that the coastal access proposals do not compromise essential functions. Natural England can confirm they have worked closely with the Environment Agency along this stretch ensuring the proposals do not compromise essential functions, our duty does not extend to including proposals for improving the resilience of the sea defences.

The proposed ECP route is the same as the existing Norfolk Coast Path and is 190m seaward of the toilets. Natural England's duty does not extend to securing long term public convenience facilities and recommends the Parish Council contacts the local authorities to express its concerns.

Representation number:	MCA\Weybourne to Hunstanton\R\61\WBH0901
Organisation/ person making representation:	[redacted], Norfolk Wildlife Trust
Chapter, Route section(s) or Map references:	Chapters 5, Maps 5d, 5e Access and Sensitive Features Appraisal, Annex B map L
Summary of representation: <p>The Trust fully supports the proposals for established exclusion zones as shown on Annex B map L both for the area of Holme NNR with no public access all year and for beach bird nesting areas between 1st April and 15th August. They welcome proposals that Natural England should work with partners to secure long term funding required to maintain exclusion zones. This will include resources for temporary fencing and signage.</p>	
Natural England's comment: <p>Natural England thanks the Norfolk Wildlife Trust for its support to the proposals described above and confirm our commitment to working with partners to ensure effective protection and enhancement of relevant species as described at page 19 of the published North Norfolk Coast Access and Sensitive Features Appraisal. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.</p>	

Representation number:	MCA\Weybourne to Hunstanton\R\113\WBH0498
Organisation/ person making representation:	[redacted] & [redacted]
Chapter, Route section(s) or Map references:	Chapters 5, WBH-5-S008 to WBH-5-S012 Map 5a Map 5b Map K
Summary of representation: see photos A & B in Document 9 <p>They have strong reservations about the proposed route and in particular section WBH-5-S009. The path with unsupervised and unregulated walkers and dogs would be a visual intrusion from our property with problems of noise and litter and disturbance of the peaceful habitat.</p> <p>With regard to Map K, I would point out that there is an error in delineating the extent of Titchwell Marsh Nature Reserve. It in fact extends south of section WBH-5-S009 up to the boundary with the church wall and my property. The ground is an area of ancient pasture and is designated SSSI.</p> <p>Natural England seem to be taking the dogmatic view of following the coastal margin (in this case the RSPB Nature reserve) without regard to the terrain and sensitivity of the habitat. The terrain is mostly grass/scrub, boggy in places with sections of WBH-5-S008 under water in the wetter times of the year. The cost of creating the footpath and then maintaining it would be prohibitive and in fact quite unnecessary. The so called "coastal experience" is virtually non-existent because at eye level any views are blocked by reed beds, trees and scrub. The area is one of pristine undisturbed habitat frequented by mammals, amphibians and ground nesting birds, and is a favoured hunting ground for barn owls and marsh harriers.</p> <p>The obvious, common sense, practical and cost free alternative solution of routing the Coast Path would be to extend the already proposed public footway (pavement) WBH-5-S013 FW from the Briarfields Hotel along the main road to Gypsy Lane (an existing public byway). This would give unrivalled, spectacular, panoramic views (see attachments View A and View B) of the salt marsh, dunes and sea from an elevated position and give easy access along Gypsy Lane to the sea bank (WBH-5-S007 RB and onwards).</p>	

Natural England's comment:

The proposed alignment is located approximately 68m north of the respondent's property with a grass field inbetween. Our proposals recommend a default width of the trail with no landward coastal margin, walkers are therefore discouraged from straying from the clearly waymarked route north of the property. Walkers are encouraged to adopt the principles of the Countryside Code when using the coast path which discourages dropping litter and creating disturbance.

The colour washed areas on Map K reflect the extent of proposed directions at Titchwell Marsh Nature Reserve as opposed to the relevant boundaries. Natural England acknowledges and agrees with the respondents' comments describing the reserve boundary details and associated description of the SSSI in the area.

Natural England thanks the respondents for their advice that at section WBH-5-S008 the ground is sometimes under water. Natural England has revisited this area with the site manager since the publication following other similar comments received (Norfolk County Council – see Representations in Full responses). The site manager confirmed the land along the western end of WBH-5-S008 is lower lying than surrounding ground and can regularly become boggy but confirmed the sections either side were not regularly boggy and were accessible on foot year-round. We therefore aim to make improvements to WBH-5-S008 and it likely that a boardwalk will be needed at a cost of around £9,000. This improvement has the support of the landowner.

Natural England acknowledges that sea views are minimised in places. However, our report at section 5.2.2 advises on the reasoning why other options considered closer to the sea were not recommended.

Natural England thanks the respondent for providing details of the wildlife habituating the area. The proposals have been drawn up in conjunction with an access and sensitive features appraisal to ensure the protection of nature conservation features as described at section 4.9 of the Coastal Access Scheme. The assessment concluded no likely significant effect on the sensitive features. Details in relation to sections WBH-5-S008 to WBH-5-S012 can be found on page 17 of the published North Norfolk Coast Access and Sensitive Features Appraisal. The revised Habitats Regulations Assessment that accompanies this report corroborates the assessment of the Access and Sensitive Features Appraisal.

Natural England apologises that our report does not include the route recommended by the respondent as an option considered. Natural England can confirm we did explore this option at development stage, but the proposed route is closer to the sea and minimises pavement walking.

Representation number:	MCA\Weybourne to Hunstanton\R\174\WBH0054
Organisation/ person making representation:	[redacted], Chair of Titchwell Parish Meeting
Chapter, Route section(s) or Map references:	Chapters 5, Map 5b
Summary of representation:	
<p>Titchwell Parish Council meeting was held on 3rd May 2018. The Parish Council was not consulted at any point by Natural England about the best route.</p> <ol style="list-style-type: none"> 1. The existing coastal path along the top of the hill to the south of the A149 provides panoramic views of the North Norfolk harbours and nature reserves. It is untroubled by vehicular traffic and agricultural machinery. There are half a dozen existing paths that permit those using the existing path to walk down to the sea if they wish. There seem little point in creating a new path through this section when such a fine facility already exists. 	

2. The proposals generally follow the A149. Much of this route has no view of the sea. The Parish Council was intrinsically unhappy about the proposed path crossing the A149 in the village. The proposed junction with the A149 and the RSPB access road is already dangerous and introducing more pedestrians increases danger to the pedestrians and vehicles. There are two bus stops either side of the A149 at this point and pedestrians are already found wandering over, what is one of the straightest sections of the A149. 60 mph speed limits are already widely ignored along this straight stretch of road.
3. The Parish Council feel that the footpath alongside the A149 from Titchwell to Thornham was also worthy of greater consideration. There is obviously a cost to this but also a significant benefit to the local community. An improved footpath to Thornham would make life safer for not only holidaymakers but also for local people who walk along this stretch regularly.
4. The Parish Council meeting queried why land owned by the RSPB had not been considered in the proposal and did not appear to have been included at all when the public can walk there around the reserve 24 hours a day, 365 days per year without barriers and any security system.
5. The Parish Council meeting could not understand and did not agree with the concept of the coastal margin where the public appear to be able to have free access across land situated between the proposed path and the sea. They felt that any pathway is perfectly sufficient for people to walk along and enjoy the countryside / sea without them wondering off the path, accessing, and potentially causing damage to other areas of private land.

Natural England's comment:

1. Natural England apologises if the Parish Council feel they have not been consulted at any point by Natural England about the best route. We mailed all parish councils with a map and letter inviting comment on the initial proposals during Summer 2015, but we did not receive any comments.
2. The table at 5.2.2 of our report clarifies other options considered in developing our proposals including consideration of the existing Norfolk Coast Path inland of the proposed route. The table includes the reasons for not proposing it as the preferred route of the England Coast Path. Overall, the proposed route strikes the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. Distant views of the sea are available along sections WBH-5-S021 of map 5b. The proposed route on Map 5b crosses the A149 at two locations and the RSPB access road. In developing our proposals, we seek the view of the highways authority where proposals include road crossings, and the highways authority did not raise any issues about the proposed crossing points at Titchwell. Natural England encourages the Parish Council to contact Norfolk County Council in their capacity as the statutory bodies to raise their concerns with them regarding their observations of pedestrians at the two bus stops along with the speeding concerns raised.
3. Natural England is required to follow the criteria described in chapter 4 of the Coastal Access Scheme in identifying a preferred route option. Table 5.2.2 includes our reasons for not proposing the verge along the A149 as our preferred option. We concluded there are other suitable route options that better meet the criteria of the Scheme. As part of our assessment of route options we did consider a range of ways to upgrade the existing route in the road verge but the required specification from the County Council had costs in 2018 of over £100,000.
4. The proposed route includes a section on land owned by the RSPB. Other areas in its ownership were also considered seaward of the proposed route and summarised at 5.2.2 of other options considered. We considered routes through the reserve, but our preferred option is only open in the autumn and dogs are not permitted in the reserve except along the western boundary along a PRoW.

Representation number:	MCA\Weybourne to Hunstanton\R\179\WBH0613
Organisation/ person making representation:	[redacted], Clerk to Brancaster Parish Council
Chapter, Route section(s) or Map references:	Chapters 5, Map section 4. Brancaster. Parish of Brancaster
Summary of representation: <ol style="list-style-type: none"> 1. Brancaster Parish Council has not been consulted over these proposals. 2. The Parish Council is concerned to maintain rights and free access to seaward Common Land. The Council supports Scolt Head and District Common Rights Holders Association. It appears powers under the 2000 CROW Act are being used to remove public access. Natural England seem to have made this as complex as possible by producing a 64 page document. 3. Much of the proposed route utilises existing rights of way which are not well-maintained, despite frequent requests from the Council. They are ill-equipped to withstand increase in use, in fact some portions of the proposed Coast Path through the Parish regularly flood. 4. The Parish Council would be happy to see the footpath that joined Brancaster church to Titchwell church reinstated for visitors on foot as part of this scheme. 5. Consultation for this project has apparently been minimal and given the level of public concern that has been brought to the attention of the Parish Council, the Council requests that a Public Inquiry be held to satisfy the many local objectors. 	
Natural England's comment: <ol style="list-style-type: none"> 1. Natural England mailed all parish councils with a map and letter inviting comment on the initial proposals during Summer 2015. We had an initial response from the (same) Parish Council Clerk on 8th August 2015 saying that a response would be made but we did not receive any comments. We have had later communication with the Clerk over specific issues. 2. Please see Annex A in terms of Natural England's analysis of exclusions on saltmarsh and mudflat in the coastal margin proposed within the published report. 3. Once the coastal access rights are in place and operating, the stretch becomes part of the wider family of National Trails. The associated arrangements to their funding and management will therefore apply along the England Coast Path. This includes a significant annual maintenance grant to the Access Authority which has a statutory duty to ensure it is maintained and managed to National Trail Standards. 4. Natural England has a statutory duty to work to the criteria set within the Scheme in identifying trail alignment. There are other options better suited to the criteria than the route described at 4 above. Natural England recommends the Parish Council approach the access authority for advice in creating a route described. 5. Please see Annex B in terms of Natural England's consultation process. 	

Representation number:	MCA\Weybourne to Hunstanton\R\300\WBH1133
Organisation/ person making representation:	[redacted], Girlguiding Anglia & Norfolk Trefoil Guild
Chapter, Route section(s) or Map references:	Chapters 5, Map 5d and Map 5e. Overview Map L
Summary of representation: <p>To the landward side of WBH-5-5033FP and WBH-5-5034FP, the Firs Café and Visitor Centre is signed from the current Coast Path. The Overview Map suggests that this Café is no longer going to be accessible from the Path. Please balance the desire of the Nature Reserve to charge visitors to the Reserve with the incidental income that visitors can generate.</p>	
Natural England's comment: <p>At Holme Dunes National Nature Reserve (Map L), existing management measures charge entry for non-Norfolk Wildlife Trust members, and CROW access rights are excluded to manage visitors and allow admission charges to continue. Access to marked areas on the beach seaward of the proposed trail is limited during the breeding season to protect ground nesting birds, and CROW access rights are excluded seasonally from these areas to help protect the birds from disturbance. Natural England's proposals replicate these existing onsite management measures and will have no impact on access to the café.</p>	

Chapter 6:

Representation number:	MCA\Weybourne to Hunstanton\R\62\WBH0901
Organisation/ person making representation:	[redacted], Norfolk Wildlife Trust
Chapter, Route section(s) or Map references:	Chapters 6, Map 6a
Summary of representation: <p>They support inclusion of the area that has been included as "coastal margin landward of the trail". This area has long been subject to informal access by the public. In addition, this area is valuable ecologically, owing to the large population of orchids that are found in this area. The persistence of the orchids depends on the area being left as natural coastal habitat.</p>	
Natural England's comment: <p>Natural England thanks the Norfolk Wildlife Trust for their support to the above proposals in relation to Map 6a.</p>	

Annex A

Response to representation comments about exclusions on saltmarsh and mudflat in the coastal margin

Our report proposed excluding coastal access rights in the margin on saltmarsh and mudflat at Burnham Overy Staithe and Wells-next-the-Sea, to discourage access use by those unfamiliar with the network of creeks and channels on the saltmarsh, and unexpected danger from the tides (see maps G and J). Our report also proposed excluding coastal access rights in the margin on saltmarsh at Wells-next-the-Sea to protect breeding and wintering birds from disturbance.

The proposed exclusions of coastal access rights would have no effect on existing local rights or commercial uses of the land in the area. Neither would the exclusions affect access to the water for boating or kayaking. However, Natural England agrees that the text in our proposals is open to misinterpretation, and we apologise for the confusion this has clearly caused.

Following publication of our proposals, Natural England analysed new information brought forward in objections and representations, held structured conversations with a selection of key partners and sought further data. This uncovered additional information we weren't aware of when we made our proposals, which gave us a clearer understanding of the current pattern and level of access use across the saltmarsh and mudflat at Burnham Overy Staithe and Wells-next-the-Sea, which is in contrast to the relatively high access use on the existing Norfolk Coast Path National Trail adjacent to the saltmarsh.

Taking the additional information into account, we concluded that the saltmarsh and mudflat on maps G & J does not attract casual recreational access use from the current trail users and providing a right of access will not make it more attractive for recreational use. On balance, we concluded that our proposed formal exclusion under S25A is not necessary.

The revised Habitats Regulations Assessment (HRA) that accompanies the report has taken this change into account for our assessment of the way the marsh would be used and has concluded that there is no likely significant effect on the conservation objectives of the European sites. We therefore do not consider that the proposed S26 nature conservation exclusion is necessary.

We therefore recommend to the Secretary of State that our proposals be approved with the modification that they do not include the Section 25A saltmarsh and flat exclusions and the Section 26(3)(a) nature conservation exclusion (shown on Maps G & J) that we originally proposed, but with the addition of informal management measures in the form of bespoke advisory signs where the trail meets any access points onto the saltmarsh, advising people of the risks of accessing the saltmarsh. We anticipate these would be an additional cost of less than £1000.

Annex B

Consultation process

The consultation has been undertaken as described at page 19 of the Approved Scheme and as described at page 12 of the published Overview.

To reach the formal proposal stage Natural England followed the guidance laid out within the Scheme and held conversations with key organisations along with local landowners and other legal interests in potentially affected land as well as sharing our findings more widely through library drop in sessions and writing to parish councils inviting comment. Details of a number of the organisations we contacted are listed at page 12 of the Overview. The published document provides our final recommendations following the feedback we have received from the earlier stages of the process and provides another opportunity for individuals to comment.

Respondants have made several points about the process of gathering information and informing local people. There was concern that Natural England had not consulted certain user groups, including Sailing Clubs. As part of the prescribed Natural England process, we wrote to all landowners and tenants (of land that was registered with the Land Registry) who we assessed might be affected by the proposals. The landowners were invited directly to public events at local libraries in Wells, Hunstanton and Sheringham. We also asked that those venues displayed posters advertising the events to the wider public.

Some of the Sailing Clubs are not registered affected owners or tenants and so were not initially contacted, and as Natural England knew any new access rights would not have any impact on the Sailing Clubs' legal interests or activities, we did not contact them as a relevant party.

Parish Councils were written to, along with landowners who might be affected (who we had identified through Land Registry data purchase). We advised on the outline of the ECP work, that we had started working along the stretch and they were invited to drop in sessions held at libraries at Wells, Hunstanton and Sheringham during July 2014. Subsequently, we wrote to parish councils to share our initial thinking for alignment in summer 2015 and invited comment. We notified all parish councils at the start of the proposal consultation period inviting formal comment. The proposals were also notified to all Borough and County Councillors. Details were announced in the Public Notices section of the Eastern Daily Press. All the information was available on our website and paper copies were available on request.

It was said that Natural England did not consult the RNLI or Coastguard, but we met with Wells Lifeboat staff nearly two years prior to the report publication and had comments from the Coastguard nearly three years before publication.

There was concern about the complex format of the proposals report however Natural England notes that it is a statutory document. The process is common to all proposal reports and the format and template of the reports is outside Natural England's control. We did though publish guidance notes, and we provided an email address and telephone number for any queries that respondents may have about the process. The report format has been updated for later reports to make it more user friendly.

Comments were made that the consultation did not happen over the summer months and so the number of responses would be reduced. We published the proposals at the earliest opportunity and would contend that publication during the summer could also have resulted in criticism about people being away from home. We have a duty to inform owners (rather than holiday-makers) and so, where HMLR ownership data gave a property address and another 'home' address we wrote to both addresses.